



Campbelltown Council Transport Plan (Northern Section)

Final Approved Version on 13 November 2025

**A safe, sustainable,
vibrant Community**



Kaurna Acknowledgement

We acknowledge that we work, live and play on Kaurna Yarta. We respect the unique connection and relationship Kaurna Peoples have to Country and their ever-enduring cultural heritage.

Contents

Executive Summary	6
1. Introduction	10
1.1 Background	10
1.2 Study Scope and Purpose	11
1.3 Report Structure	12
2. Planning Context	13
2.1. Relevant Council Planning	13
2.2. State Government Planning Directions.....	19
3. Existing Conditions.....	24
3.1 Existing Land Use and Demographics	24
3.2 Road Network.....	31
3.3 Parking.....	37
3.4 Public Transport	39
3.5 Walking	44
3.6 Cycling.....	48
4. Issues and Opportunities	50
4.1 Overview	50
4.2 Stage 1 – Key Stakeholder Engagement.....	50
4.3 Stage 1 – Community Consultation	51
4.4 Stage 2 Consultation	57
5. Initiatives for the Transport Action Plan	60
5.1 Roads and Traffic	61
5.2 Parking.....	63
5.3 Public Transport	64
5.4 Walking	65
5.5 Cycling.....	66
6. Transport Action Plan Assessment.....	68
6.1 Assessment Framework	68
6.2 Assessment of the Transport Plan Initiatives.....	69
6.3 Transport Action Plan Priorities	73
7. Glossary and Reference List	75
7.1 Glossary of Terms	75
7.2 References.....	77
Appendix A Stage 1 Stakeholder and Community Engagement Report, February 2025	
Appendix B Stage 2 Community Engagement Report, August 2025	

List of Figures

Figure 1	Overall Support for the Initiatives in the Transport Plan.....	7
Figure 1.1	Study Area for the Campbelltown Northern Section Transport Plan.....	10
Figure 2.1	Council's Strategic Plan 2028	13
Figure 2.2	Recommended Treatments in the Campbelltown Bicycle Network Plan (2018).....	15
Figure 2.3	Chain of Trails Master Plan.....	16
Figure 2.4	Campbelltown Pedestrian Route Hierarchy Plan	17
Figure 2.5	Study Area for the Newton Industrial Precinct.....	18
Figure 2.6	SA Government Infrastructure, Land Use and Transport Strategies and Plans.....	19
Figure 2.7	Infill Development Areas identified in the Greater Adelaide Regional Plan.....	20
Figure 2.8	Strategic Responses in South Australia's Transport Strategy	21
Figure 2.9	State Government Road Safety Strategy to 2031 and Action Plan 2025-2027.....	22
Figure 2.10	Examples of Cycle Lane Designs from the Active Travel Design Guide.....	23
Figure 3.1	Land Use and Key Attractors in the Study Area.....	24
Figure 3.2	District Shopping Centres in Newton.....	25
Figure 3.3	Examples of Major Parks and Reserves	26
Figure 3.4	The ARC Recreation Centre in Campbelltown on Lower North East Road.....	26
Figure 3.5	Schools in the Study Area	27
Figure 3.6	School Enrolment Zones in the Study Area	28
Figure 3.7	Age Profiles by Suburb in the Northern Section of City of Campbelltown.....	29
Figure 3.8	Age Statistics by Suburb in the Northern Section of City of Campbelltown	29
Figure 3.9	Transport Mode Comparison with the Study Area and Other Councils.....	30
Figure 3.10	Existing Road Hierarchy in the Study Area.....	31
Figure 3.11	Existing Posted Speeds in the Study Area	32
Figure 3.12	25 km/h School Zones and Pedestrian Crossings in the Study Area.....	33
Figure 3.13	Traffic Volumes in the Study Area.....	34
Figure 3.14	85 th Percentile Speeds in the Study Area.....	35
Figure 3.15	Crash Statistics in the Study Area from 2019 to 2023	36
Figure 3.16	Council On-street Parking Controls in the Study Area	38
Figure 3.17	Park and Ride and an Electric Vehicle Charging Space in the Study Area.....	38
Figure 3.18	Existing Bus Network in the Study Area.....	39
Figure 3.19	Paradise O-Bahn Interchange	39
Figure 3.20	Examples of Bus Stops in the Study Area	40
Figure 3.21	Examples of Bus Stops at Shopping Centres and Schools in the Study Area	40
Figure 3.22	Location of Bus Stops in the Study Area.....	41
Figure 3.23	Walkable Access to Public Transport Stops in the Study Area.....	42
Figure 3.24	Annual Boardings at Bus Stops in the Study Area (2023).....	43
Figure 3.25	Pram Ramps and Footpaths for Walk Access in the Study Area.....	44
Figure 3.26	Walkable Access to Shopping Centres in the Study Area	45
Figure 3.27	Walkable Access to Schools in the Study Area.....	46
Figure 3.28	Walkable Access to Major Parks and Reserves in the Study Area	47
Figure 3.29	Existing Bicycle Network in the Study Area	48
Figure 3.30	Existing Bicycle Treatments in the Study Area.....	49
Figure 4.1	Stage 1 Community Consultation Summary	52
Figure 4.2	Location of the Stage 1 Community Survey Responses	52

Figure 5.1	Council's Community Strategic Vision and Themes for the Transport Plan	60
Figure 5.2	Five Transport Themes for the Initiatives in the Transport Action Plan.....	60
Figure 5.3	Proposal for a 40 km/h Speed Limit with of Lower North East Road.....	62
Figure 5.4	Proposal for Changes for Council Roads from 60 km/h to 50 km/h.....	62
Figure 5.5	Examples of Innovative Traffic Calming Treatments	63
Figure 5.6	Proposal for a Go Zone on Route 178 to Paradise Bus Interchange.....	64
Figure 5.7	Updates to the Existing Council Walking Master Plans and Strategies	65
Figure 5.8	Examples of Bicycle Pedestrian Actuated Crossings	67
Figure 6.1	Overall Support for the Initiatives in the Transport Plan.....	69
Figure 6.2	Level of Support for the Transport Plan Initiatives	69
Figure 6.3	Results of the Transport Plan Assessment	72

List of Tables

Table 1	Priorities for the Transport Plan Initiatives	7
Table 2.1	Focus Areas related to Transport – Theme 3.3 of Council's Strategic Plan 2028.14	
Table 3.1	Proposed Changes to the Road Hierarchy for Campbelltown City Council	31
Table 3.2	Locations for Potential Black Spot Program Funding Assessments.....	36
Table 4.1	Response Rate from the Stage 1 Community Consultation Survey	53
Table 5.2	Proposed Initiatives to Address the Issues with Roads and Traffic	61
Table 5.3	Proposed Initiatives to Address the Issues with Parking.....	63
Table 5.4	Proposed Initiatives to Address the Issues with Public Transport	64
Table 5.5	Proposed Initiatives to Address the Issues with Walking	65
Table 5.6	Proposed Initiatives to Address the Issues with Cycling	66
Table 5.7	Example of a Bicycle Network Route Hierarchy	67
Table 6.1	Criteria Used to Assess the Transport Plan Initiatives	68
Table 6.2	Scoring Ranges Used to Assess the Transport Plan Initiatives	69
Table 6.3	Scores for the Transport Plan Initiatives	69
Table 6.4	Weighted Scores and Rankings for the Transport Plan Initiatives	71
Table 6.5	Priorities for the Transport Plan Initiatives	73

Abbreviations

Abbreviation	Description
CCC	Campbelltown City Council
DIT	Department for Infrastructure and Transport
DTI	Department for Trade and Investment that manages Plan SA
PAC	Pedestrian Actuated Crossing with a traffic signal
PTSA	Public Transport South Australia, a division of DIT established in 2024
Transport Plan (TP)	Local Area Traffic Management Plan including all transport modes for roads and traffic, parking, public transport, walking and cycling

Executive Summary

The northern section of the Campbelltown City Council (CCC) includes the suburbs of Paradise, Athelstone, Campbelltown, and Newton. It is generally bounded by the River Torrens (Karrawirra Parri) to the north, the River Torrens and Felixstow to the west, Montacute Road to the south and Black Hill Conservation Park to the east.

The aim of the Transport Plan (TP) is to establish a strategic holistic framework to deliver an integrated transport system that meets the needs of pedestrians, cyclists, motorists and public transport users and balances this with neighbouring Councils and State initiatives. It will provide a well-connected, efficient, and sustainable transport network to improve mobility and safety across the study area. It was developed in collaboration with stakeholders and the wider community to identify, confirm and address the key issues. It includes an action plan with a range of prioritised initiatives to guide Council in addressing the issues identified for transport safety, access and mobility. It will support the transport vision and objectives and guide future investment in the transport network.

Key Findings

The key findings from the community consultation on the draft Transport Plan is provided as follows and based on the five transport mode categories:

- Roads and Traffic
- Public Transport
- Walking
- Cycling
- Parking

A total of 278 comments were provided from the Stage 1 community engagement activities held in October and November 2024 that identify the issues and opportunities in the study area. These comments were analysed, and reported on at the 3 June 2025 Council Meeting, to develop the initiatives for the draft Transport Plan that was provided for the purposes of the Stage 2 community consultation conducted in June 2025.

The results from the online surveys and the community submissions are provided in a separate Stage 2 engagement summary report '*Transport Plan Study (Northern Section) Stage 2 Community Engagement Report 25 August 2025 Ref:241688*'. The findings in this report provide the basis for the analysis and prioritisation of the actions in the Transport Plan.

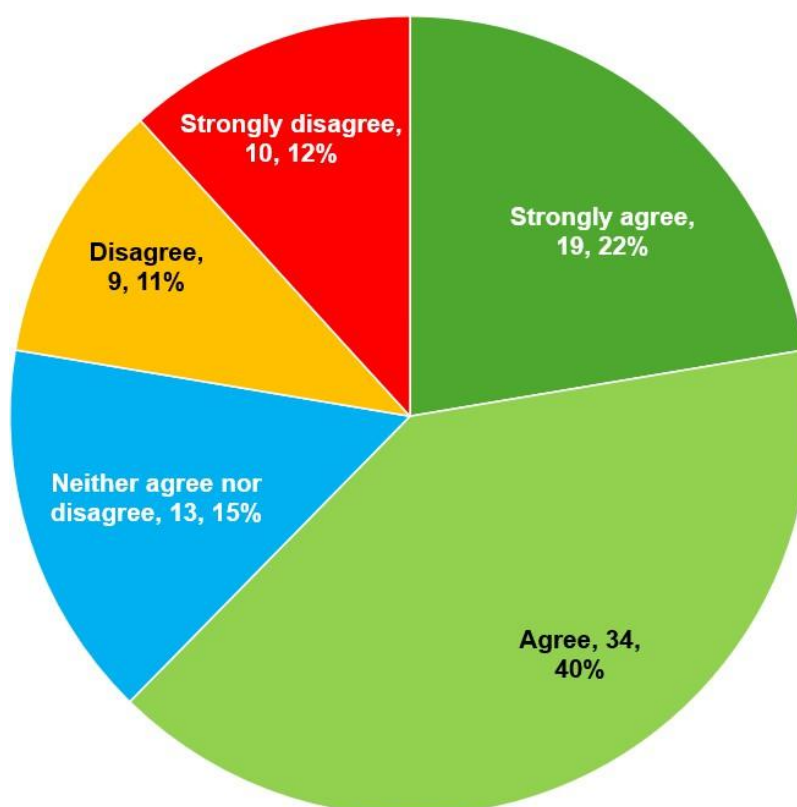
The Stage 2 consultation of the proposed actions in the draft Transport Plan was conducted from Tuesday 10 June to Monday 30 June 2025 with the following responses:

- 85 Social Pinpoint contributions to the online survey.
- 9 formal email and letter submissions were received.

The survey indicated strong support for the Transport Plan, shown in Figure 1 with:

- 62% (53 responses) support for the Transport Plan initiatives.
- 15% (13 responses) are neutral with no strong view.
- 23% (19 responses) disagree with some part of the Transport Plan.

Figure 1 Overall Support for the Initiatives in the Transport Plan



Prioritised Transport Action Plan

The assessment framework was developed with criteria that balanced the scoring of the transport plan initiatives equally between Strategic Alignment, Community Support and the Cost to Council. Within Strategic Alignment four criteria were used and weighted equally from Council's Strategic Focus areas:

- Strategic Focus Area 3.3.1: Manage and Encourage Safe and Connected Movement within our City
- Strategic Focus Area 3.3.2: Provide an Accessible and Pedestrian Friendly City
- Strategic Focus Area 3.3.3: Consider and Support Alternative Transport Options
- Strategic Focus Area 4.4.1: Investigate effective parking solutions for current and future parking demands

The weighted scores within the three areas determined a priority list that would help guide future transport decision making. The results are provided in Table 1.

Table 1 Priorities for the Transport Plan Initiatives

ID	Initiative	Total Score	Weighted Score	Rank
P1	Review on-street parking demand at Paradise O-Bahn interchange	26	78%	1
P4	Council-wide parking strategy	25	72%	2
C6	New bicycle parking at Paradise O-Bahn interchange on the south side with access from Lincoln Road	23	69%	3

ID	Initiative	Total Score	Weighted Score	Rank
T5	Kiss and Drop safety review at all schools during the AM drop-off and PM pick-up times	26	69%	3
B1	Go Zone bus corridor extension in Route 178 to Paradise	21	67%	5
W6	Council strategic master plan updates	27	67%	5
P2	Review on-street parking demand at The ARC car park and in Botanic Grove, Campbelltown	21	67%	5
W2A	Safer walk routes for students to Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School.	22	64%	8
W2B	Safer walk routes for students to Montacute Road at Piccadilly Crescent for St Joseph's School, Hectorville.	22	64%	8
W2C	Safer walk routes for students to Montacute Road east of Hectorville Road for East Torrens Primary School.	22	64%	8
C4	New signage and wayfinding on Primary bicycle routes	22	64%	8
T6	Intersection traffic safety review in Lower North East Road at Hill Street, Campbelltown	20	61%	12
P3	Review on-street parking demand in Hill Street, Campbelltown	20	61%	12
B2	Additional bus services in Route 178 in Athelstone	20	61%	12
B3	Additional bus services in Addison Avenue and Quondong Avenue, Athelstone	20	61%	12
C8	Review Council bicycle plan	23	61%	12
T2A	50 km/h in Stradbroke Road	21	58%	17
T2B	50 km/h in George Street/Lower Athelstone Road	21	58%	17
T2C	50 km/h in Maryvale Road	21	58%	17
T3	Council road hierarchy review	21	58%	17
W3	Safer pedestrian crossing to Gorge Road at Manresa Court, Athelstone	21	58%	17
W4	Safer pedestrian crossing to Montacute Road west of Stradbroke Road, Newton	21	58%	17
W5	Safer pedestrian crossing to Gorge Road/Maryvale Road, Athelstone	21	58%	17
C7	New bicycle parking at Campbelltown Shopping Centre on Lower North East Road	21	58%	17
C1	Review Council bicycle plan	22	56%	25
T1	40 km/h speed for parts of Campbelltown and Paradise	20	53%	26
T4A	Traffic calming devices in Addison Avenue, Athelstone	20	53%	26
T4B	Traffic calming devices in Church Road, Campbelltown and Paradise	20	53%	26
T4C	Traffic calming devices in Avenue Road, Paradise	20	53%	26
W1	Safer pedestrian crossing in Montacute Road at Piccadilly Crescent, Campbelltown	20	53%	26

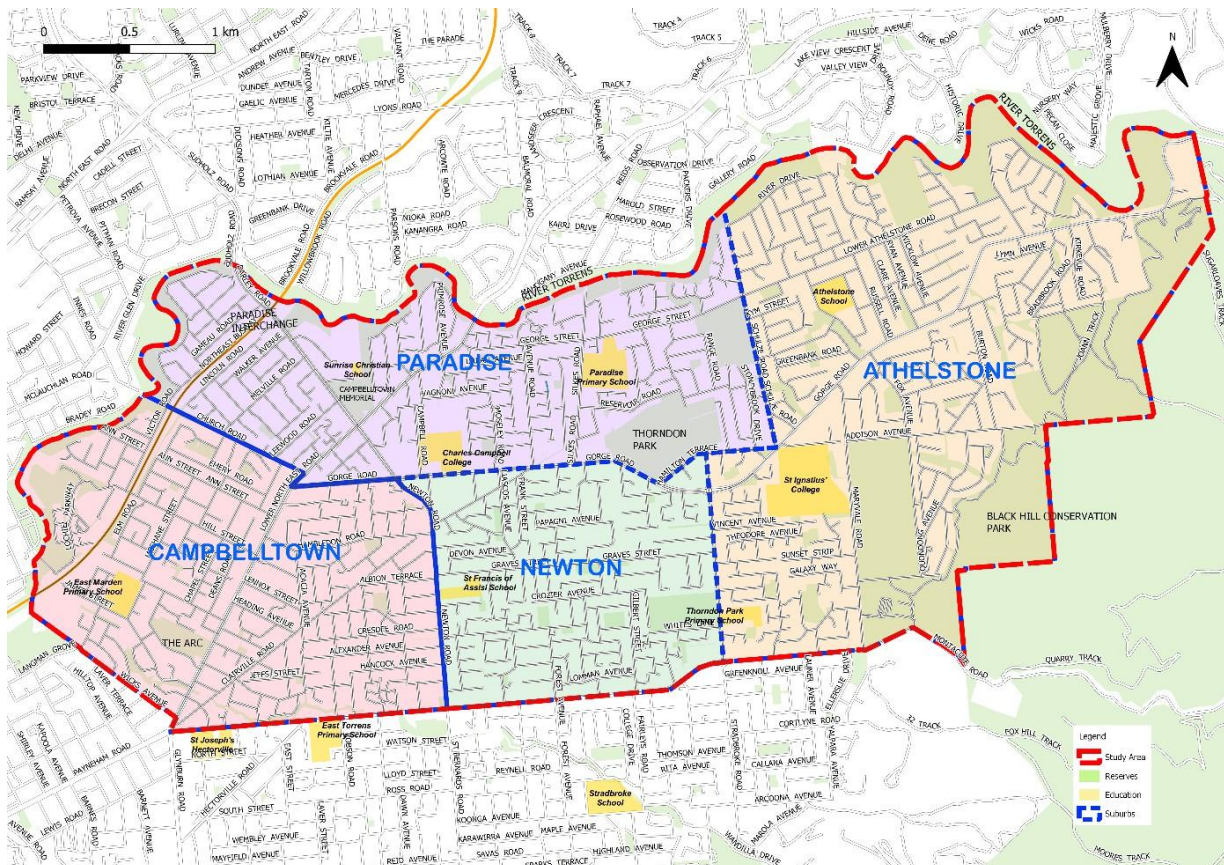
ID	Initiative	Total Score	Weighted Score	Rank
C3	New cyclist crossing at Stradbroke Road between Graves Street in Newton and Emanuel Street in Athelstone	20	53%	26
C5	New cyclist crossing at Maryvale Road near Sunset Strip and Foxfield Oval, Athelstone	20	53%	26

1. Introduction

1.1 Background

The northern section of the CCC includes the suburbs of Paradise, Athelstone, Campbelltown, and Newton. It is generally bounded by the River Torrens (Karrawirra Parri) to the north, the River Torrens and Felixstow to the west, Montacute Road to the south and Black Hill Conservation Park to the east, refer to Figure 1.1.

Figure 1.2 Study Area for the Campbelltown Northern Section Transport Plan



The study was undertaken to provide Council with a longer-term assessment of the traffic, transport, walking, cycling, and on-street parking issues in the study area. This will enable the Council to respond to issues raised by residents and local businesses more proactively and to manage and improve the local transport networks for all users.

1.2 Study Scope and Purpose

The aim of the TP is to establish a strategic holistic framework to deliver an integrated transport system that meets the needs of pedestrians, cyclists, motorists and public transport users and balances this with neighbouring Councils and State initiatives. It will provide a well-connected, efficient, and sustainable transport network to improve mobility and safety across the study area. It was developed in collaboration with stakeholders and the wider community to identify, confirm and address the key issues. It includes an action plan with a range of prioritised initiatives to guide Council in addressing the issues identified for transport safety, access and mobility. It will support the transport vision and objectives and guide future investment in the transport network.

The TP will support Council and key stakeholders in managing current and future transport challenges by:

- Assessing the existing and potential future impacts of population growth and new developments on traffic and transport.
- Assessing South Australian climate projections and the impact a hotter and dryer climate will have on transport assets including associated green infrastructure
- Developing a comprehensive transport plan that includes:
 - Investigating traffic management issues across all Council roads.
 - Analysing traffic flow and parking based on Council customer requests and staff expertise.
 - Exploring opportunities for public realm revitalisation to enhance urban spaces.
 - Considering the impact of future developments along key transport corridors.
 - Reviewing and recommending updates to road classifications where necessary.
 - Incorporating environmental best practices to improve sustainability and safety for all road users.
 - Consider climate adaptation measures in the design and construction of future transport assets.

The TP was developed through:

- Stakeholder and community engagement, including online surveys and discussions to identify key issues, constraints, and opportunities.
- Through consultation identifying a range of transport initiatives, such as:
 - Road network and infrastructure enhancements to improve traffic performance and safety.
 - Management of on street parking spaces with parking controls where practical.
 - Quality public transport infrastructure, such as bus stops with shelters, for improved security and comfort to protect users from inclement weather.
 - Upgrading pedestrian and cycling infrastructure, including the end-of-trip facilities for cyclists, to encourage higher active transport usage.
 - Integrating sustainable and innovative transport solutions to support the urban mobility that will manage the impacts from climate change.
 - On behalf of the Campbelltown community advocating to other government departments for positive changes within existing transport focus areas.

- Creating a priority plan to guide Council with future decision making and help address identified transport challenges.

1.3 Report Structure

This technical report for the TP is organised as follows:

- **Section 2: Planning Context** presents a summary of the latest State Government and Council planning documents and policies relevant to the Campbelltown (Northern Section). It also highlights the existing and proposed developments and land use changes in the local area.
- **Section 3: Existing Conditions** offers an overview of the current transport network, covering roads, parking, public transport, and walking and cycling facilities within the study area.
- **Section 4: Issues and Opportunities** summarises feedback from key stakeholders and the community through the online survey, discussing major issues and opportunities related to the road network, parking, public transport, land use, and walking and cycling in the study area.
- **Section 5: Initiatives for the Transport Action Plan** provides a description of the initiatives to improve the safety, efficiency and amenity for traffic movements, on-street parking, public transport (bus), walking and cycling movements.
- **Section 6: Transport Action Plan Priority Assessment** provides a high-level evaluation of proposed transport initiatives, identifying priority projects for the short, medium, and long term.
- **Section 7: References** lists the documents and online sources consulted in preparing this transport plan.

2. Planning Context

In this section, a summary of the key relevant planning reports and policies from the Council and the State Government are provided.

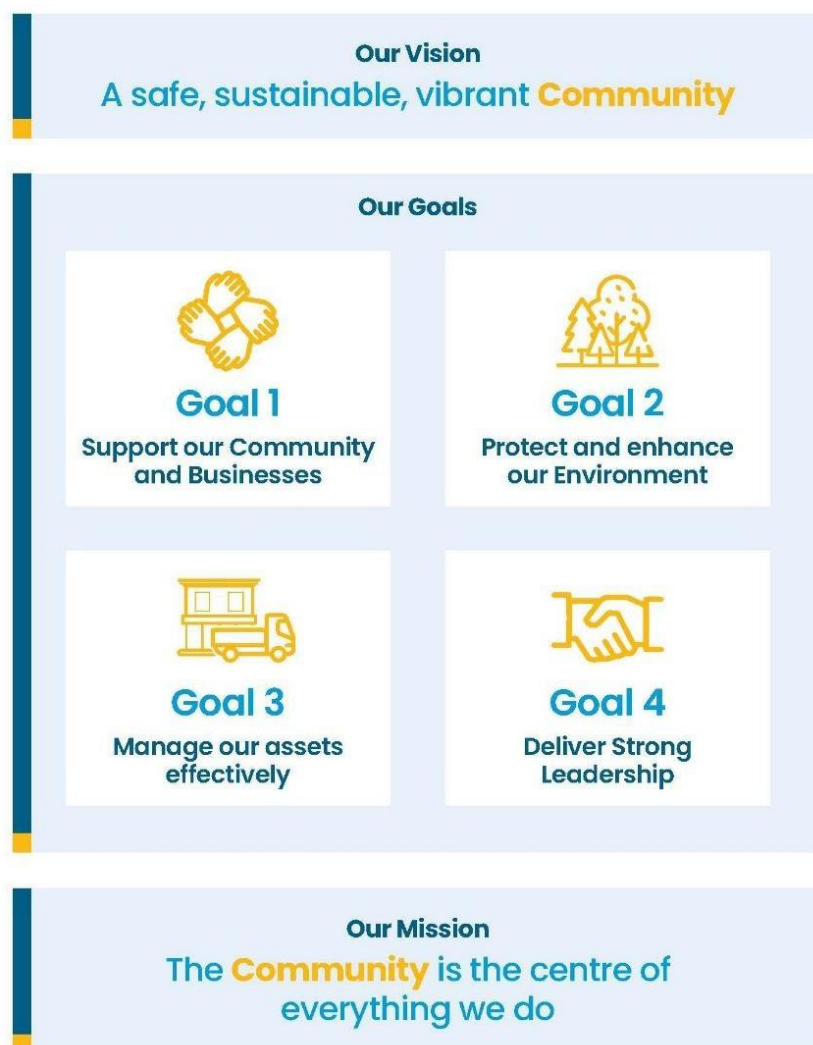
2.1. Relevant Council Planning

The following Council policies and plans were reviewed with regards to transport issues and initiatives in the study area.

Strategic Plan 2028

This TP is aligned with and supports the vision and goals in Council's Strategic Plan. The vision, the four goals and Council mission are provided in Figure 2.1.

Figure 2.1 Council's Strategic Plan 2028



Source: Campbelltown City Council Community Strategic Plan 2025 to 2028

Strategic Plan 2028 has a vision for a safe, sustainable, and vibrant community. This includes planning for sustainable infrastructure to meet the changing needs of the community.

Under Goal 3 'Manage our assets effectively', Council has the following primary focus areas relevant to transport:

- Strategic Focus Area 3.3.1: Manage and Encourage Safe and Connected Movement within our City
- Strategic Focus Area 3.3.2: Provide an Accessible and Pedestrian Friendly City
- Strategic Focus Area 3.3.3: Consider and Support Alternative Transport Options

Additionally, Goal 4 'Deliver strong leadership', Council has a focus area of:

- Strategic Focus Area 4.4.1: Investigate effective parking solutions for current and future parking demands

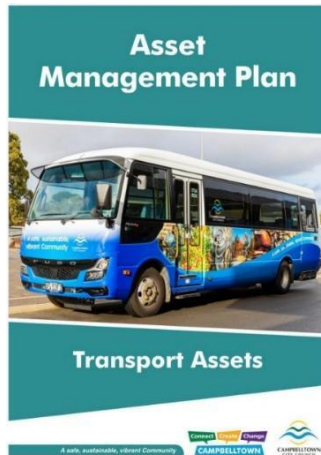
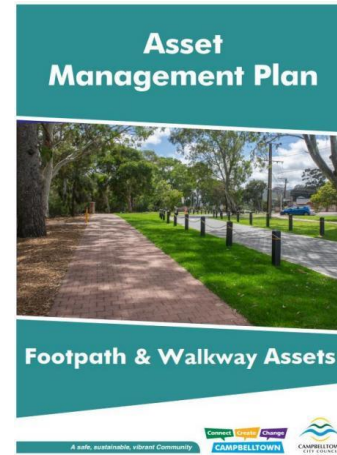
Table 2.2 Focus Areas related to Transport – Theme 3.3 and 3.4 of Council's Strategic Plan 2028

Focus Area	Performance Indicator	Target
Manage and encourage safe and connected movement within our City	<ul style="list-style-type: none"> • Transport Plan (Northern Section) adopted • Bicycle Plan implemented • River Torrens Linear Park Lighting Project completed 	<ul style="list-style-type: none"> • 2026 • 2028 • 2028
Provide an accessible and pedestrian friendly City	<ul style="list-style-type: none"> • Traffic behaviour, lighting and seating requests are actioned • Pedestrian Access and Mobility Plan implemented in 2014 	<ul style="list-style-type: none"> • Investigated and addressed on request 2028 • 2028
Consider and support alternative transport options	<ul style="list-style-type: none"> • Incorporate legislative changes for e-scooters • Explore and trial innovative alternative transport options 	<ul style="list-style-type: none"> • As legislated • As opportunities arise
Investigate effective parking solutions for current and future parking demands	<ul style="list-style-type: none"> • Parking complaints monitored • Parking Strategy developed • Community education • Enforcement expiations issued 	<ul style="list-style-type: none"> • Less each year • 2027 • 2027 • Less each year

Councils Asset Management Plans (AMPs)

Of the six Infrastructure AMPs, Council has three relevant to the TP:

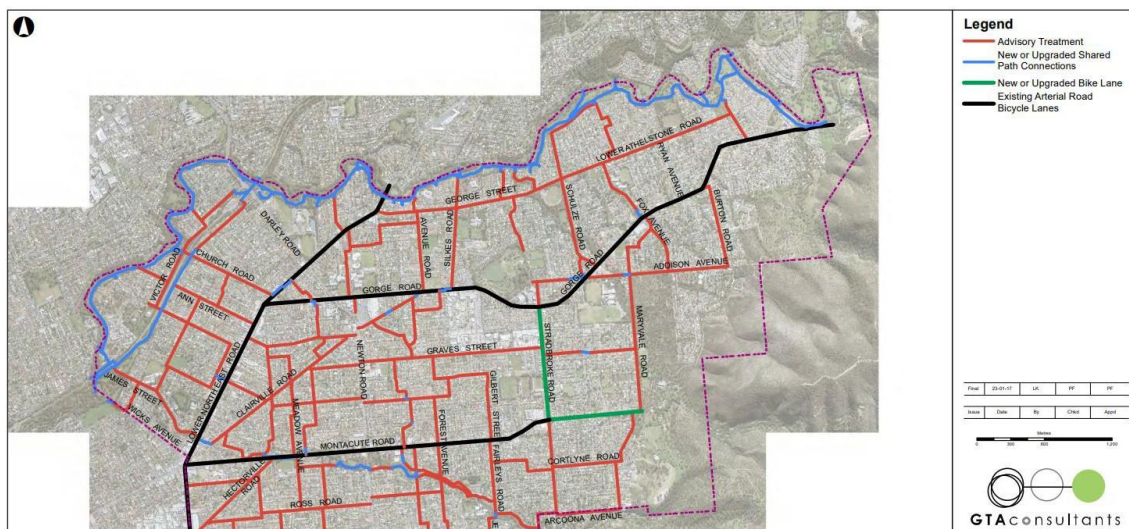
- Transport assets
- Open space assets
- Footpath and walkway assets



Campbelltown Bicycle Plan

A key outcome of the Campbelltown Bicycle Plan (February 2018) was the proposed bicycle network links key origin and destinations, such as retail and commercial centres, community centres, schools and recreational areas. The bicycle network provides access to public transport to encourage multi-modal transport use with the recommended bicycle infrastructure treatments for the northern section as shown in Figure 2.2.

Figure 2.2 Recommended Treatments in the Campbelltown Bicycle Network Plan (2018)

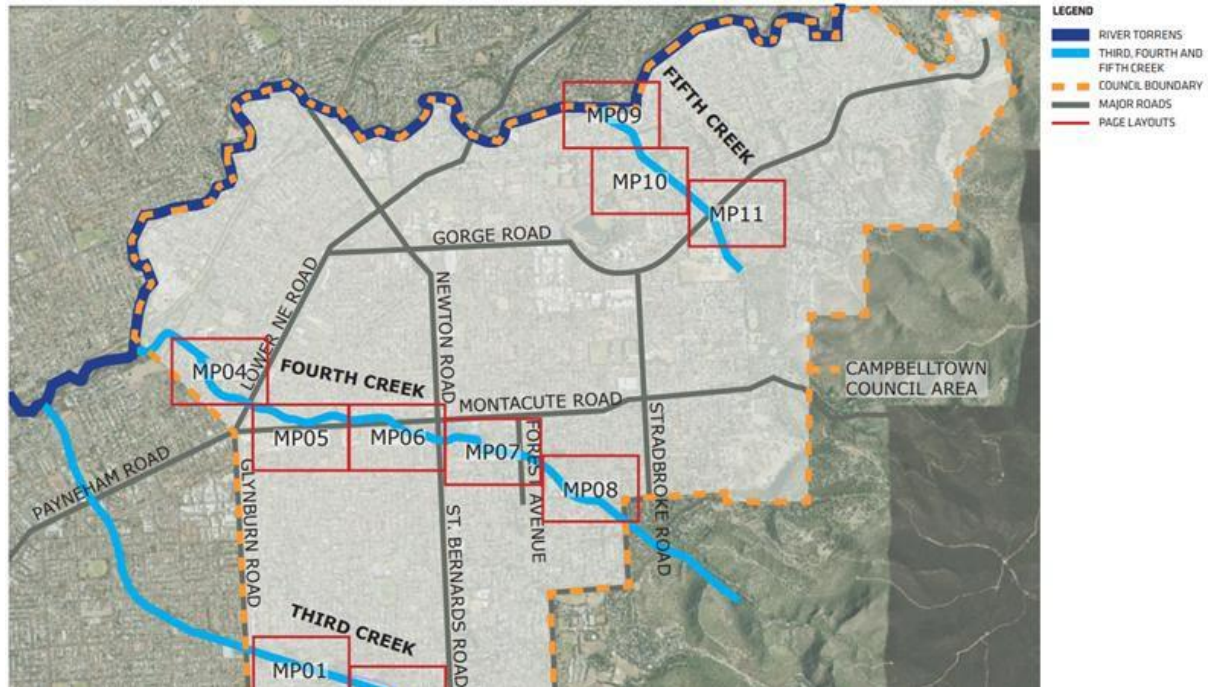


Source: Campbelltown Bicycle Plan, 2018

Chain of Trails Master Plan

The Chain of Trails Master Plan (September 2014) included upgrades to the Fourth Creek and Fifth Creek trails that pass through the study area as shown in Figure 2.3. The purpose of the Master Plan was to identify opportunities for future upgrades along the 10 km of trails for a more accessible trail experience from the hills to the River Torrens Linear Park. The recommendations assist Council to develop a staged upgrade and works program, with many of the improvements already implemented particularly along Fourth Creek.

Figure 2.3 Chain of Trails Master Plan

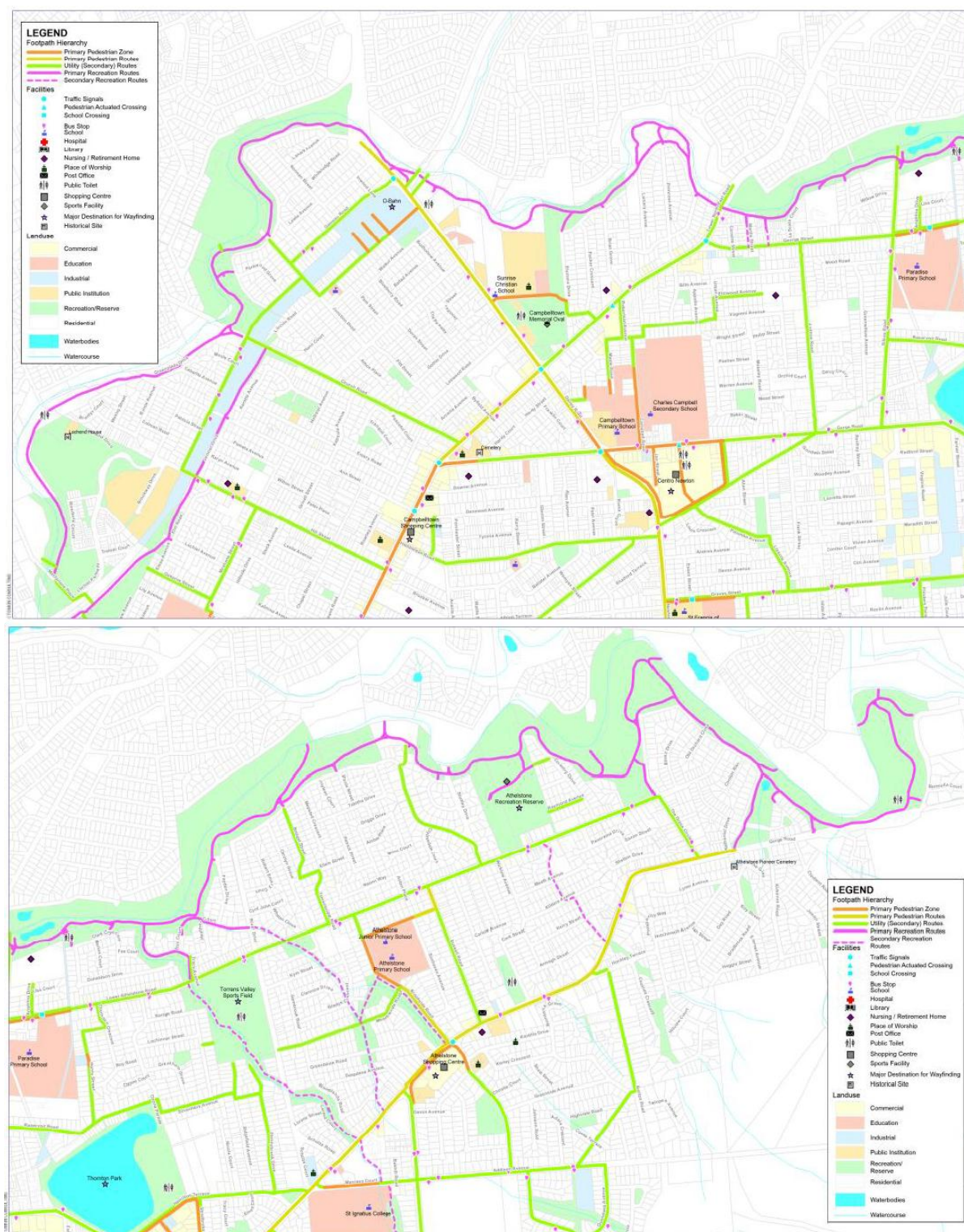


Source: Chain of Trails Master Plan, 2014

Campbelltown Pedestrian Access and Mobility Plan

The Campbelltown Pedestrian Access and Mobility Plan (2014) was conducted to develop a hierarchy of pedestrian routes with the proposed footpath treatments shown in Figure 2.4.

Figure 2.4 Campbelltown Pedestrian Route Hierarchy Plan



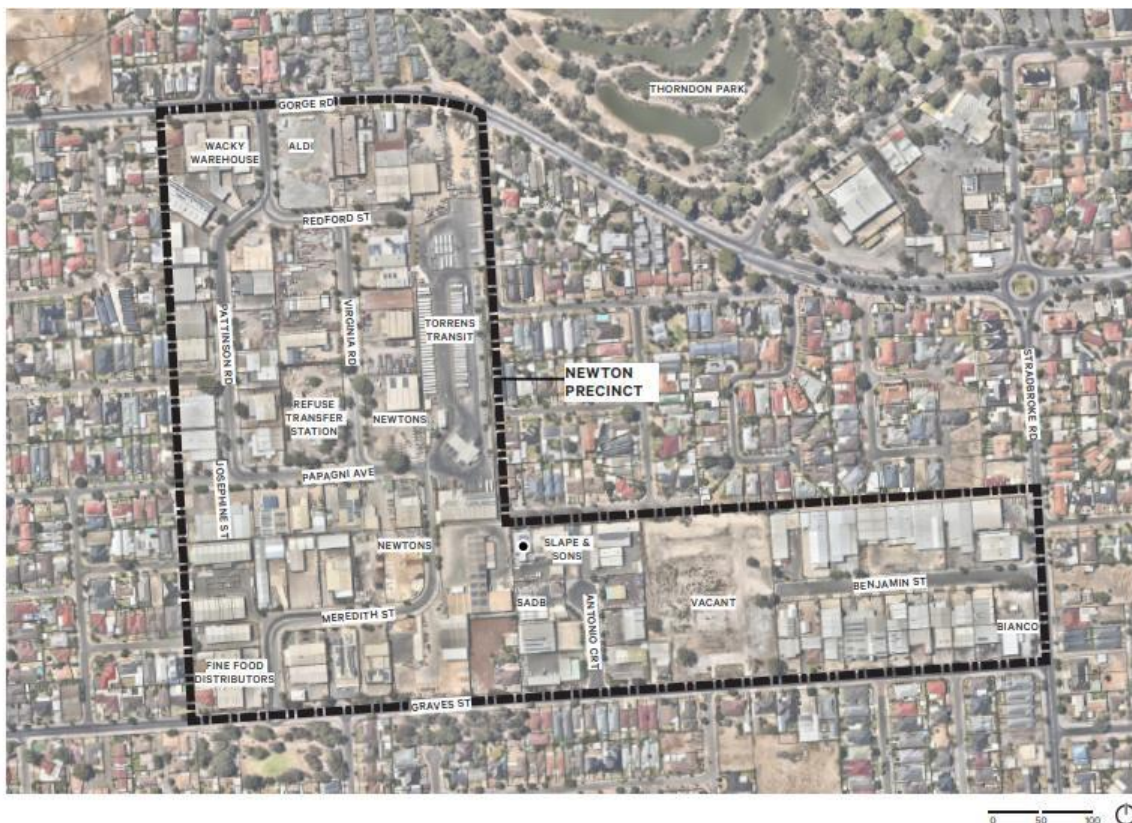
Source: Campbelltown Pedestrian Access and Mobility Plan, 2014

Campbelltown Industry and Innovations Precincts Landscape Master Plan,

The Campbelltown Industry and Innovations Precincts Landscape Master Plan (2019) investigated strengthening a hierarchy of streets, pedestrian connections and crossings, and constraints for heavy vehicle movements in the Newton Industrial Precinct as shown in Figure 2.5. The area is surrounded by low density residential housing in Newton and Paradise. The businesses in this precinct are mostly light industrial and warehousing and it includes the Torrens Transit bus depot. Access into the industrial precinct for buses and trucks is from:

- Graves Street from Newton Road to the west and Stradbroke Road to the east and
- Gorge Road via Pattinson Road.

Figure 2.5 Study Area for the Newton Industrial Precinct



Source: Campbelltown Industry and Innovations Precincts Study, 2019

2.2. State Government Planning Directions

The State Government policies that are relevant to the study area include:

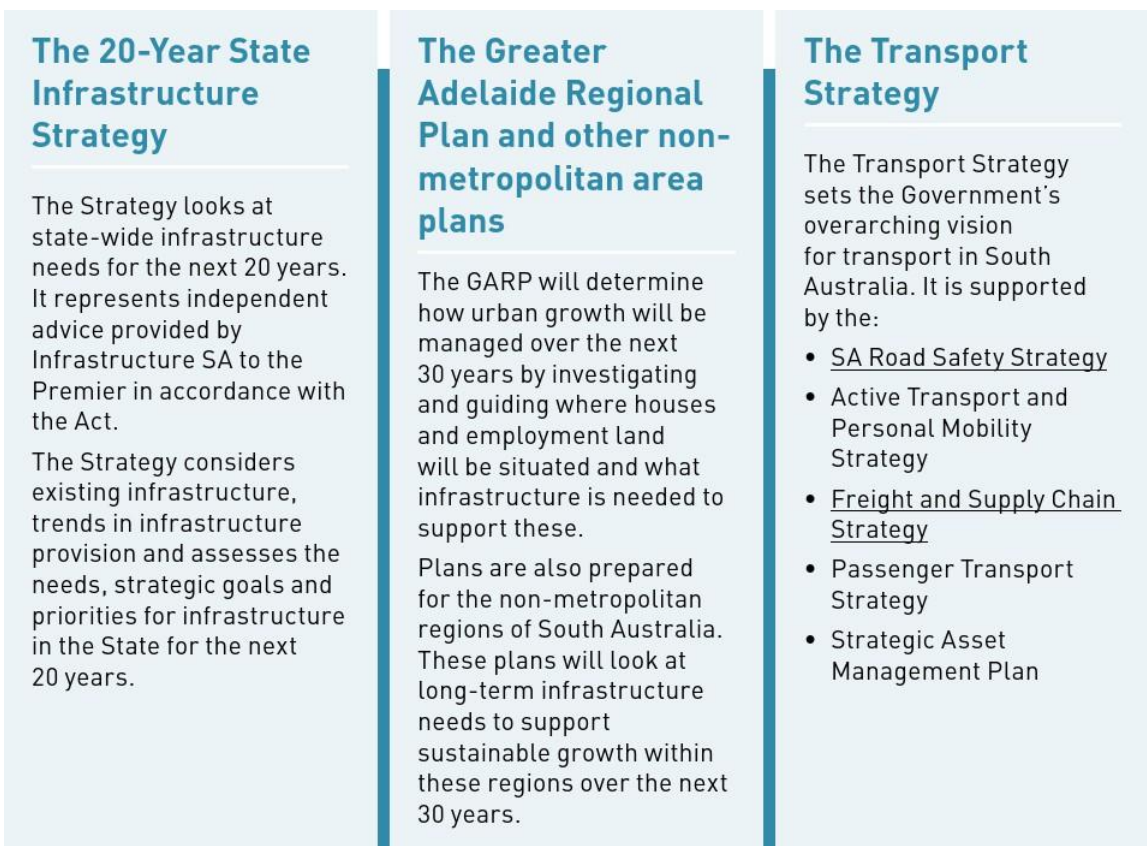
- Greater Adelaide Regional Plan (GARP) from DIT that was finalised in March 2025
- State Transport Strategy that was released by DIT in March 2025
- South Australia’s Road Safety Action Plan 2025–2027 prepared by DIT in January 2025
- South Australia’s Active Travel Design Guide prepared by DIT in September 2024
- State Infrastructure Strategy that was prepared by Infrastructure SA in March 2025.

The relevant sections of these State Government documents are provided in this section.

South Australia’s 20-Year State Infrastructure Strategy

Several State government agencies are in the process of updating or developing other long-term plans or strategies that includes the development of the Greater Adelaide Regional Plan (GARP) and the Transport Strategy as outlined in Figure 2.6.

Figure 2.6 SA Government Infrastructure, Land Use and Transport Strategies and Plans



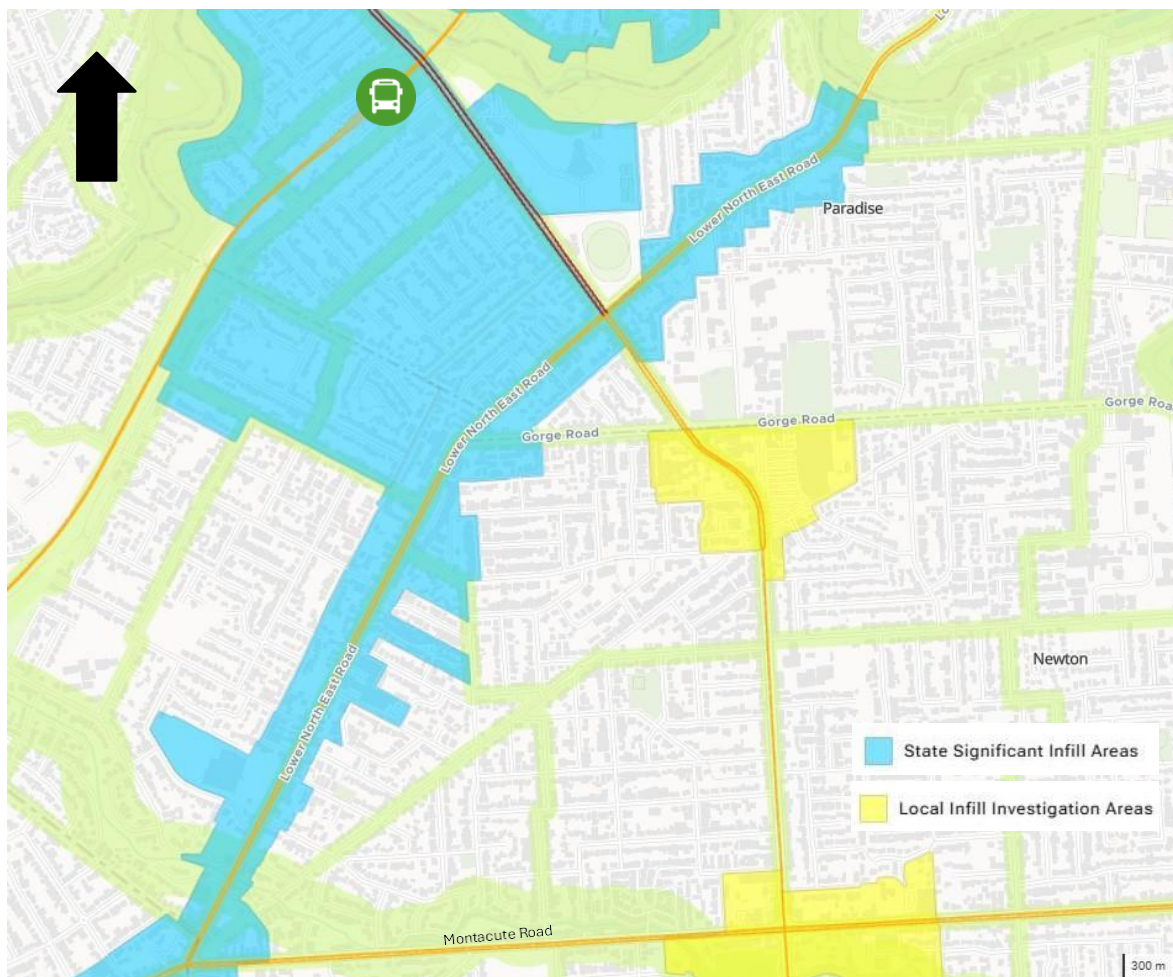
Source: South Australia’s 20-Year State Infrastructure Strategy 2025

In the Infrastructure Strategy, it recommends good urban planning is needed to reduce the need to travel by car and urban design that provides pedestrian-friendly streetscapes and cycling infrastructure will encourage active transport. Integrated planning approaches are proposed that adopt the live local principles, such as locating employment and community facilities and services close to residential areas and increasing housing density around bus interchanges.

Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan (GARP) was prepared by DIT and finalised in March 2025. For the Northern Section of Campbelltown study area, GARP provides a focus on higher density residential housing in corridor developments that will provide for a variety of housing choices within walking distance to local services and high-frequency public transport adjacent to Paradise Interchange, as shown in Figure 2.7. Sections of Paradise and the corridor along Lower North East Road are identified as State-significant infill areas because of their scale, level of government ownership and critical importance to achieve homes near the bus interchange. Local infill investigation areas identified at Gorge Road and Newton Road to provide well-planned and well-located sources of medium density diverse housing and smaller scale employment opportunities.

Figure 2.7 Infill Development Areas identified in the Greater Adelaide Regional Plan



Source: GARP mapping, <https://regional.plan.sa.gov.au/regional-plans/greater-adelaide>

South Australia's Transport Strategy

South Australia's Transport Strategy was prepared by DIT and was released in March 2025. It comprises six sub-strategies that includes the following:

- SA Road Safety that was finalised in 2022 with an Action Plan in January 2025
- Freight and Supply Chain Strategy (completed in 2023)
- Active Transport and Personal Mobility (under development to be finalised in 2025)
- Public Transport Strategy (under development with the draft to be finalised in 2025)
- Carbon Management Strategy (under development to be completed in 2025)
- Strategic Asset Management Plan (under development to be completed in 2025)

The strategic responses in the Transport Strategy are provided in Figure 2.8.

Figure 2.8 Strategic Responses in South Australia's Transport Strategy

Outcome	Response	Description
Connected and accessible	C1 Delivering an integrated multimodal system	Create a transport system where various modes of transport are seamlessly connected, to provide efficient and accessible transport options for all.
	C2 Enhancing regional connectivity	Enhance regional connectivity by improving the quality of services and providing greater choice in how people travel.
	C3 Delivering a connected and efficient freight network	Develop a fit-for-purpose multimodal freight and supply chain network that provides efficient connectivity to serve an evolving freight task in South Australia.
Safe	S1 Providing a safe transport system, working towards zero lives lost	Deliver a transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from crashes.
	S2 Ensuring people are safe and confident when travelling	Prioritise personal safety and security to create an environment where all transport users feel safe, equally protected and assured.
Prosperous	P1 Improving links to economic opportunity	Improve links to places of employment and economic opportunities, including emerging industries such as tourism, technology, mining, defence, hydrogen and renewable energy.
	P2 Integrating transport with land use planning and growth trends	Plan and develop transport infrastructure in line with urban growth planning to ensure a fit-for-purpose transport system.
	P3 Improving transport productivity	Develop an integrated, efficient transport system that increases capacity, reduces disruption, and boosts productivity across the State.
Liveable	L1 Enabling local living and placemaking	Create local environments that enhance community wellbeing and quality of life through improved shared amenities and investment in healthy transport choices.
	L2 Supporting inclusive travel for all	Create a transport system that puts users first by offering easy-to-use and inclusive options that meet a variety of needs.
Sustainable and resilient	R1 Transitioning the transport system towards net zero	Adopt a comprehensive approach to decarbonisation and environmental sustainability to achieve South Australia's emission reduction targets and net zero goals.
	R2 Providing a resilient transport system that adapts to change	Strengthen the transport system's resilience against major weather events and disruptions.
	R3 Prioritising asset optimisation and value for money	Ensure value for money is a primary focus, including how we build, manage and maintain the State's transport assets.

Source: South Australia's State Transport Strategy, DIT, March 2025

South Australia's Road Safety Action Plan 2025–2027

South Australia's Road Safety Action Plan 2025–2027 was issued by DIT in January 2025 that is the two-year action plan supporting South Australia's Road Safety Strategy to 2031 with the report covers shown in Figure 2.9. The Action Plan identifies actions that will contribute to the target of at least a 50 per cent reduction in lives lost and a 30 per cent reduction in serious injuries on South Australian roads by 2031.

Figure 2.9 State Government Road Safety Strategy to 2031 and Action Plan 2025–2027



The road safety actions under the theme of schools and local places are:

- Review existing school-based traffic measures and develop guidelines related to best-practice infrastructure treatments and traffic management in South Australian school precincts.
- Continue to deliver bicycle education to provide primary school-aged children with practical skills and knowledge about cycling, traffic and road rules.
- Invest in road safety infrastructure treatments and kiss and drop zones to support the movement of children to and from school.
- Continue to work with local government and schools to deliver improvements in local streets that facilitate the safe movement of children walking, riding, scooting or skating to and from school.
- Continue to review the Speed Limit Guideline for South Australia to apply the Movement and Place approach in the speed limit assessment process, to improve guidance for local government.
- In conjunction with local government, and in line with the Movement and Place approach, investigate opportunities to improve safety outcomes on roads which also function as pedestrian and transit precincts.
- Collaborate and engage with local government to:
 - Identify opportunities and pathways for local government to access funding for road safety infrastructure.
 - Explore opportunities for proactive knowledge-sharing and capacity-building within local government.

The road safety actions under the themes of public transport, cycling and walking are:

- Plan for mass transit corridors to connect people and places to facilitate the mode shift to public transport and reduce reliance on private vehicles.
- Improve safety for people walking and riding on or across arterial roads, with a focus on safety around schools, strategic bikeways and improved road crossings.
- Implement additional separated bicycle lanes across the road network.

South Australia's Active Travel Design Guide

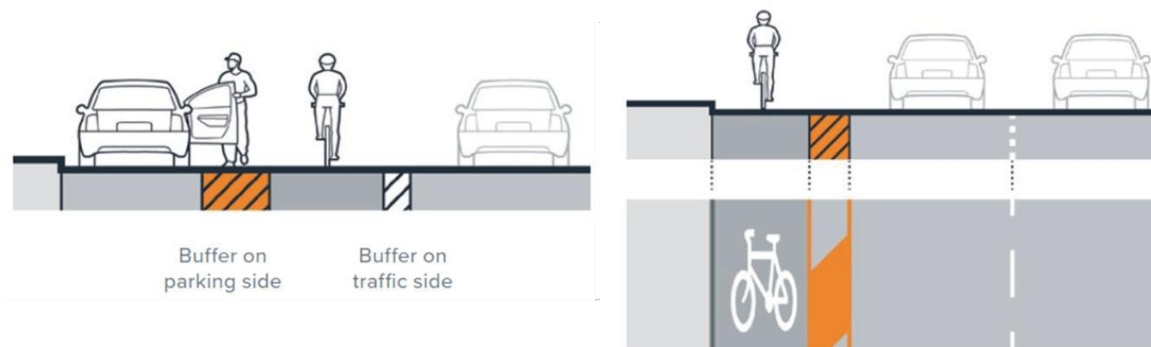
South Australia's Active Travel Design Guide was released by DIT in September 2024. This guide offers design principles tailored for active travel and green infrastructure development in South Australia. These principles are founded upon best practices, Australian standards, and local design conventions for creating vibrant, cycling and pedestrian-friendly streets. It uses a street typology matrix that considers the street context and functional needs of movement and local destinations that can be used to develop active transport initiatives and treatments.

The key benefits for providing improved active transport infrastructure are:

- Reduced car dependence with more walking and cycling.
- Better use of road space with a lesser need for car parking.
- Lower costs related to traffic congestion.
- Decreased need for car ownership.
- More active transport infrastructure improves access to public transport.
- Infrastructure for active travel requires less concrete and fewer barriers, signals and line markings to build and maintain, with associated savings.

The Design Guide focuses on the dimensions for footpaths, shared paths and cycling lanes on local and collector streets. Examples of the recommended design treatments for safe cycling lanes are shown in Figure 2.10.

Figure 2.10 Examples of Cycle Lane Designs from the Active Travel Design Guide



Source: South Australia's Active Travel Design Guide, DIT, September 2024

3. Existing Conditions

The existing land use and transport networks including planning zones, road network hierarchy, public transport and cycling networks are described in this section. The attributes and statistics for the key transport network are provided for:

- Existing council road hierarchies, traffic volumes and vehicular speeds.
- Road crash locations and types.
- Public transport routes and stops.
- Bicycle routes and facilities.
- Key pedestrian desire lines and crossing facilities.

3.1 Existing Land Use and Demographics

Study Area Land Use

The study area primarily consists of low to medium-density housing across Paradise, Athelstone, Campbelltown, and Newton. Key activity centres include educational institutions such as local schools and community facilities, including the Council offices and library on Montacute Road. The Paradise Interchange serves as a major transport hub, facilitating commuter travel.

Retail activity is concentrated around major district shopping centres: Newton Central and Athelstone Shopping Centre, both located on Gorge Road, Newton Village Shopping Centre on Montacute Road and Campbelltown Shopping Centre on Lower North East Road. These commercial hubs play a vital role in generating travel demand within the study area as shown in Figure 3.1.

Figure 3.1 Land Use and Key Attractors in the Study Area



Key shopping centres in the study area are shown in Figure 3.2:

- Newton Central Shopping Centre at the Newton and Gorge Road intersection.
- Newton Village adjacent the Stradbroke and Montacute Road intersection.
- Athelstone Shopping Centre, Gorge Road
- Campbelltown Shopping Centre, Lower North East Road.

Figure 3.2 District Shopping Centres in Newton



Newton Central Shopping Centre at Gorge Road and Newton Road, Newton



Newton Village Shopping Centre on Montacute Road at Stradbroke Road



Campbelltown Shopping Centre on Lower North East Road at Ann Street



Athelstone Shopping Centre on Gorge Road east of Maryvale Road

Major parks and reserves facilities in the study area are shown in Figure 3.3 and are:

- Thorndon Park with the large modern playground and picnic areas with access from Hamilton Terrace. It is the venue for the Moonlight Markets and other outdoor events.
- Max Amber Sportsfield that is located in George Street/Schultz Road, Paradise is suitable for larger event games.
- River Torrens Linear Path
- Paradise Recreation Plaza – adjacent the Paradise Interchange, Darley Road
- Athelstone Recreation Reserve, Lower Athelstone Road
- Campbelltown Memorial Oval, Darley Road

Figure 3.3 Examples of Major Parks and Reserves



Thorndon Park on Gorge Road has a high-quality playground next to the Rezz Hotel.



Max Amber Sportsfield has access from George Street and Schultz Road.

A primary indoor recreational destination and swimming centre for the Council is The ARC recreation centre on Lower North East Road at Botanic Grove that is shown in Figure 3.4.

Figure 3.4 The ARC Recreation Centre in Campbelltown on Lower North East Road



The ARC in Campbelltown is the Council's swimming and recreation centre.



Access to The ARC is provided from Botanic Grove, in addition to Lower North East Road.

Schools in the Study Area

The schools within the study area include:

- East Marden Primary School, west of Lower North East Road.
- Charles Campbell College, north of Gorge Road.
- St Francis of Assisi School, east of Newton Road.
- Paradise Primary School, south of George Street.
- St Ignatius College, south of Gorge Road.
- Thorndon Park Primary School, east of Stradbroke Road.
- Athelstone School, south of Lower Athelstone Road.
- Sunrise Christian School, east of Darley Road.

Safe travel to school is a key issue with a high proportion of parents and carers using Kiss and Drop facilities at the schools that typically generates traffic congestion during the AM peak period between 8 am and 9 am and in the PM school peak from 2:30 pm to 3:30 pm. School zones or crossings at some of the schools are shown in Figure 3.5.

Figure 3.5 Schools in the Study Area



Charles Campbell Primary and High Schools are located adjacent Campbell Road, north of Gorge Road.



Paradise Primary School is located adjacent George Street and Silkes Road.



East Marden Primary School is located adjacent James Street.



St Ignatius' College, Senior Campus is located adjacent Manresa Court.

- East Marden Primary School.
- Charles Campbell College (primary and high schools).

- St Ignatius' College, Senior Campus on Manresa Court, Athelstone.
- Paradise Primary School on George Street, Paradise.
- Athelstone School in Brookside Road, Athelstone.
- St Joseph's Primary School on Montacute Road, Hectorville.
- East Torrens Primary School on Montacute Road, Hectorville.

The map displays the northern part of the City of Torbay, with the River Torrens flowing through it. The study area is outlined in red. Key features include:

- Geographical Features:** River Torrens, Holden Hill, Hope Valley, Highbury, Windsor Gardens, Hillcrest, Oakden, Klenzig, Feldstow, Glynde, Payneham, Hecorville, Magill, Rostrevor, Woodforde, Montacute, Black Hill Conservation Park, Thorndon Park, Paradise, and Athelstone.
- Streets:** Lower North East Road, Clareville Road, Newton Road, Graves Street, Stradbroke Road, Marvale Road, Gorge Road, Lower Athelstone Road, George Street, and Montacute Road.
- Schools and Educational Institutions:** East Marden Primary School, Stradbroke School, Charles Campbell College, St Francis of Assisi School, St Ignatius' College, Thorndon Park Primary School, Paradise Primary School, Sunrise Christian School, and St Joseph's School Hectorville.
- Legend:**
 - Study Area (Red outline)
 - Council Boundary (Dashed red line)
 - Suburb Boundary (Blue outline)
 - River Torrens (Blue line)
 - Reserves (Green area)
 - Education (Yellow area)
 - School Zones:
 - East Marden Primary School (Pink hatched)
 - Stradbroke School (Green hatched)
 - Charles Campbell College (Blue hatched)
- Scale and Orientation:** A scale bar shows 0, 0.5, and 1 km. A north arrow points towards the top right.

Demographics

In 2024, the study area for the four suburbs of Campbelltown, Paradise, Newton and Athelstone had a population of 32,621 with an increase of 5.8 per cent since 2021. The median age for the four suburbs is 41 which is three years older than the median age for Greater Adelaide. The age composition for each suburb in the study area is shown in the chart in Figure 3.7. The age statistics for the 2024 population for the four suburbs in the study area is shown in Figure 3.8.

Figure 3.7 Age Profiles by Suburb in the Northern Section of City of Campbelltown

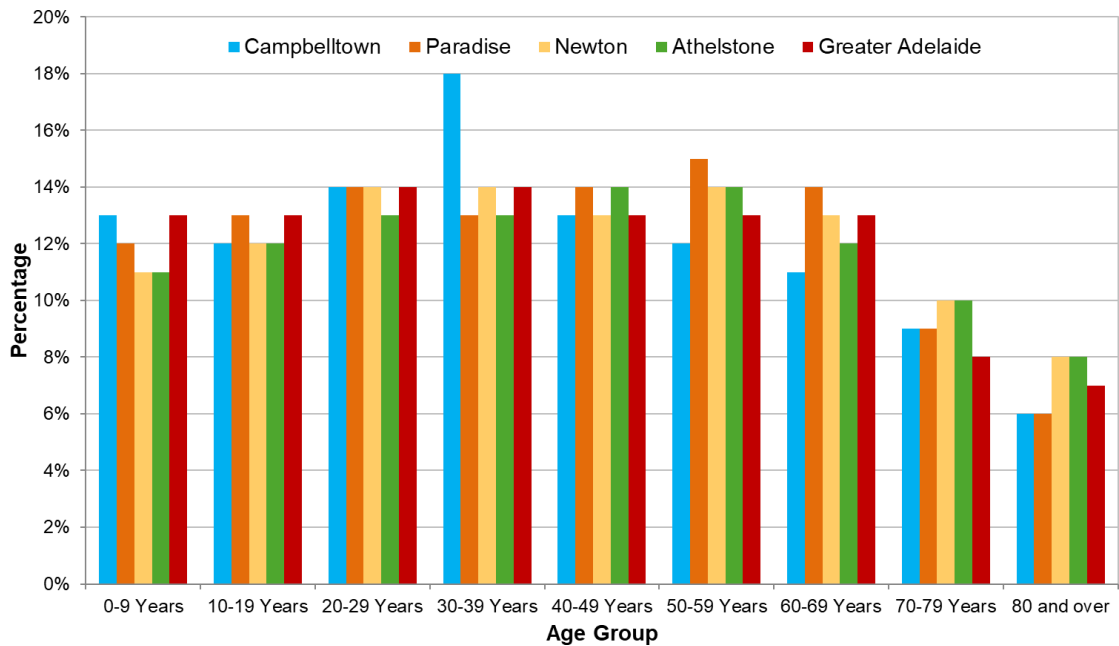
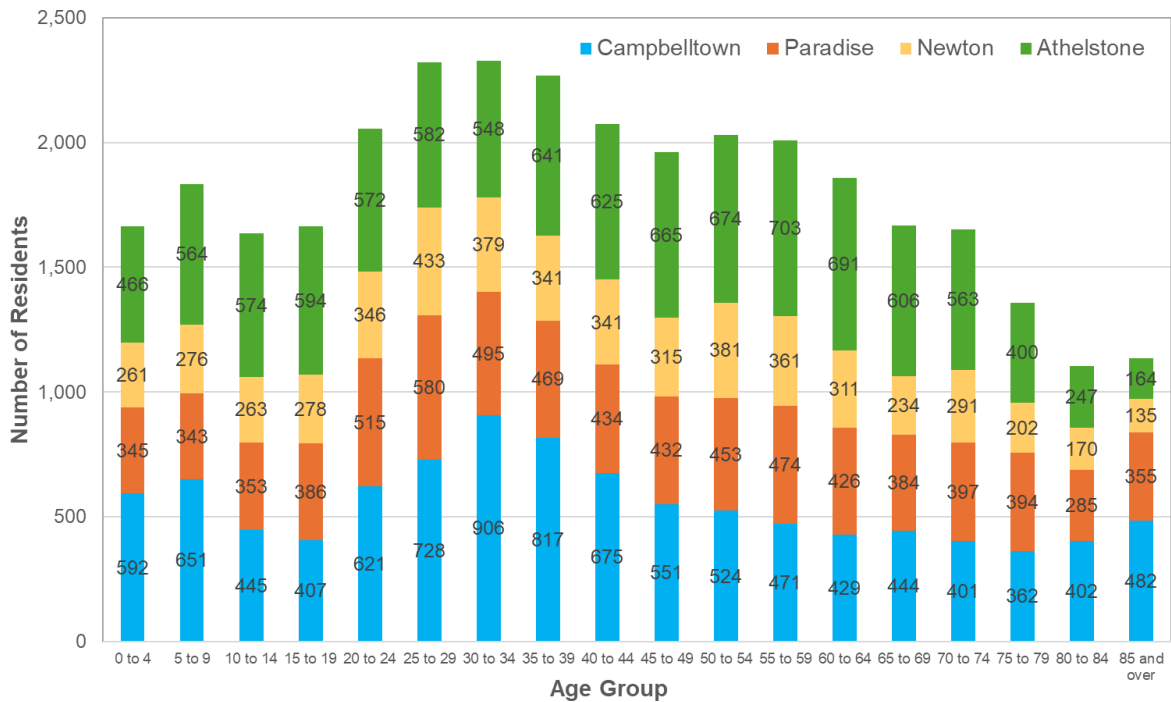
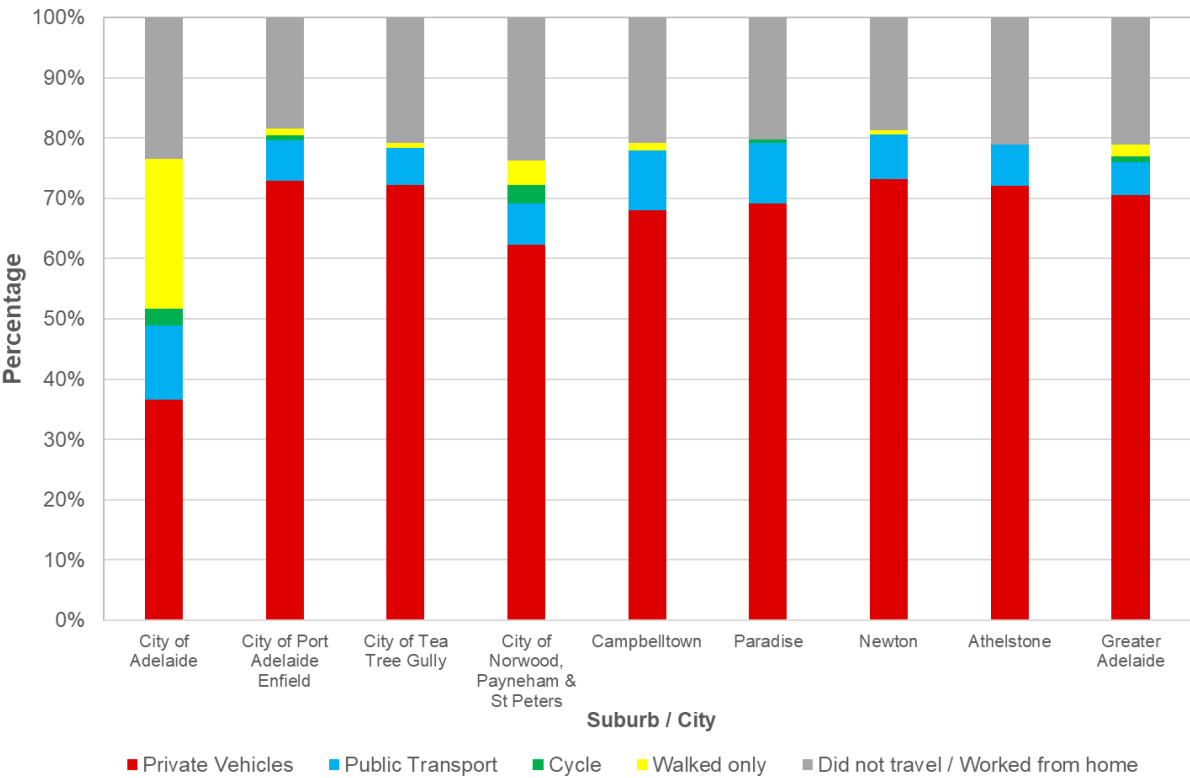


Figure 3.8 Age Statistics by Suburb in the Northern Section of City of Campbelltown



The journey to work mode from the 2021 ABS census in the study area are compared with similar inner urban Councils in metropolitan Adelaide and all of metropolitan Adelaide and are shown in Figure 3.9. The mode share percentages are similar to Greater Adelaide with about 70 per cent private vehicle use and 8 to 10 per cent public transport use. Residents in Paradise and Campbelltown have the highest public transport usage at 10 per cent with easy access to bus routes that operate to Paradise O-Bahn bus interchange for fast, direct and reliable services to Adelaide CBD.

Figure 3.9 Transport Mode Comparison with the Study Area and Other Councils



3.2 Road Network

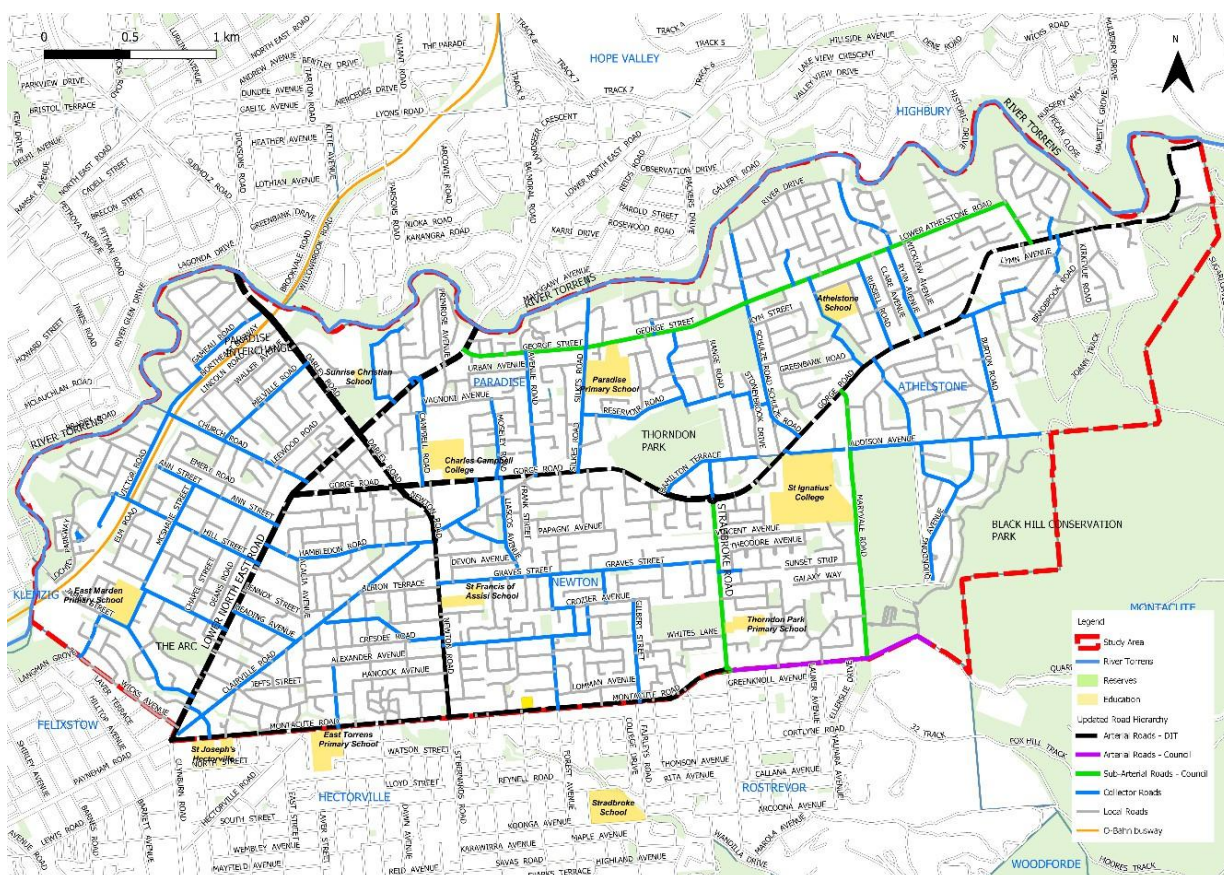
Council has an existing road classification hierarchy that is provided in Table 3.1.

Table 3.1 Proposed Changes to the Road Hierarchy for Campbelltown City Council

Class	Function
Arterial (>10,000 vehicles/day)	An arterial road provides for high traffic volumes including heavy vehicles and freight typically with a 60 km/h speed limit.
Sub-arterial (4,000 to 10,000 vehicles/day)	A sub-arterial road provides for medium traffic volumes with a 50 km/h or 60 km/h speed limit.
Major Collector (2,000 to 4,000 vehicles/day)	A collector road allows traffic to move from local streets to arterial roads. They can be residential streets with community functions such as schools and recreational facilities.
Minor Collector (750 to 2,000 vehicles/day)	
Industrial Road (<750 vehicles/day)	An industrial road provides access to industrial properties with a posted speed of 50 km/h.
Local Road (<750 vehicles/day)	A local road provides access to residential properties with a posted speed of 50 km/h.

The functional hierarchy of the road network within the study area is shown in Figure 3.10.

Figure 3.10 Existing Road Hierarchy in the Study Area



The State arterial roads that are under the care and control of the Department for Infrastructure and Transport (DIT) include:

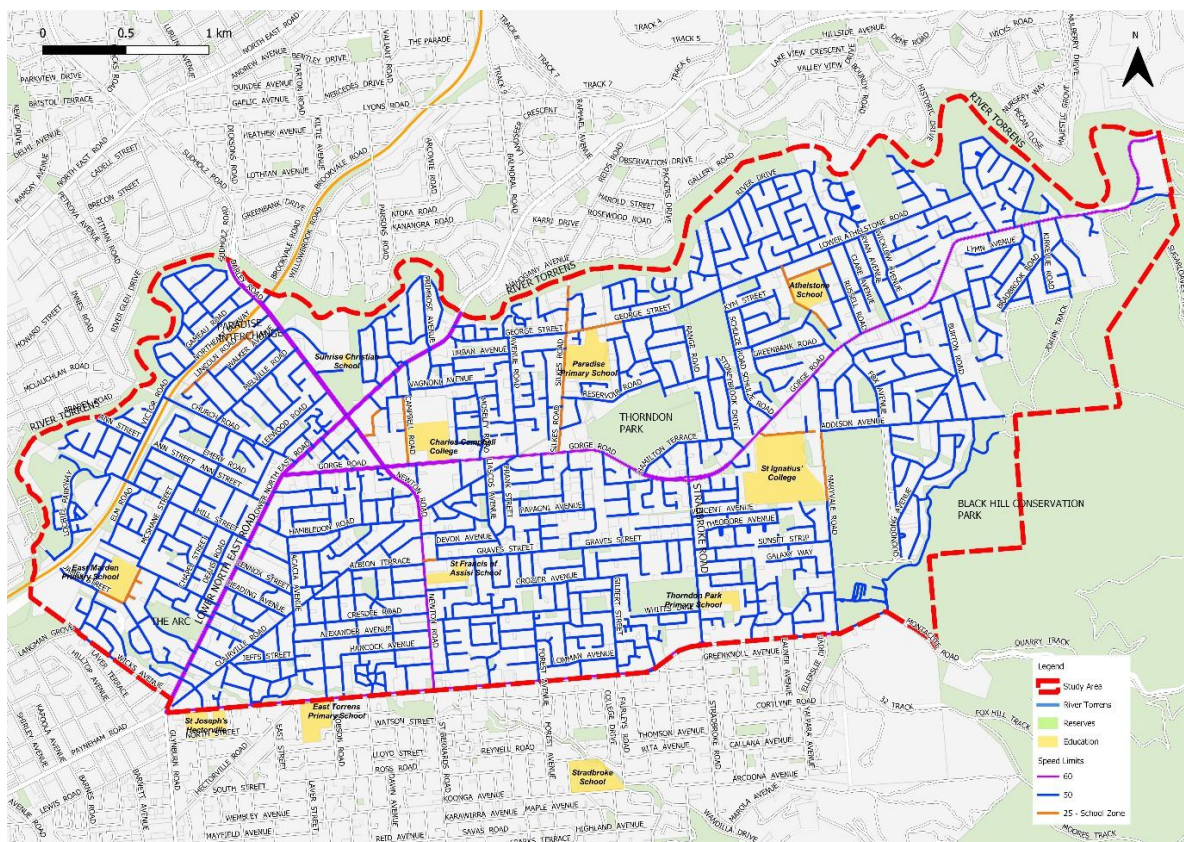
- East-West routes:
 - Lower North East Road
 - Montacute Road west of Stradbroke Road
 - Gorge Road east of Lower North East Road
- North-South routes:
 - Darley Road
 - Newton Road

The only arterial road under the care and control of the Council is Montacute Road, east of Stradbroke Road. The sub-arterial roads managed by the Council in the study area are:

- Maryvale Road
- Stradbroke Road
- George Street
- Lower Athelstone Road and Coulls Road.

The posted speed limits in the study area are shown in Figure 3.11. All State arterial roads that are under the control and maintenance by DIT have posted speeds of 60 km/h. The local street network is typically 50 km/h with lower speed limits around schools, in particular at school drop-off activity in the AM period and pick-up activity in the PM period.

Figure 3.11 Existing Posted Speeds in the Study Area



The locations of the school zones that have '25 km/h When Children Present' regulation applied are at:

- East Marden Primary School in Campbelltown on James Street between Sycamore Terrace and Shepherd Lane with a koala crossing.
- Charles Campbell Primary and High School in Paradise on Campbell Road between Gorge Road and Maple Road with two emu crossings.
- Paradise Primary School on George Street in Paradise between Silkes Road and Thorndon Crescent with a koala crossing.
- Athelstone School in Springfield Avenue and Brookside Road in Athelstone with an emu crossing in Brookside Road.
- St Francis of Assisi Catholic School in Graves Street in Newton with an emu crossing east of Essex Street.

Pedestrian actuated crossings at schools have the default speed limit of 60 km/h on arterial and sub-arterial roads. In the study area, they are located at:

- St Joseph's School, Hectorville on Montacute Road east of Piccadilly Crescent
- East Torrens Primary School in Hectorville on Montacute Road between Hectorville Road and Meadow Avenue.
- Thorndon Park Primary School in Athelstone on Stradbroke Road between Whites Lane and Lorelle Avenue.

Sunrise Christian School on Darley Road has access from Crowle Road with no on-road Kiss and Drop facility or entrance.

Examples of school crossings in a 25 km/h school zone and on a 60 km/h road are shown in Figure 3.12.

Figure 3.12 25 km/h School Zones and Pedestrian Crossings in the Study Area



Koala pedestrian crossing in a 25 km/h school zone at East Marden Primary School in Shepherd Lane, Campbelltown

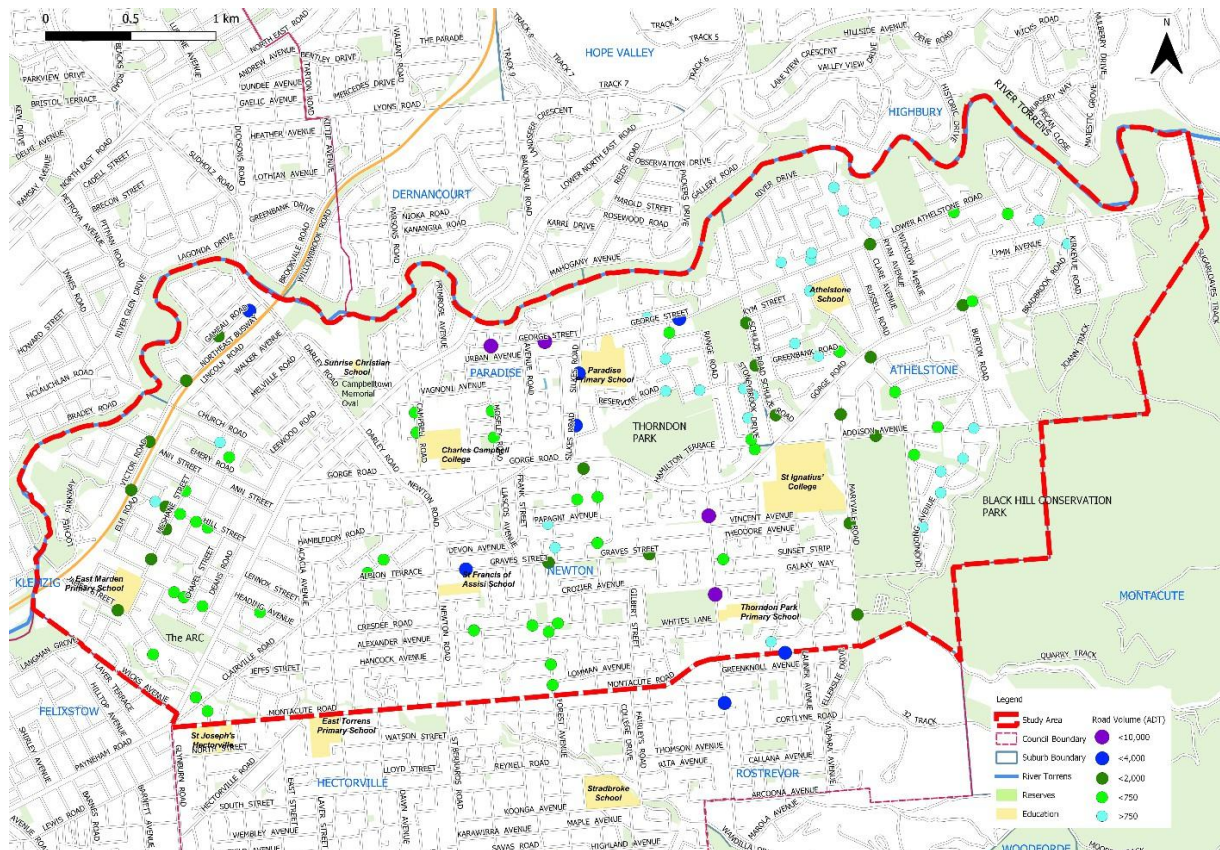


Pedestrian actuated crossing adjacent Thorndon Park Primary School in Stradbroke Road, Athelstone with a 60 km/h speed limit

Traffic Analysis

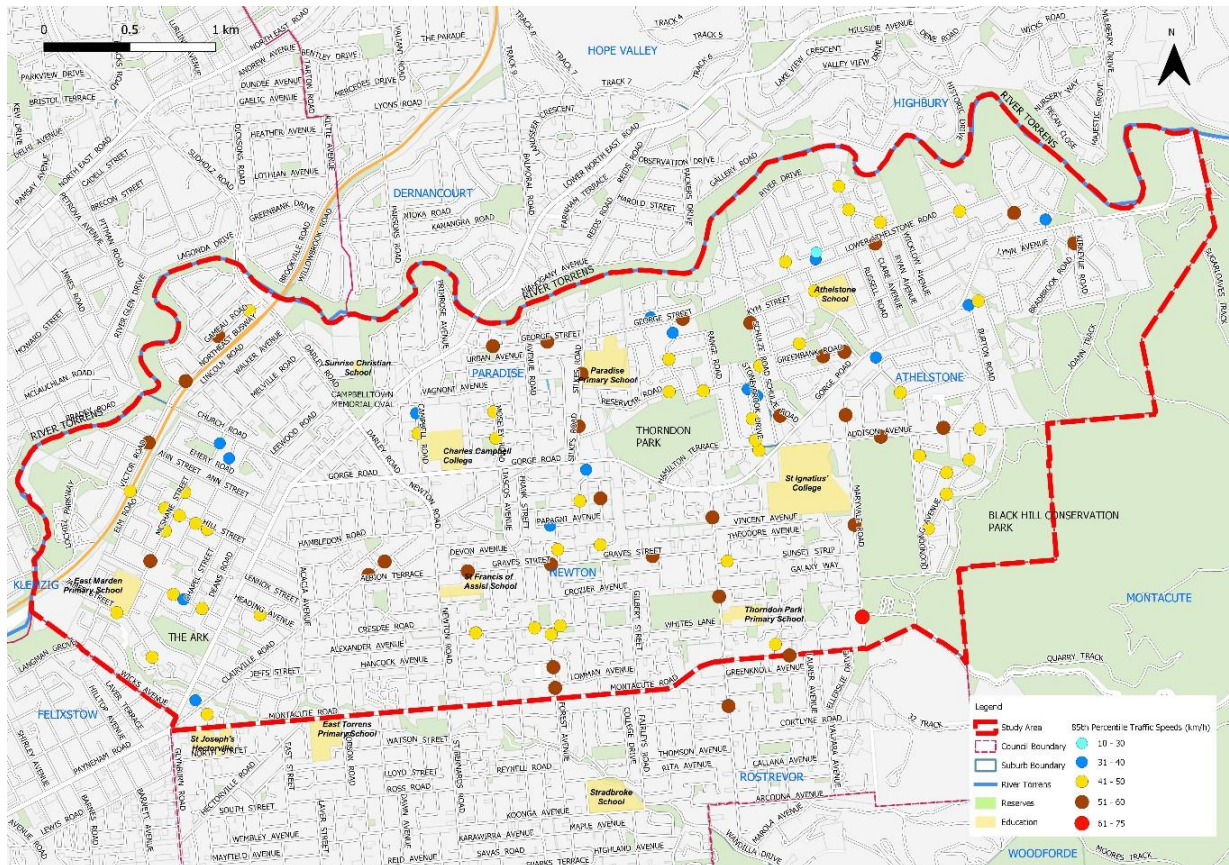
The Annual Average Daily Traffic (AADT) volumes that were obtained from Council traffic count and speed surveys undertaken from 2024 to 2025 are shown in Figure 3.13.

Figure 3.13 Traffic Volumes in the Study Area



The 85th percentile speed is used in traffic engineering to determine speed limits on Council roads. This means that 85 per cent of the vehicles under free-flowing conditions travel at the speed indicated or less. The 85th percentile vehicular speeds, that were obtained from Council traffic count and speed surveys undertaken from 2024 to 2025, are shown in Figure 3.14.

Figure 3.14 85th Percentile Speeds in the Study Area



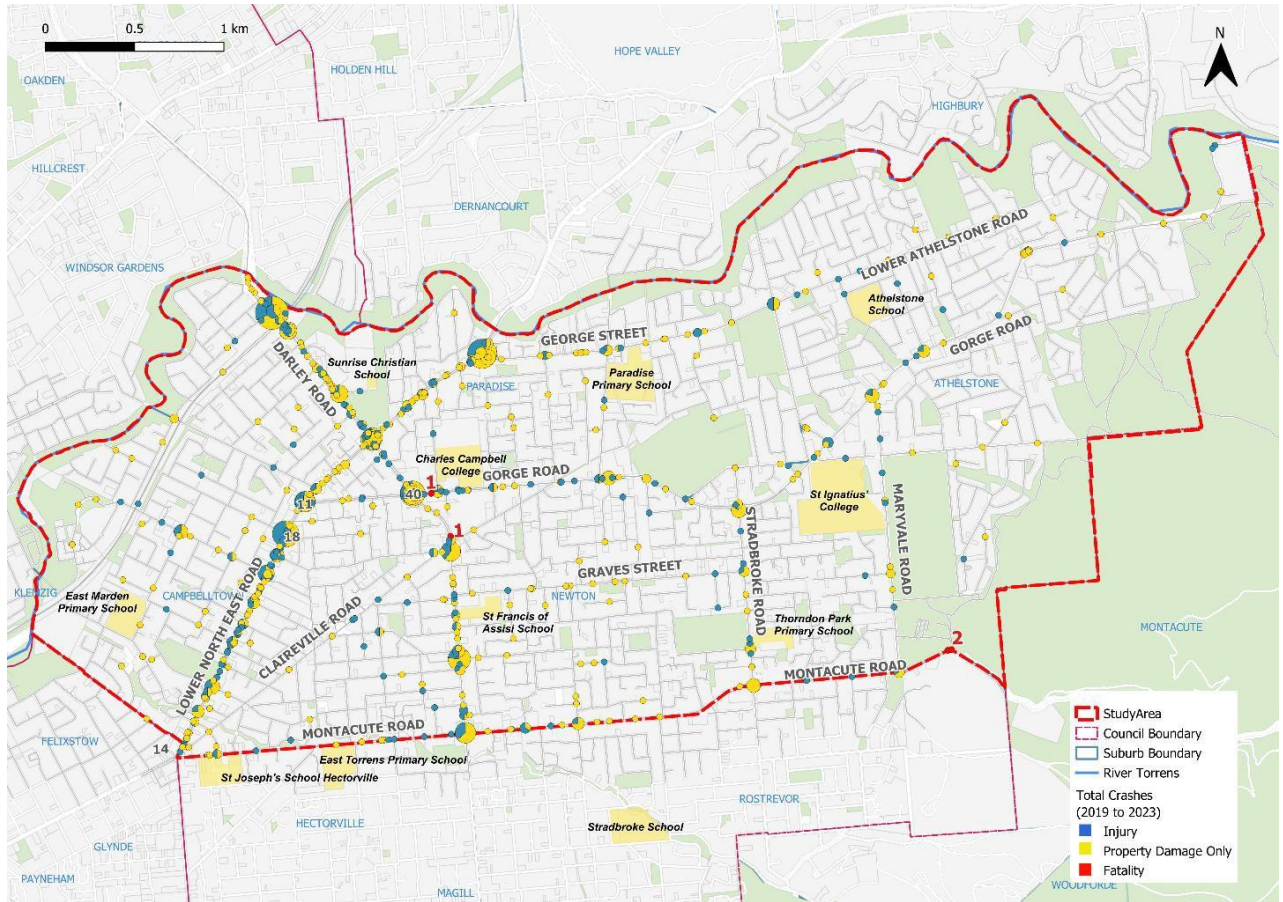
The Council managed road with the highest 85th percentile speeds exceeding the posted speed limit is Addison Avenue, Athelstone.

Road Crashes

The crash statistics from the latest available five-year period (2019–2023) are shown in Figure 3.15 The State arterial roads and intersections have the largest number of crashes. The intersections with the largest number of crashes are located at:

- Lower North East Road and Darley Road.
- Darley Road and Gorge Road.
- George Street and Lower North East Road.
- Darley Road and Gameau Road.
- Ann Street and Lower North East Road.
- Newton Street and Montacute Road.

Figure 3.15 Crash Statistics in the Study Area from 2019 to 2023



The locations with that may be eligible for funding in the Black Spot Program are provided in Table 3.2. These locations were identified based on the Black Spot Program Guidelines prepared by DIT in July 2024. To be eligible for funding, the location must have three or more casualty or minor and serious injury crashes over the most recent 5-year period. It is recommended that a more detailed assessment is completed for each site. A casualty crash is a crash where at least one fatality, serious injury or minor injury occurs.

Table 3.2 Locations for Potential Black Spot Program Funding Assessments

Number	Location	Road Jurisdiction	Number of Crashes	Number of Casualty Crashes
1	Montacute Road/Lower North East Road, Campbelltown	DIT	53	31
2	Gameau Road/Darley Road, Paradise	Council/DIT	32	17
3	Newton Road/Montacute Road, Newton	DIT	25	17
4	Ann Street/Lower North East Road, Campbelltown	Council/DIT	20	14
5	Darley Road/Gorge Road, Campbelltown	DIT	36	13
6	Lower North East Road/Darley Road, Paradise	DIT	35	12

Number	Location	Road Jurisdiction	Number of Crashes	Number of Casualty Crashes
7	George Street/Lower North East Road, Paradise	Council/DIT	25	10
8	Hill Street/Lower North East Road, Campbelltown	Council/DIT	10	10
9	Playford Road/Newton Road, Campbelltown	Council/DIT	10	5
10	George Street/Silkes Road, Paradise	Council	5	4
11	Forest Avenue/Montacute Road, Rostrevor	Council/DIT	11	4
12	River Drive/George Street, Athelstone	Council	5	3

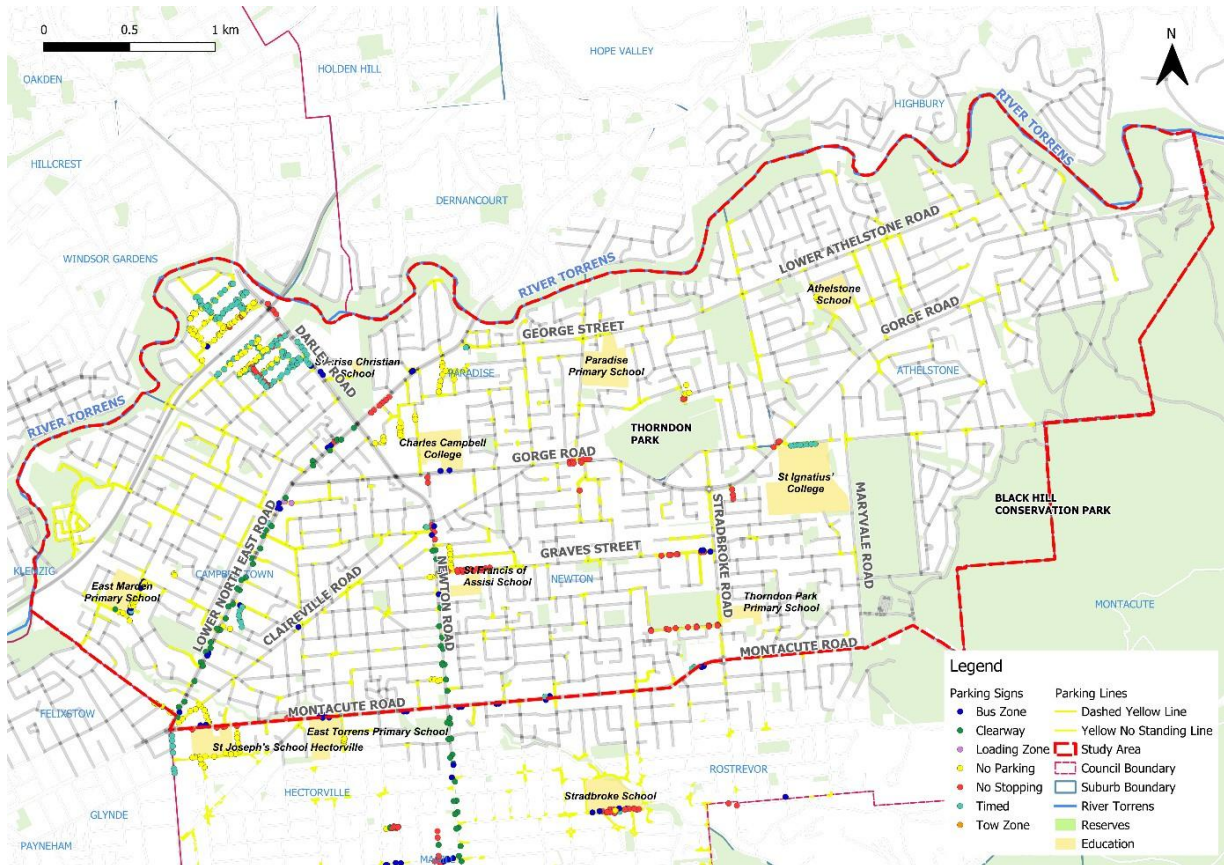
3.3 Parking

Most Council roads in the study area allow unrestricted on-street parking, with the exception of the following locations:

- Schools for drop-off and pick-up zones
- In the streets within and around the Paradise Interchange, on-street parking is restricted to a 2-hour limit from Monday to Friday between 8:00 AM and 6:00 PM, and on Saturdays from 8:00 AM to 12:00 PM.

The DIT controlled arterial roads provide some timed on-street parking around bike lane and clearway restrictions. The parking controls, including bus zones, within study area are shown in Figure 3.16 .

Figure 3.16 Council On-street Parking Controls in the Study Area



Parking is a key issue in the study area with population growth from new infill housing developments, in particular along the arterial and sub-arterial road corridors and in the business precincts at shopping centres. On-street parking controls are critical around the Paradise O-Bahn bus interchange and other key destinations in front of residential housing as shown in Figure 3.17.

Figure 3.17 Park and Ride and an Electric Vehicle Charging Space in the Study Area



Paradise Park and Ride with access via Gameau Road from Darley Road



Jolt EV charging station in a private car parking on Newton Road

Public transport in the study area is provided by Adelaide Metro bus services, as shown in Figure 3.18. The study area is serviced with bus routes to Paradise O-Bahn bus interchange with the frequent, fast and reliable trip to Adelaide CBD at 21 minutes via the O-Bahn. Three Go Zone bus route corridors with direct services to Adelaide city centre are:

Examples of bus stops with and without shelters on arterial and sub-arterial roads are shown in Figure 3.20.

Figure 3.20 Examples of Bus Stops in the Study Area



Looking east at a bus stop on Gorge Road for Route 176 with a bus shelter on the City-bound side of the road.



Bus stop with no shelter on Maryvale Road that services St Ignatius' College (Senior School) from the eastern side. A bus shelter is now installed (early 2025).

Examples of bus stops at the Newton Village shopping centre and at East Marden Primary School are shown in Figure 3.21.

Figure 3.21 Examples of Bus Stops at Shopping Centres and Schools in the Study Area



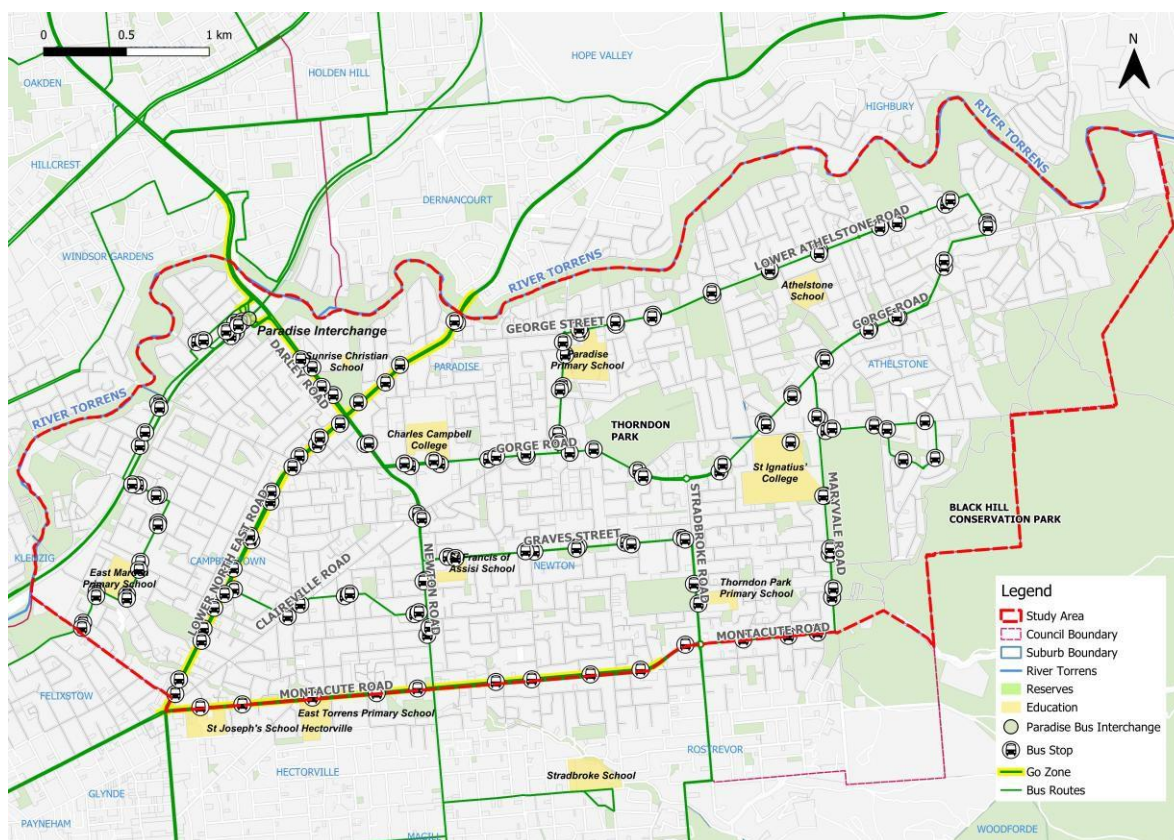
Route H30 has a bus shelter on Montacute Road at Newton Village shopping centre.



Route W90 bus stop at East Marden Primary School in Campbelltown provides a local service.

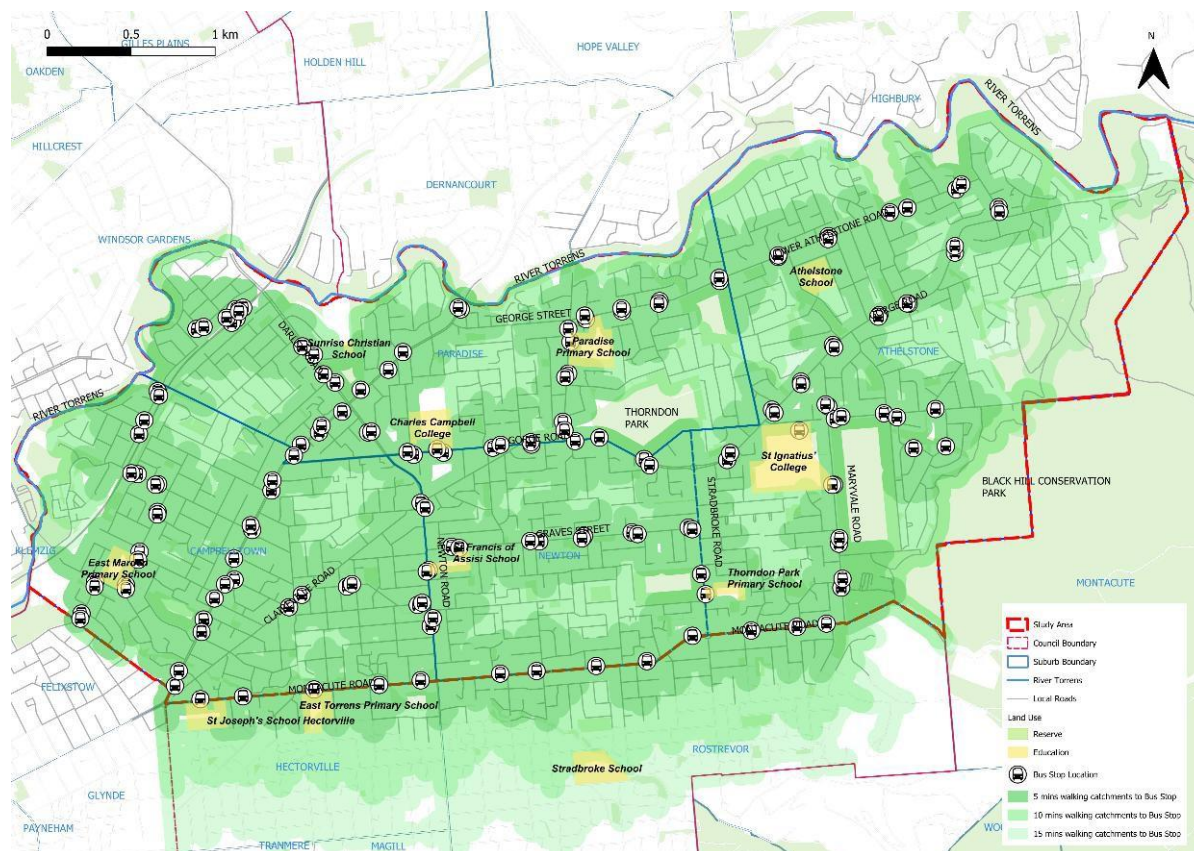
The bus routes serving the study area, including the Go Zone network and the Paradise Interchange are shown in Figure 3.22. A Go Zone is a high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times.

Figure 3.22 Location of Bus Stops in the Study Area



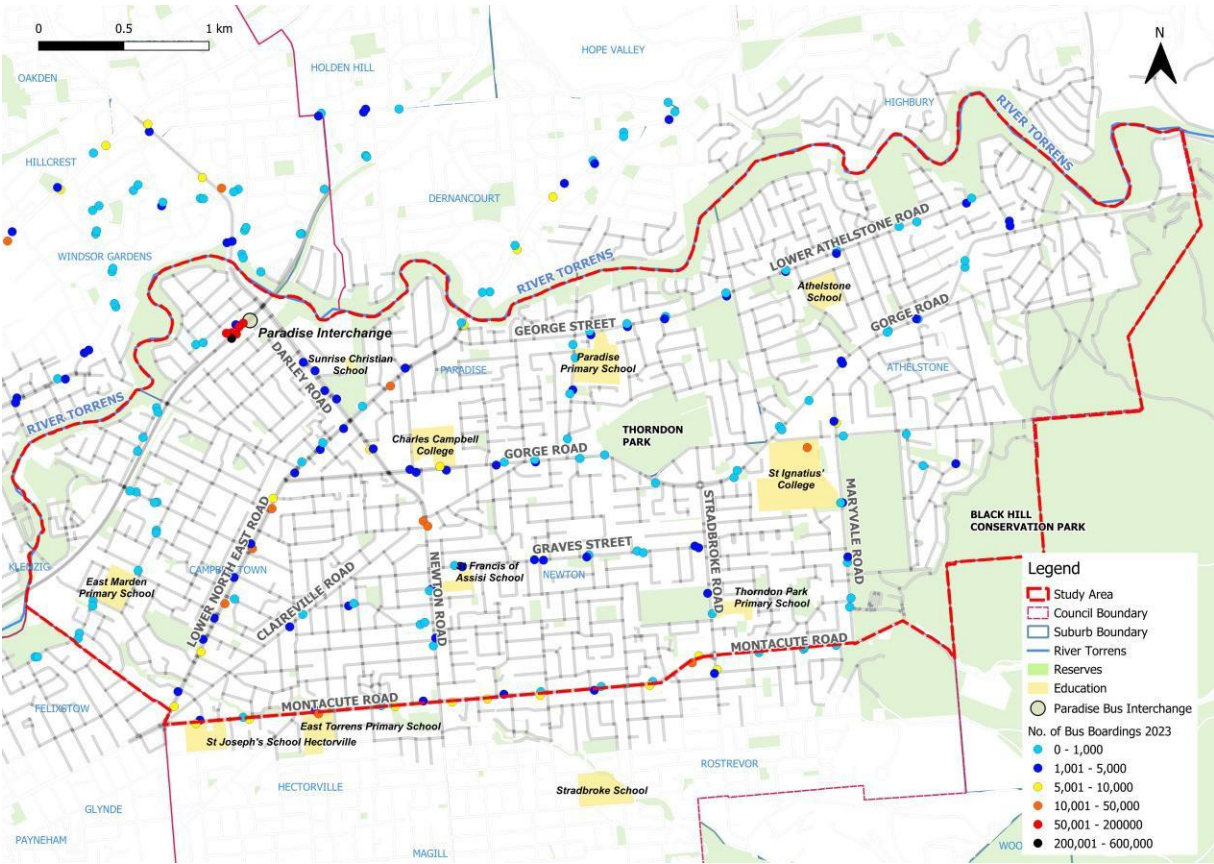
The bus stops within walkable distance and time of 5 minutes (400 m), 10 minutes (800 m), and 15 minutes (1,200 m) are shown in Figure 3.23. Based on this analysis, 71 per cent of the total land area within the study area is within a 5-minute walking distance of a bus stop. 100 per cent of the populated land area falls within a 10- or 15-minute walking distance of a bus stop.

Figure 3.23 Walkable Access to Public Transport Stops in the Study Area



The number of bus ticket validations recorded by Adelaide Metro in 2023 at the bus stops in the study area are shown in Figure 3.24. This data was used to assess public transport demand, highlight key transit corridors, and identify potential service improvements. The busiest bus stops are at the Paradise O-Bahn interchange.

Figure 3.24 Annual Boardings at Bus Stops in the Study Area (2023)

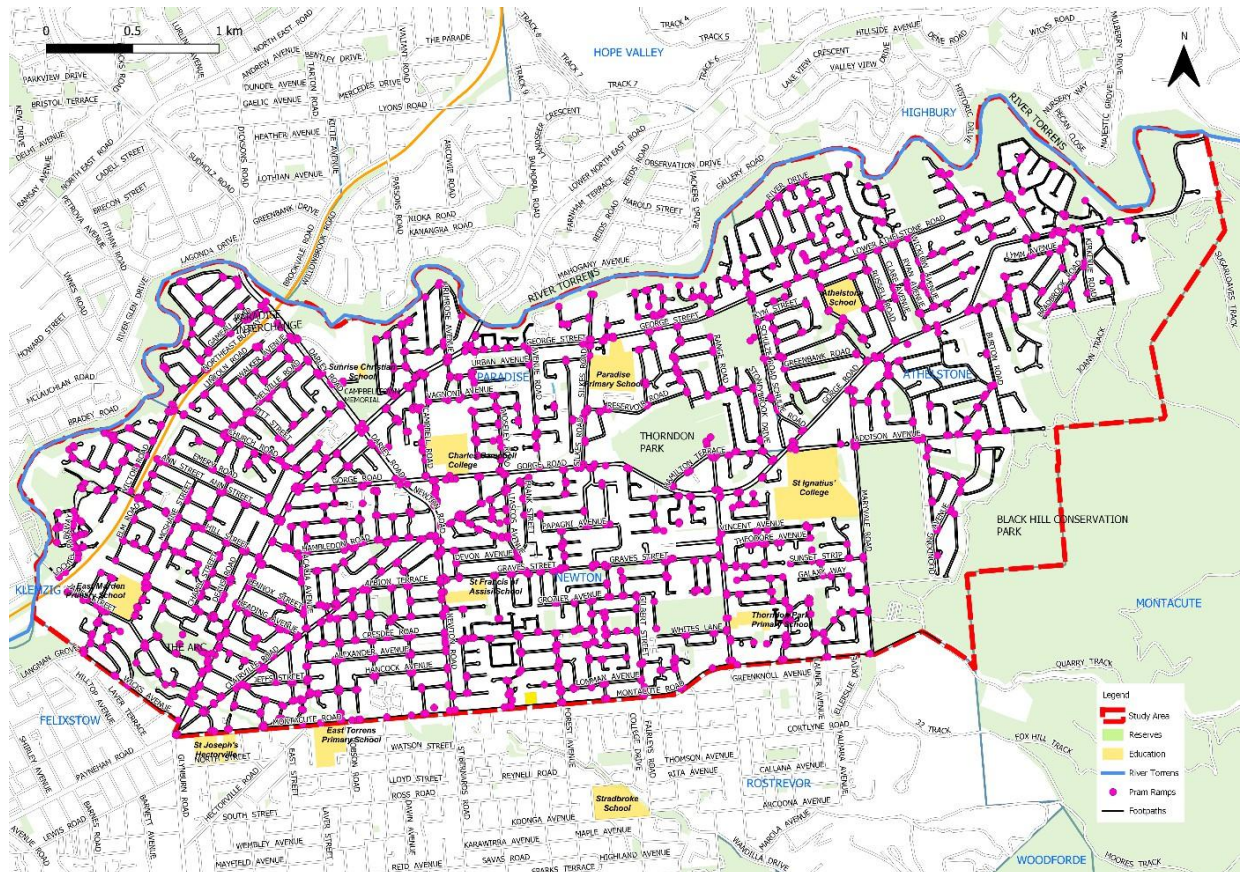


3.5 Walking

Most streets in the study area have footpaths on one side of the street that form the basis of the walking network. Councils Pedestrian Access and Mobility Plan (PAMP) provides a functional path hierarchy for the City of Campbelltown. Acknowledging walking at the same level as traffic enables Council to formally balance the needs of pedestrians.

The locations of footpaths and pram ramps in the study area are shown in Figure 3.25.

Figure 3.25 Pram Ramps and Footpaths for Walk Access in the Study Area



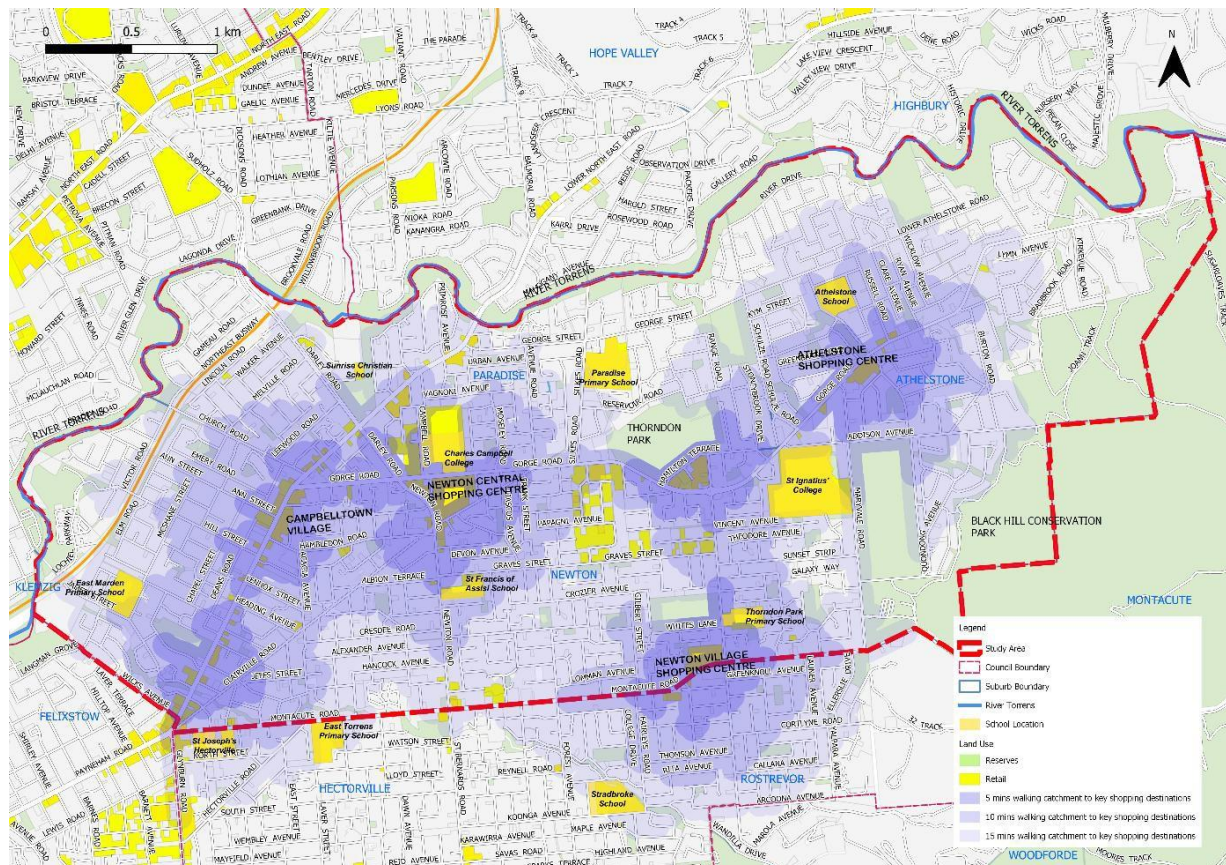
An increasing challenge of “walkability” is the heat. It is important to provide corridors with shade to key destinations needs advanced planning. This is especially true for places people are forced to wait, such as traffic signals on busy arterial roads. However, the main issue for pedestrians is mostly for safe and convenient crossing locations, especially over the busy arterial roads. The walkability in the study area is typically shown with walkable pedestrian shed catchment mapping to key local destinations, such as:

- Public transport (bus stops and O-Bahn interchanges) as shown in Figure 3.22.
- Shopping precincts (main street shopping and commercial centres) as shown in Figure 3.25.
- Schools (State Government primary and high schools, private schools). Figure 3.26.
- Ovals, parks and reserves that are important local recreational, social and sporting destinations as shown in Figure 3.27.

The walkable access travel time (5, 10, and 15 minutes) catchments to the shopping centres with supermarkets in or near the study area are shown in Figure 3.26. The shopping centres include:

- Campbelltown Village, east of Lower North East Road, with Romeo's Foodland.
- Newton Central Shopping Centre, east of Newton Road, with Drakes, Target, Tony & Mark's market and Panini Brothers.
- Newton Village Shopping Centre, north of Montacute Road, with Coles and Woolworths.
- Athelstone Shopping Centre, south of Gorge Road, with Romeo's Foodland.

Figure 3.26 Walkable Access to Shopping Centres in the Study Area

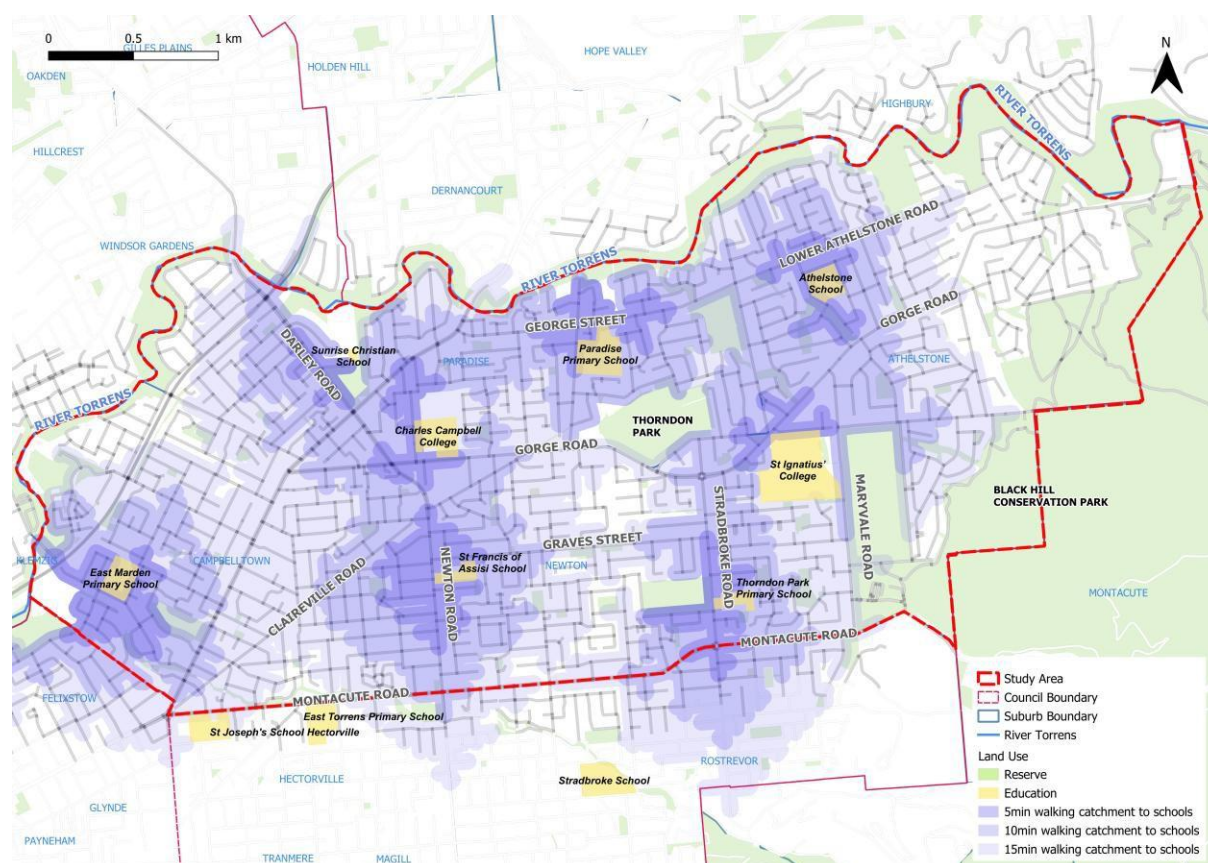


Walk access catchment maps to the local schools in the study area show that many students who attend the primary schools are within a walking distance to school. With a higher proportion of students walking or cycling to school, the demand for Kiss and Drop areas and the school peak traffic congestion can be reduced. A school walkable access catchment map shows that many parts of the study area are beyond a convenient walking distance to the schools.

The walkable access travel time (5, 10, and 15 minutes) catchments to schools in or near the study area are shown in Figure 3.27. The schools are:

- East Marden Primary School, west of Lower North East Road.
- Charles Campbell College, north of Gorge Road.
- St Francis of Assisi School, east of Newton Road.
- Paradise Primary School, south of George Street.
- St Ignatius College, south of Gorge Road.
- Thorndon Park Primary School, east of Stradbroke Road.
- Athelstone School, south of Lower Athelstone Road.
- Sunrise Christian School, east of Darley Road.

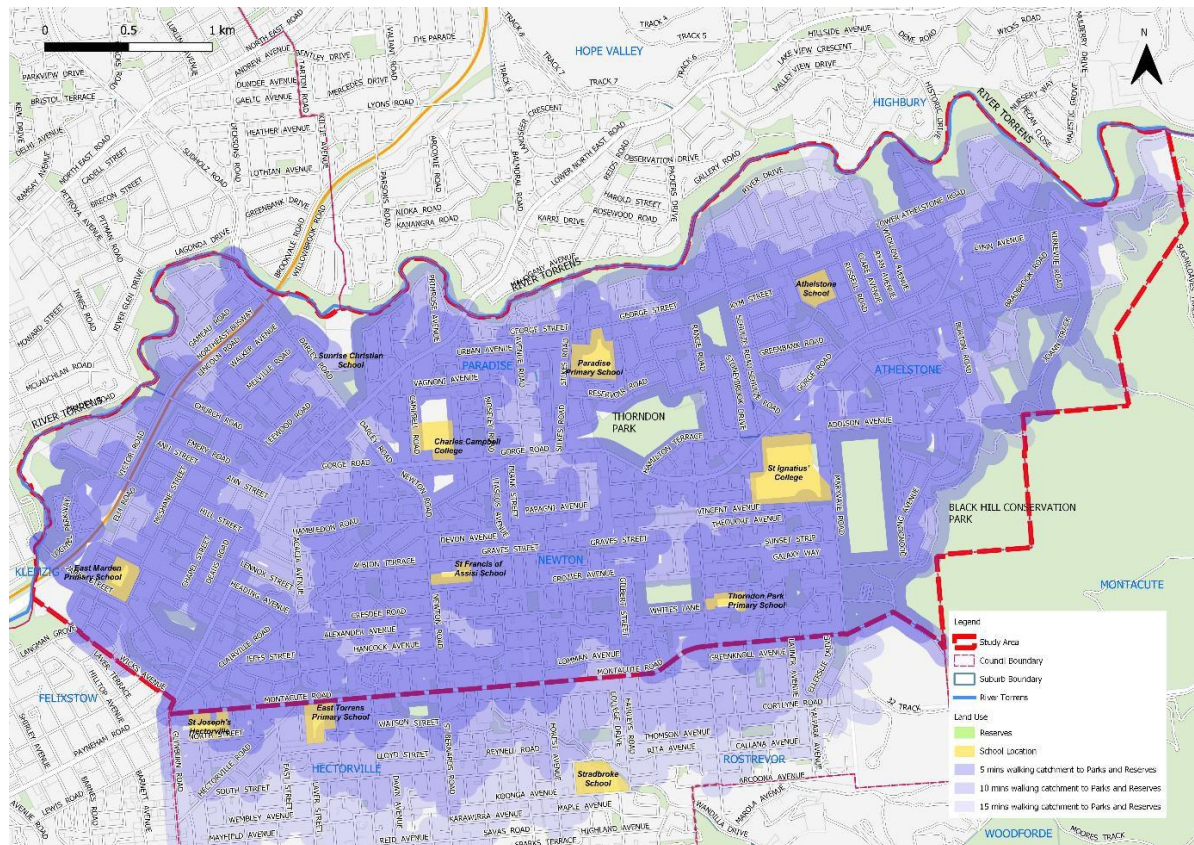
Figure 3.27 Walkable Access to Schools in the Study Area



The walkable access travel time (5, 10, and 15 minutes) catchments to the major parks and reserves in the study area are shown in Figure 3.28. They include:

- Thorndon Park in Gorge Road, Paradise.
- The ARC recreation centre in Lower North East Road, Campbelltown.
- Black Hill Creek Conservation Area east of Maryvale Road in Athelstone.

Figure 3.28 Walkable Access to Major Parks and Reserves in the Study Area



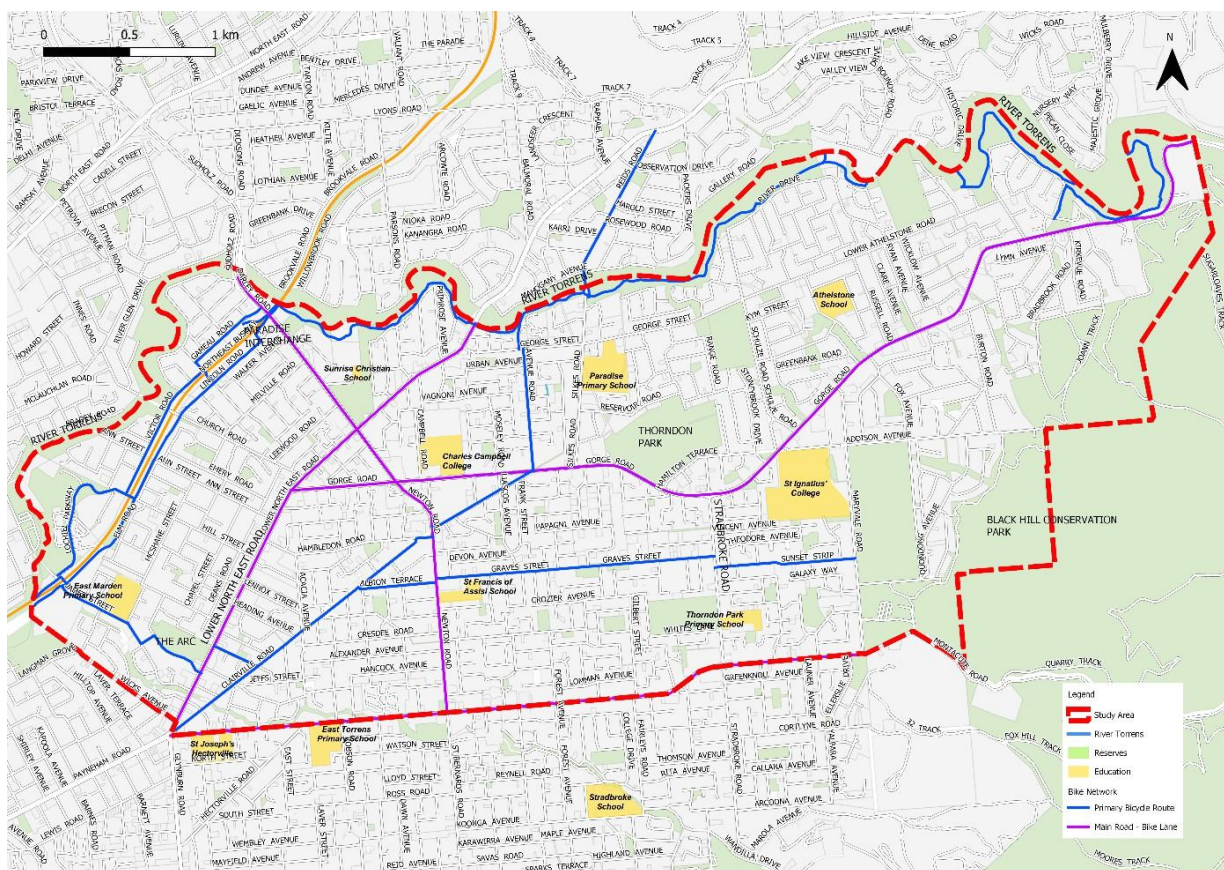
3.6 Cycling

The existing BikeDirect network in the study area includes bicycle routes along:

- Torrens River Linear Trail from Tea Tree Gully to Adelaide CBD which is a popular off-road commuter and recreational cyclist route.
- Fourth Creek Trail (part study area).
- Fifth Creek Trail.
- On-road bicycle routes along Gorge Road, North East Road, George Street and Montacute Road.

The existing bicycle network is provided with good east-west and north-south routes throughout the study area as shown in Figure 3.29. All of the arterial and sub-arterial roads, such as Darley Road, Gorge Road, and Lower North East Road, and Montacute Road have on-road bicycle lanes. With operating times 7:00 to 9:00 AM (city bound) and 4:00 to 6:00 PM (outbound). These times vary on Lower North East Road to 7:30 AM to 9:00 AM and 4:30 PM to 6:00 PM aligning with the Clearway operating times.

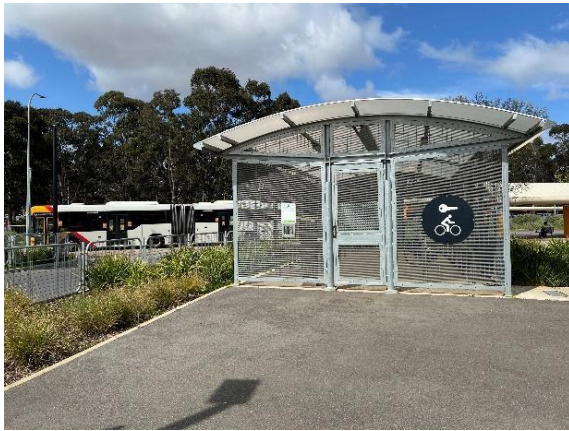
Figure 3.29 Existing Bicycle Network in the Study Area



Source: BikeDirect map, Department for Infrastructure and Transport, September 2024

Examples of the bicycle infrastructure in the study area are shown in Figure 3.29. The secure bicycle parking at Paradise O-Bahn interchange is for Adelaide Metro bus customers. The bicycle rack at Newton Village is located where cyclists do not consider useful

Figure 3.29 Bicycle Parking in the Study Area



Secure bicycle parking at Paradise O-Bahn bus interchange



A bicycle rack on the south side of Newton Village shopping centre provides parking for cyclists.

Examples of the existing bicycle infrastructure treatments in the study area include sharrows for directional street wayfinding and warnings and refuges for safe crossings for cyclists are shown in Figure 3.30.

Figure 3.30 Existing Bicycle Treatments in the Study Area



Bicycle crossing on Newton Road at Hambledon Road, Newton



Sharrows marking along Campbell Road at Charles Campbell High School

The BikeSpot 2023 survey conducted for the general public and bicycle user groups in 2023 provides evidence for some of the unsafe locations and connectivity issues for cyclists in the study area. The location with the most cyclist safety concerns was Glynde Corner at the intersection of Payneham Road, Lower North East Road, and Montacute Road. The bicycle lanes on Lower North East Road and Montacute Road were identified as unsafe for cycling with no separation between cyclists and the traffic lanes.

4. Issues and Opportunities

The issues and opportunities from the key stakeholder meetings and the community consultation activities are provided in this section.

4.1 Overview

The issues and opportunities with regards to transport in the study area to improve or manage traffic, road safety, on-street parking, public transport (bus), walking and cycling were identified by conducting the following activities:

- Meetings with key Council staff that were held from September to November 2024.
- Stage 1 community consultation (11 November – 6 December 2024), enabled comments to be collated regarding transport issues and ideas for potential transport solutions. Feedback was received via an online survey using the Social Pinpoint software, and email and letter submissions. A drop-in session was also held on the 20 November 2024 to facilitate Community asking questions directly to the project team (Staff and consultants).

The results from the online surveys and the ideas and suggestions provided through in-person feedback from the meetings, briefings, and workshops with the key stakeholders and the community are provided in the Stage 1 Community consultation report, *Council meeting 3 June 2025 (Attachment A)*. The findings in this report provided the basis for the development of the draft Transport Plan, *Council meeting 3 June 2025 (Attachment B)*, and the development of initiatives under the five transport mode categories for:

- Roads and Traffic
- Parking
- Public Transport
- Walking
- Cycling

The Stage 2 consultation (10 – 30 June 2025) sought feedback directly on the draft Transport Plan.

4.2 Stage 1 – Key Stakeholder Engagement

Stakeholder meetings were held in October and November 2024 with the following groups:

- Councils:
 - City of Norwood, Payneham & St Peters
 - City of Port Adelaide Enfield
 - City of Tea Tree Gully
- State Government:
 - Department for Infrastructure and Transport (DIT)
 - Public Transport South Australia (PTSA)
 - SAPOL
 - Department for Investment and Trade (Plan SA)

- Industry groups
 - RAA
 - Torrens Transit
 - Bicycle associations, such as Bike Adelaide and Bike SA
 - Active Living Coalition
- Community
 - Staff held a drop-in session on Wednesday 20 November, (4:30pm–7:30pm), where community members could seek further information, ask questions and provide feedback.

Common Issues from the meetings with the adjoining Councils and other key stakeholders were:

- Bicycle route connectivity is poor across Council boundaries.
- Need to plan across Council boundaries and jointly advocate for change.
- Other Councils have different types of traffic calming devices and installations that may be relevant for Council to consider.
- No local road connections between Dernancourt and Athelstone and Windsor Gardens and Paradise.
- Langman Grove in Felixstow is a connecting collector road to Sycamore Terrace and McShane Street in Campbelltown.
- Opportunity for a 40 km/h speed limit area for Felixstow and Campbelltown north-west of Lower North East Road and south of Darley Road.

The Stage 1 Stakeholder and Community Engagement Report completed in February 2025 is included in Appendix A.

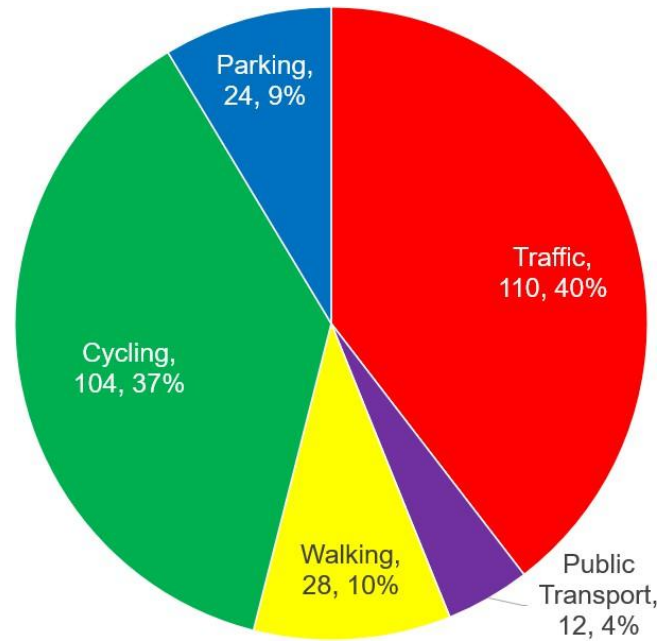
4.3 Stage 1 – Community Consultation

Of the five transport modes, a total of 278 comments were provided from the Stage 1 community engagement activities comprising of issues and opportunities for the draft Transport Plan. These comments were broken down into the following submission types:

- 243 Social Pinpoint contributions.
- 35 comments from 14 email submissions.
- Two formal letter submissions from invited stakeholders, namely RAA and Torrens Transit.

The comments were tabulated by transport mode and the results are shown in Figure 4.1. The cycling mode includes e-scooters and walking mode includes wheelchairs and other personal mobility devices. Traffic was the most common item with 110 comments (40 per cent) followed by Cycling with 104 comments at 37 per cent.

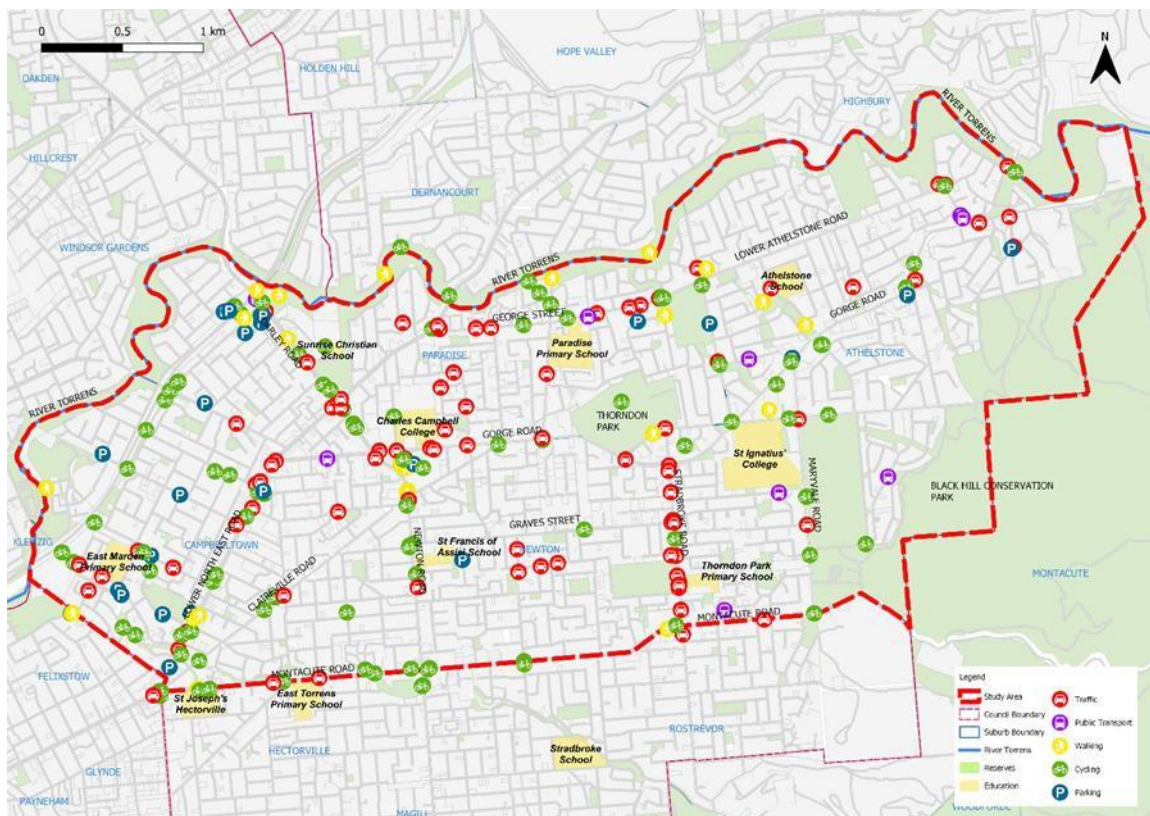
Figure 4.1 Stage 1 Community Consultation Summary



The 243 comments tracked in Social Pinpoint were mapped as shown in Figure 4.2. Most of the comments were clustered around the local streets, schools, parks and reserves, bus interchange, and along the arterial roads which are used for major bus routes:

- Lower North-East Road in Campbelltown and Paradise.
- Gorge Road in Newton and Athelstone.

Figure 4.2 Location of the Stage 1 Community Survey Responses



The response rate for the Stage 1 community consultation survey by suburb with the number of contributors and comments provided in Table 4.1. The greatest number of comments were about traffic and cycling issues and opportunities.

Table 4.1 Response Rate from the Stage 1 Community Consultation Survey

Category	Contributors	Comments
Traffic	55	110
Public Transport	10	12
Walking	16	28
Cycling	23	104
Parking	17	24
Total	121	278

Roads and Traffic

The key issues and opportunities for roads and traffic identified by participants in the consultation included:

- Road safety and hazards at the following locations:
 - Montacute Road at Maryvale Road, Athelstone
 - Gorge Road turning into Maryvale Road, Athelstone
 - Montacute Road at Piccadilly Crescent with the pedestrian crossing to St Joseph’s School, Hectorville
- Traffic congestion and safety at the following intersections:
 - Lower North East Road at Hill Street, Campbelltown
 - Lower North East Road at Ann Street, Campbelltown
 - Lower North East Road at Gorge Road, Paradise
 - Ryan Avenue at Gorge Road, Athelstone
 - Lower Athelstone Road at Coulls Road, Athelstone
- Perceived high traffic speeds along:
 - Stradbroke Road in Athelstone and Newton
 - Lower North East Road and Hill Street, Campbelltown
 - Pope Street, Newton
 - Crozier Avenue, Newton
- Perceived high traffic volumes in the following collector and sub-arterial roads:
 - Graves Street, Newton
 - Hill Street, Campbelltown
 - Stradbroke Road in Newton and Athelstone
- Traffic with “rat running” on local and collector streets was identified in:
 - Church Road, Campbelltown
 - Hambledon Road, Campbelltown
 - Crozier Avenue, Newton

Parking

The key parking issues and opportunities identified by participants in the consultation included:

- Parking controls and line marking in the following streets:
 - James Street, Campbelltown at East Marden Primary School
 - Church Road, Campbelltown
 - Hart Street, Campbelltown
 - Burton Road, Athelstone near the shopping centre
- Park and Ride facilities at the Paradise bus interchange in Gameau Road
- Parking in the following local residential streets:
 - Hill Street, Campbelltown
 - Adele Avenue, Paradise
 - Frost Street, Newton
- Parking in business precincts in the following locations:
 - Campbelltown shopping precinct and businesses along Lower North East Road.
 - Newton Gardens newsagency at the Newton Central shopping centre in Gorge Road.
 - The ARC and in Botanic Grove, Campbelltown.
- Parking in parks/reserves in the following locations:
 - Lincoln Road East, Paradise south of the O-Bahn bus interchange
 - Schulze Road, Paradise and Athelstone
- Parking along arterial roads such as Gorge Road.

Public Transport

The key issues and opportunities for public transport identified by participants in the consultation included:

- Bus frequency and service hours including:
 - Extend the Go Zone Route 178 east of Stradbroke Road to service Athelstone.
 - Inadequate hours to the eastern part of Athelstone.
 - The need to extend the peak period services for Route 578 to the O-Bahn via Paradise.
 - Route 178 could be express service to Stop 16 or 18 from city as Route 174.
 - Provision of earlier Sunday services and more frequent weekend services.
- Bus stops and shelters are needed on Gorge Road between Lower North East Road and Newton Road.

Walking

The key issues and opportunities for pedestrians identified by participants in the consultation included:

- Walk safety at crossings at:
 - Various crossings along Lower North East Road, Campbelltown
 - Newton Road, Newton
 - Melville Road, Paradise
 - Various crossings along Montacute Road in Campbelltown, Newton and Athelstone
 - Gorge Road, Paradise
 - Adele Avenue, Paradise
 - Jan Street, Newton at the Newton Central shopping centre
- Footpath condition or width at the following locations:
 - Clairville Road (Fourth Creek Trail), Campbelltown
 - Osbourne Street, Campbelltown
 - Lochiel Park Golf Course
- Walk amenity (poor lighting and overgrown trees) along:
 - Jan Street, Newton
 - Riverbank Circuit, Campbelltown
- School travel safety at the following locations:
 - East Marden Primary School with u-turn movements in James Street, Campbelltown.
 - Shepherd Lane and Mines Road roundabout at East Marden Primary School, Campbelltown.
- Signage and wayfinding with examples at the following locations:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone
- Walk network connectivity in the following areas:
 - George Street to Adele Avenue with the Linear Park trail connections in Paradise.
 - River Drive, Athelstone to Linear Park Drive, Highbury over the River Torrens.
 - Brookside Road, Athelstone to Athelstone School.
 - Yaralinda Street, Dernancourt to Riverview Drive, Paradise.

Cycling

The key issues and opportunities for cycling identified by participants in the consultation included:

- The condition and marking of bicycle lanes in the following streets:
 - Montacute Road in Campbelltown, Newton and Athelstone
 - Campbell Road, Paradise
 - George Street, Paradise
 - Tracy Court, Athelstone
- Off-road bicycle paths along Montacute Road with access to the Fourth Creek Trail.
- Cycling routes and the overall network along:
 - Maryvale Road, Athelstone
 - Darley Road, Paradise
 - Lower North East Road, Campbelltown
 - Schulze Road, Paradise and Athelstone
- Bicycle facilities provided at intersections such as:
 - Maryvale Road at Sunset Strip, Athelstone.
 - Darley Road and Lower North East Road, Campbelltown.
 - Montacute Road at Newton Road, Newton.
 - Lower North East Road at Payneham Road, Campbelltown.
 - Forest Avenue at Montacute Road, Newton.
- Bicycle parking at the following locations:
 - Campbelltown shopping centre along Lower North East Road.
 - Jan Street at Newton Central shopping centre.
 - Paradise bus interchange on the O-Bahn.
 - Darley Road businesses
 - Medical centre on Gorge Road, Athelstone at Maryvale Road.
- Cyclist safety and traffic hazards along Darley Road, Paradise.
- Signage and wayfinding at locations such as:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone

4.4 Stage 2 Consultation

The Stage 2 consultation that was held from 10 to 30 June 2025 used a survey to obtain the community's feedback on the review of the draft Transport Plan and the initiatives in the action plan. The Stage 2 Community Engagement report is included in Appendix B.

Key Findings from the Community Consultation

The results from the online surveys and the community submissions are provided in this section. These findings provided the basis for the analysis and prioritisation of the actions in the Transport Plan under the five transport mode categories for:

- Roads and Traffic
- Public Transport
- Walking
- Cycling
- Parking

The Stage 2 consultation of the proposed actions in the draft Transport Plan was conducted from Tuesday 10 June to Monday 30 June 2025 with the following responses:

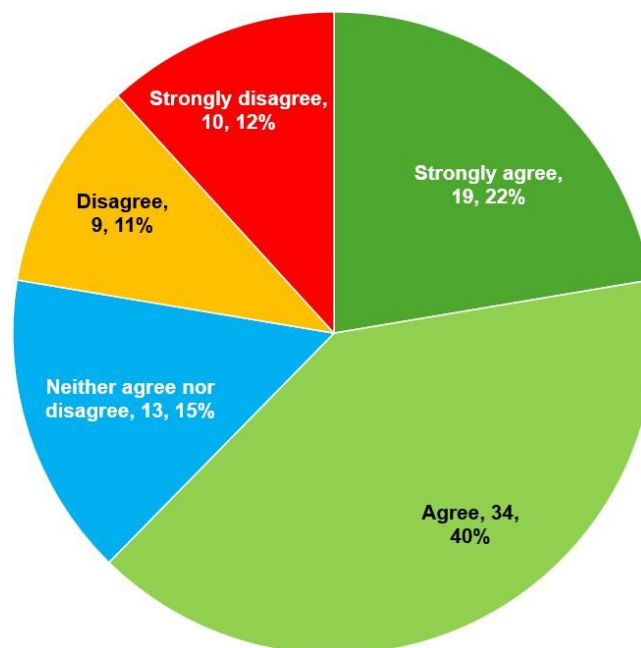
- 85 Social Pinpoint contributions to the online survey.
- 9 formal email and letter submissions were received.

The results of the general questions in the online survey for "Do you support the initiatives in the Transport Plan" are shown in Figure 1 with:

- 62% (53 responses) support for the Transport Plan initiatives.
- 15% (13 responses) are neutral with no strong view.
- 23% (19 responses) disagree with some part of the Transport Plan.

These survey responses did not include the 9 email and letter submissions.

Figure 4.1 Overall Support for the Initiatives in the Transport Plan



The comments from the nine submissions were reviewed and are grouped by transport mode as follows:

Roads and Traffic

- Road intersection safety, in particular at Newton Road, Hambledon Road and Clairville Road is dangerous and needs to be included in the Transport Plan.
- Support for the speed limit reductions on the sub-arterial roads.
- Support for the 40 km/h speed limit in Campbelltown.
- Concern for Kiss and Drop zone in James Street, Campbelltown at East Marden Primary School.
- Concern for larger private vehicles on the roads in Campbelltown.

Public Transport

- Bus frequency and hours
 - Extend the services on Routes 530 and 578 into the evenings similar to Routes 178 and H30.
 - Support for the Go Zone extension to Athelstone and Newton with a frequency every 10 minutes.
- Bus routes and network
 - Extend Routes 178 and H30 to Paradise on all trips. However, a resident in Montacute Road does not support Route 178 to be changed a Go Zone service frequency along the eastern end of Montacute Road.
 - Use articulated buses on the O-Bahn services in the peak hours.
- Bus service reliability
 - Adjust Route 579 timetable to improve running time and reliability at Paradise Interchange.
 - Implement a clearway on Darley Road in the AM peak to improve bus service reliability.
 - Implement policies to reduce late running bus services.
 - Remove bus stop 25A from the timetables on the O-Bahn bus routes (500 series) to improve service reliability and reduce travel times to the City.
- Improve the safety at Paradise interchange at night with better lighting.
- Review the amenity, lighting and access to bus stops in Campbelltown to improve safety after dark.

Walking

- Walk network connectivity to provide a complete footpath network and improvements to walkability to shopping, schools and parks to consider the hilly terrain.

Cycling

- Bicycle lane safety for separated bicycle lanes on arterial roads and to discourage traffic on Graves Street for space for bicycle lanes to be installed.
- Bicycle parking at shopping areas.
- Cycling route or network

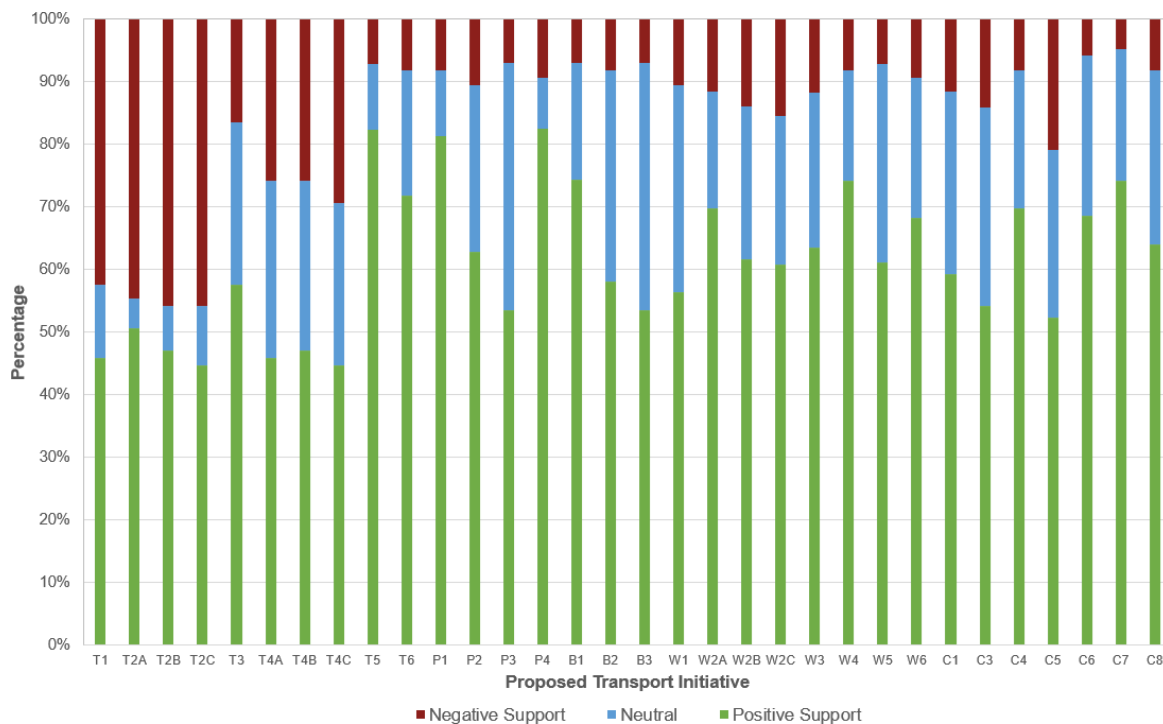
- Advocates for a connected bicycle network with safety as a priority.
- Provided ideas for a safer cycling route to The ARC Campbelltown.
- Provides ideas for new bicycle routes in Campbelltown, Newton and Paradise.
- Cyclist crossing supported for a safe crossing of Lower North East Road to The ARC Campbelltown.
- E-scooters and e-bikes with safety concerns about the increased usage of e-scooters and e-bikes on local streets.
- Support for bicycle route signage and wayfinding with multiple ideas for the locations to install cyclist wayfinding.

Parking

- Development impacts with concerns about on-street parking demand with a new infill subdivision near Thorndon Park. Infill development creates parking issues on residential streets. Consider parking on one side of the street only.
- On-street parking management with better use of private garages for car parking to reduce the demand for residents to park on local streets.
- Parking in reserves with ideas to manage the parking demand at The ARC Campbelltown, especially on busy days.
- Parking in residential streets with a review parking policy in narrow streets, in particular in the 40 km/h speed areas.

The results of the level of support for the initiatives in the draft Transport Plan are shown in . This graph shows more positive support for the initiatives than negative feedback. The traffic initiatives T1, T2A, T2B and T2C are for slower speed limits and had the highest negative scores. Most of the other initiatives had positive support ranging from 70 to 90 per cent.

Figure 4.2 Level of Support for the Transport Plan Initiatives



5. Initiatives for the Transport Action Plan

The initiatives for the Transport Action Plan were developed to support Council's Community Vision and three themes as shown in Figure 5.1.

Figure 5.1 Council's Community Strategic Vision and Themes for the Transport Plan

A safe, sustainable, vibrant Community



- **Safety and Amenity** includes supporting measures to improve safety and reduce crash risks and the provision of high-quality amenity with shaded footpaths and bicycle routes to encourage more walking and cycling trips.
- **Efficient, Reliable Movement** means managing traffic congestion at intersections and on arterial roads and reduce the rat-running traffic on local residential streets.
- **Accessible, Connected Network** is an integrated transport network that comprises roads, bus routes, bicycle routes and walking paths to improve accessibility to residential properties, shopping centres, businesses, schools, parks and reserves and other Council facilities, such as the library and community centres.

Based on Stage 1 feedback from the stakeholder engagement and community consultation activities and the previous analysis and research of case studies from other similar Councils, strategies and measures were developed under the five transport modes as shown in Figure 5.2. The proposed initiatives are listed under these headings in the following sections.

Figure 5.2 Five Transport Themes for the Initiatives in the Transport Action Plan



5.1 Roads and Traffic

The proposed initiatives to address the issues with traffic and road safety are provided in Table 5.2.

Table 5.2 Proposed Initiatives to Address the Issues with Roads and Traffic

ID	Type of Issue	Initiative Description
T1	Traffic speed	Investigate the implementation of 40 km/h speed limits in part of Campbelltown and Paradise to include all of Felixstow in collaboration with City of Norwood, Payneham & St Peters and DIT. The area for the proposed 40 km/h area wide speed limit is shown in Figure 5.3.
T2	Traffic speed	Investigate the reduction of the signed speed limit from 60 km/h to 50 km/h on: <ul style="list-style-type: none"> • Stradbroke Road between Montacute Road and Hamilton Terrace, Athelstone. • George Street/Lower Athelstone Road between Lower North East Road and Coulls Road. • Maryvale Road between Montacute Road and Gorge Road, Athelstone. These locations are shown on Figure 5.4.
T3	Road hierarchy and planning	Investigate changing the Council road hierarchy to align with current traffic volumes and proposed speed limit changes. A Council road hierarchy categorises roads based on their function, level of service and usage and helps Council plan and manage the road network considering the needs of the community.
T4	Traffic speed	Investigate traffic calming treatments for safer traffic movements along: <ul style="list-style-type: none"> • Addison Avenue, Athelstone • Church Road, Campbelltown/Paradise • Avenue Road, Paradise (review existing traffic control devices) Examples of different types of innovative traffic calming treatments that may be considered are provided in Figure 5.5.
T5	School travel safety	Review traffic movements at all schools during the AM drop-off and PM pick-up times.
T6	Traffic volumes in local streets	Review intersection safety and efficiency at the intersection of Lower North East Road at Hill Street, Campbelltown.

Figure 5.3 Proposal for a 40 km/h Speed Limit with of Lower North East Road

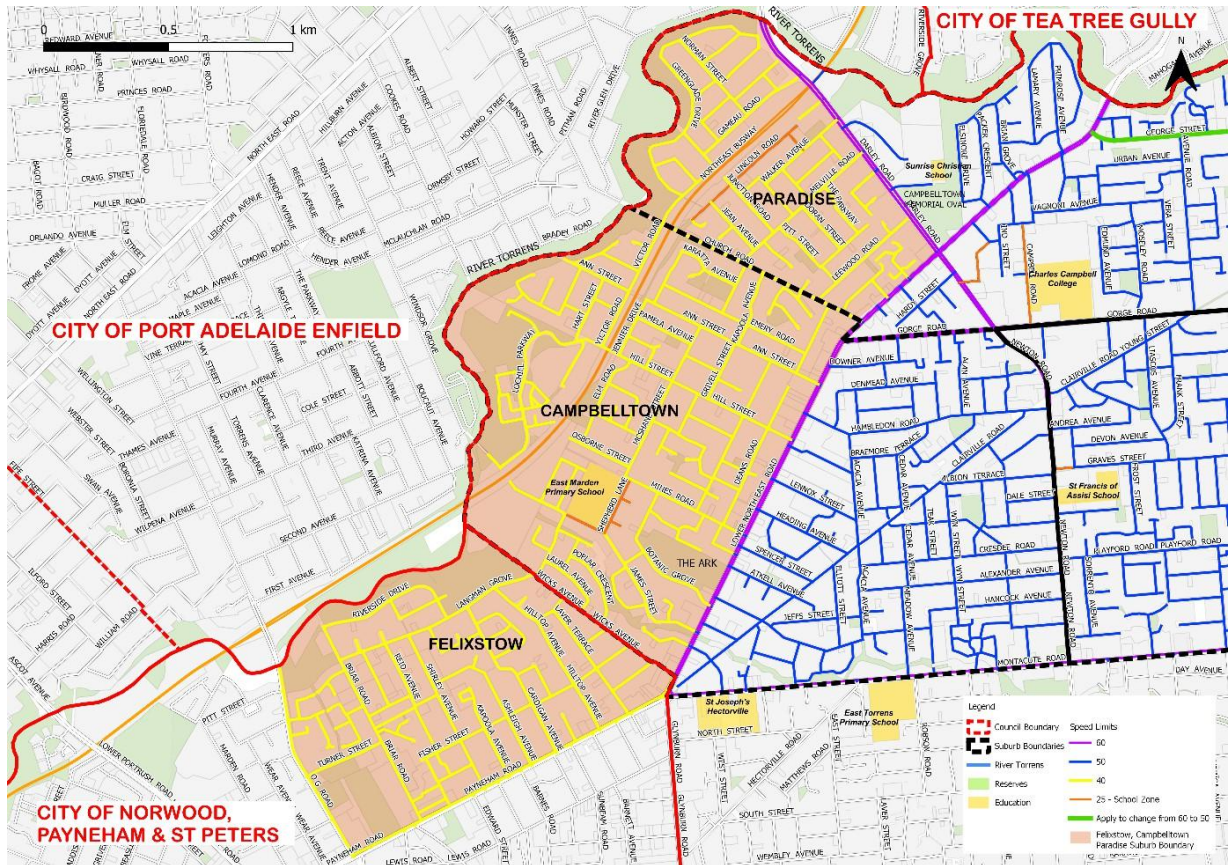


Figure 5.4 Proposal for Changes for Council Roads from 60 km/h to 50 km/h

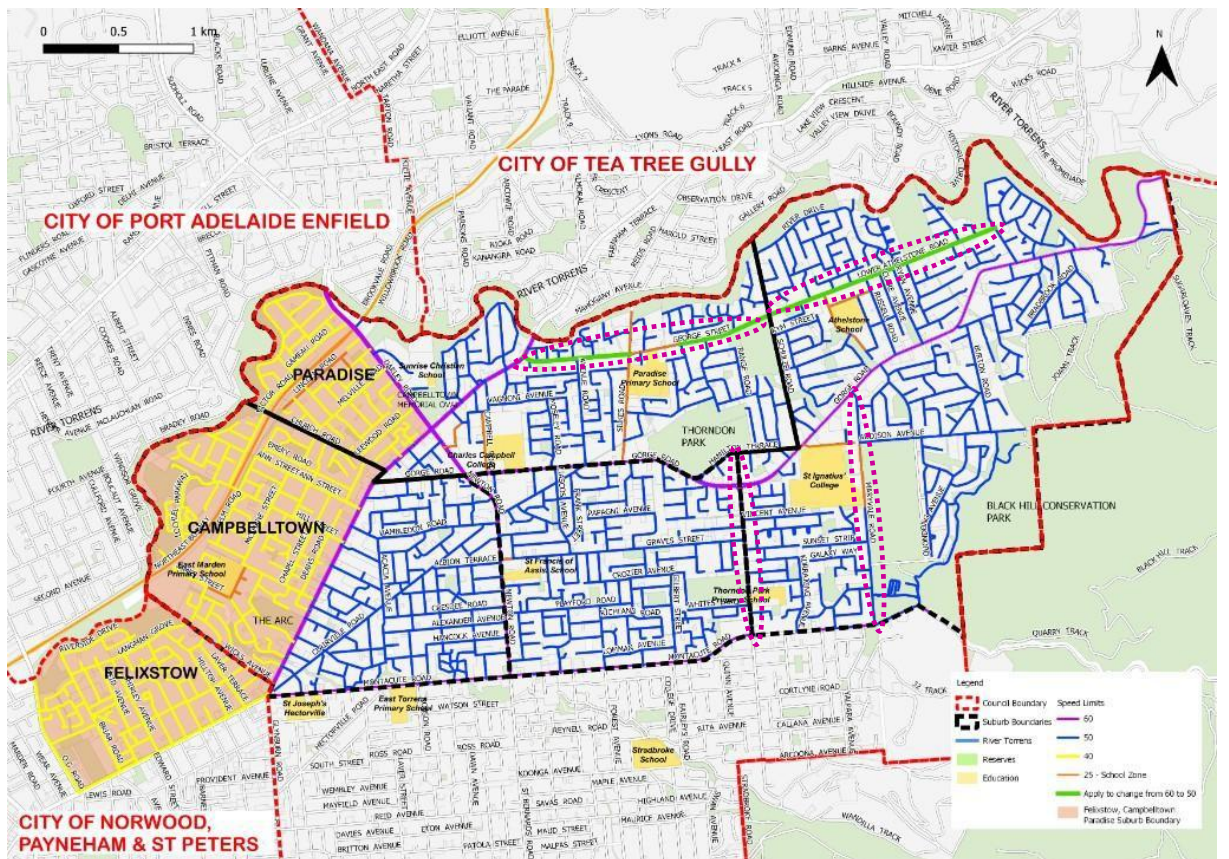


Figure 5.5 Examples of Innovative Traffic Calming Treatments



Wombat crossing for pedestrians in Langman Grove in Felixstow looking east for traffic heading into Campbelltown



Coloured pavement in Jan Street, Paradise in a shared pedestrian zone



Stamped asphalt pavement treatment at a pedestrian crossing in Magill Road



Dragon teeth or painted speed humps in Magill Road on entry to a 40 km/h precinct

5.2 Parking

The proposed initiatives to address the issues with parking are provided in Table 5.3.

Table 5.3 Proposed Initiatives to Address the Issues with Parking

ID	Type of Issue	Initiative Description
P1	O-Bahn commuter parking overflow on local streets	Review on-street parking management near the Paradise O-Bahn interchange.
P2	On-street parking management	Review the parking demand at The ARC and in Botanic Grove, Campbelltown.
P3	On-street parking management	Review on-street parking in Hill Street, Campbelltown.
P4	Need for consistency in parking management policies in the Council area	Develop a Council-wide parking strategy, to include parking in narrow streets, shopping precincts, bus interchanges, and the impacts of infill residential development.

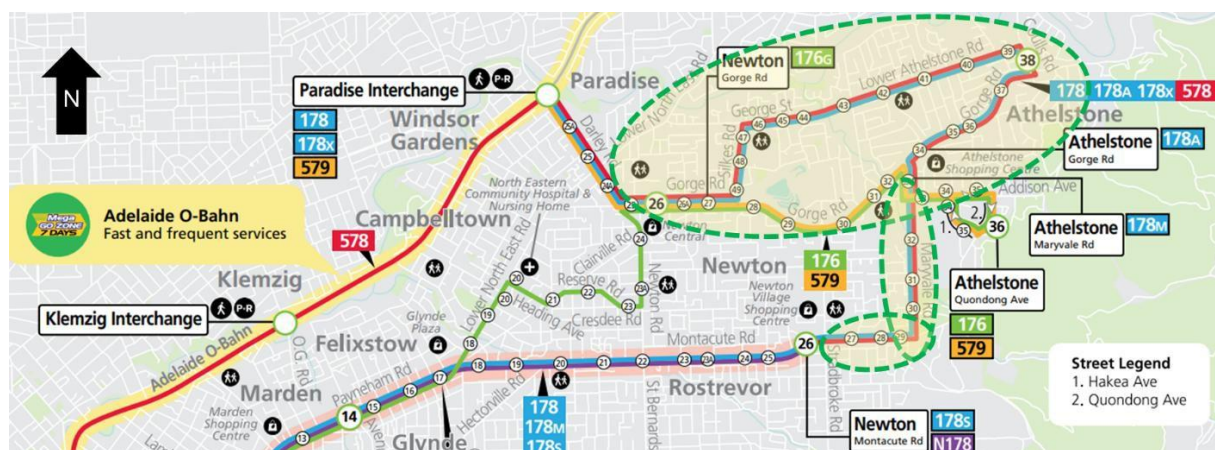
5.3 Public Transport

The proposed initiatives to address the issues with public transport are listed in Table 5.4. A Go Zone is a high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.

Table 5.4 Proposed Initiatives to Address the Issues with Public Transport

ID	Type of Issue	Initiative Description
B1	Bus frequency and hours	Lobby to DIT for a Go Zone service frequency and hours on Route 178 to Athelstone east of Stradbroke Road to Lower Athelstone Road and George Street as shown in Figure 5.6. A Go Zone is a high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times.
B2	Bus frequency and hours	Lobby to DIT for earlier bus services on Route 178 on Sundays.
B3	Bus routes and network	Investigate options for a local bus service to include the section of Athelstone that is on Route 176 (Addison Avenue and Quondong Avenue).

Figure 5.6 Proposal for a Go Zone on Route 178 to Paradise Bus Interchange



Source: Adelaide Metro Route 178 bus timetable with Go Zone area proposed with annotations added

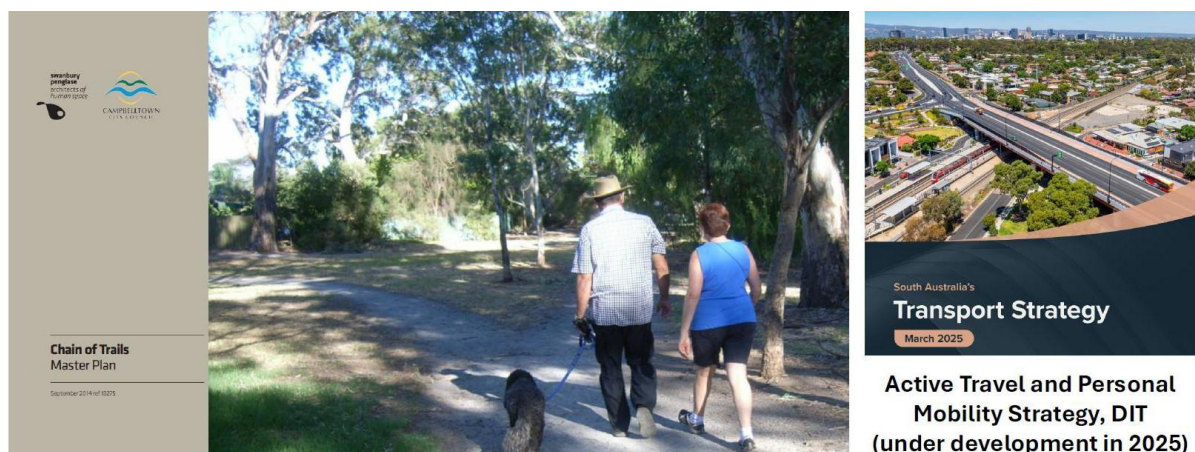
5.4 Walking

The proposed initiatives to address the issues with walking are provided in Table 5.5.

Table 5.5 Proposed Initiatives to Address the Issues with Walking

ID	Type of Issue	Initiative Description
W1	Walk safety at crossing	Advocate to DIT for the safety at the PAC on Montacute Road at Piccadilly Crescent, Campbelltown.
W2	Walk safety at crossing	Consult and implement the school zone speed limit policy from DIT that is given in the Speed Limit Guideline for South Australia (2023) and the actions in State Road Safety Action Plan 2025–2027 at: <ul style="list-style-type: none"> Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School. Montacute Road at Piccadilly Crescent for St Joseph's School, Hectorville. Montacute Road east of Hectorville Road for East Torrens Primary School.
W3	Pedestrian crossing connectivity	Lobby to DIT for a safer pedestrian access to St Ignatius' College at Gorge Road / Manresa Court and consider a 25 km/h school zone.
W4	Walk safety at crossing	Lobby to DIT for safer pedestrian access and a crossing to Newton Village on Montacute Road west of Stradbroke Road.
W5	Walk safety at crossing	Review pedestrian crossing options at the intersection of Gorge Road/Maryvale Road and liaise with DIT.
W6	Walking plan alignment	Update the existing Council strategic master plans related to walking to better align with the Transport Plan and State planning as shown in Figure 5.7.

Figure 5.7 Updates to the Existing Council Walking Master Plans and Strategies



5.5 Cycling

The proposed initiatives to address the issues with cycling are provided in Table 5.6.

Table 5.6 Proposed Initiatives to Address the Issues with Cycling

ID	Type of Issue	Initiative Description
C1	Cycling routes for a connected bicycle network	Develop a bicycle network hierarchy of routes when reviewing the current Bicycle Plan. An example of a bicycle network hierarchy for an integrated cycling plan is provided in Table 5.7.
C2	Unsafe cyclist crossing	The Department for Infrastructure and Transport (DIT) has approved through the State Bicycle Fund to install a new Bicycle Pedestrian Actuated Crossing (BPAC) at Lower North East Road at The ARC Campbelltown. Two examples of a BPAC are shown in Figure 5.8.
C3	Unsafe cyclist crossing	Investigate pedestrian crossing options on Stradbroke Road between Graves Street in Newton and Emanuel Street in Athelstone.
C4	Unclear route signage for cyclists	Improve wayfinding signage on primary bicycle routes: <ul style="list-style-type: none"> • Access to the Linear Park Trail. • Paradise to Campbelltown route via Silkes Road and Clairville Road. • Campbelltown to Athelstone route via Graves Street and Emanuel Street.
C5	Unsafe cyclist crossing	Investigate new crossing options at Maryvale Road near Sunset Strip and Foxfield Oval, Athelstone.
C6	Insufficient secure bicycle parking for O-Bahn bus commuters	Lobby to DIT for secure bicycle parking at the Paradise O-Bahn interchange on the south side with access from Lincoln Road.
C7	Insufficient bicycle parking at smaller precincts	Advocate for the installation of bicycle racks within smaller privately-owned precincts that have local shops, cafés and restaurants to be considered in amendments to the State Government Planning and Design Code..
C8	Integrated bicycle network	Update the existing Campbelltown Bicycle Plan 2018 to align with the TP and the DIT Active Travel, the Personal Mobility Strategy that is part of the State Transport Strategy (to be developed by DIT later in 2025), and the South Australian Active Travel Design Guide (DIT, September 2024).

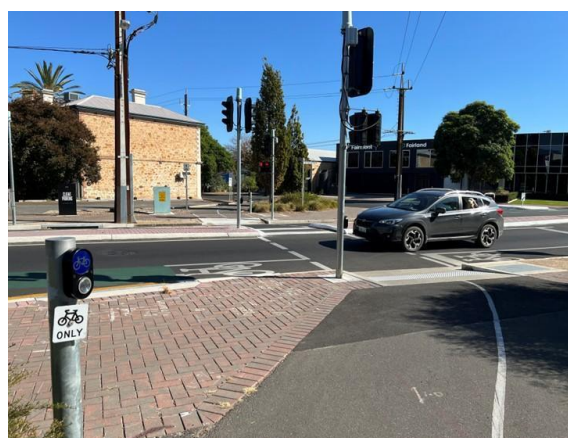
Table 5.7 Example of a Bicycle Network Route Hierarchy

Class	Definition	Types of Cycling Trips	Examples
Primary	Regional cycling routes for longer distance cycling beyond the study area with higher level of priority	Recreational and commuters for trips longer than 5 km	River Torrens Linear Park trail from Athelstone, Paradise and to Adelaide CBD
Secondary	District cycling routes connecting activity centres, schools, parks and reserves within the study area	Trips less than 5 km to shopping centres, schools, parks and the O-Bahn bus interchange	Routes mostly along Collector roads
Tertiary	Local cycling routes to shopping centres, schools and parks via local streets	Cycling trips to local destinations; local recreational cycling	Local streets

Figure 5.8 Examples of Bicycle Pedestrian Actuated Crossings



BPAC on Glynburn Road at Beulah Road on the City to Magill Bikeway



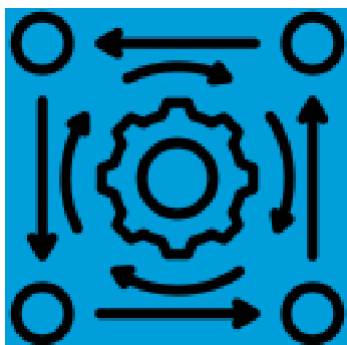
BPAC on Fullarton Road at Beulah Road on the City to Magill Bikeway

6. Transport Action Plan Assessment

A Multi-Criteria Analysis (MCA) methodology was developed to assess the priorities and timings (short, medium and long-term) for the proposed interventions and policies to manage the issues for transport over the next 10 years.

6.1 Assessment Framework

The assessment framework was developed with criteria that balanced the scoring of the transport plan initiatives equally between Strategic Alignment, Community Support and Cost to Council.



Strategic Alignment

Community Support

Cost to Council

Six assessment criteria were used to assess the initiatives in the Transport Plan. Four criteria are from Council's strategic focus areas through the 'Strategic Plan 2028'. They are assigned equal weightings of 8.33 per cent that sum to 33.33 per cent to equal the weightings for the Community Support and Estimated Cost criteria. The six assessment criteria are described with the weightings in Table 6.1.

Table 6.1 Criteria Used to Assess the Transport Plan Initiatives

Number	Criterion	Criterion Description	Weighting
1	Strategic Focus Area 3.3.1: Manage and Encourage Safe and Connected Movement within our City	Does the action support improvements for road safety	8.33%
2	Strategic Focus Area 3.3.2: Provide an Accessible and Pedestrian Friendly City	Does the action accommodate the diverse needs of the community for universal access and inclusion?	8.33%
3	Strategic Focus Area 3.3.3: Consider and Support Alternative Transport Options	Does the action promote healthy movement with safer and more accessible walking and cycling networks and the higher usage of public transport services?	8.33%

Number	Criterion	Criterion Description	Weighting
4	Strategic Focus Area 4.4.1: Investigate effective parking solutions for current and future parking demands	Does the action effectively manage current and future parking demands?	8.33%
5	Community Support	What is the level of community support for the action based on the Stage 2 consultation feedback and survey results?	33.33%
6	Cost	What is the estimated cost of the action?	33.33%

6.2 Assessment of the Transport Plan Initiatives

The transport plan initiatives that were included in the Stage 2 consultation survey were scored using the ranges provided in. The results are provided in Table 6.2.

Table 6.2 Scores for the Transport Plan Initiatives

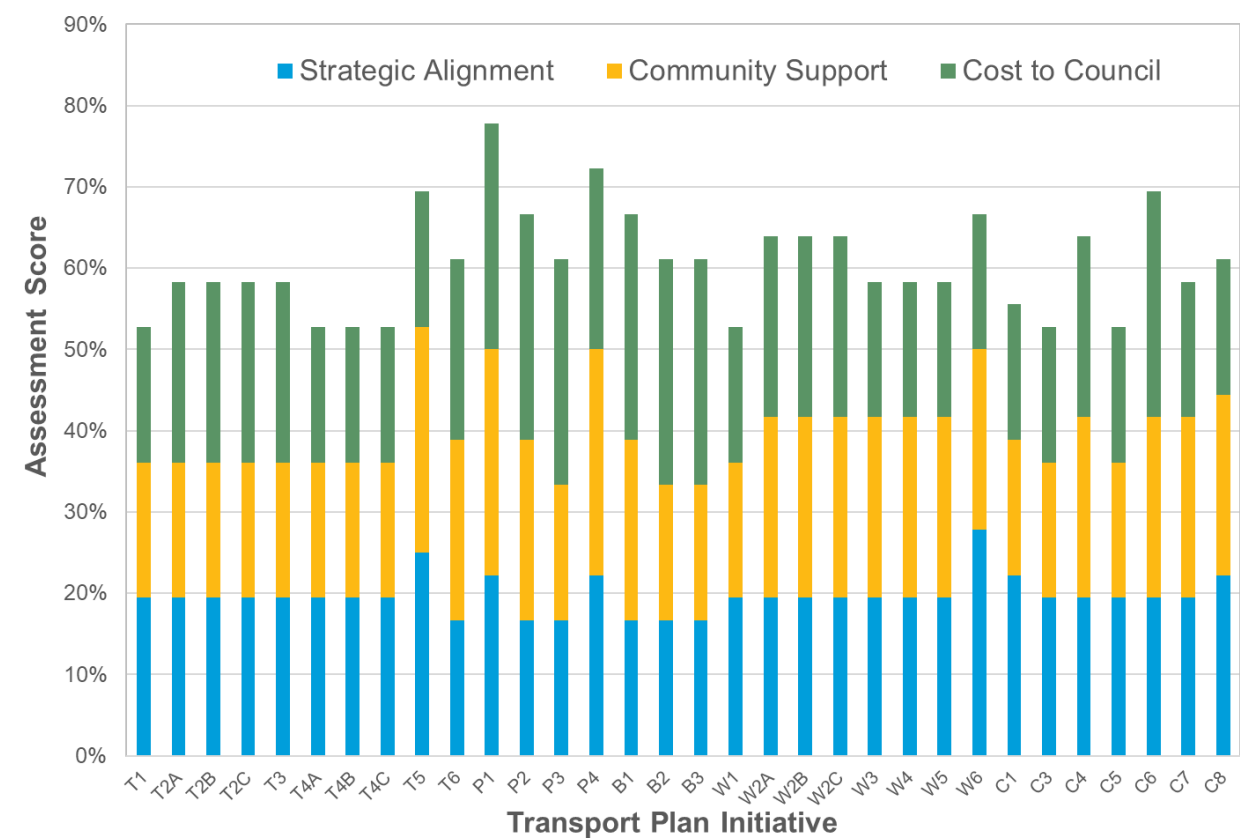
ID	Initiative	3.3.1: Safe and Connected	3.3.2: Accessible and Pedestrian City	3.3.3: Alternative Transport Options	4.4.1: Effective parking solutions	Community Support	Cost to Council	Total Score
T1	40 km/h speed for parts of Campbelltown and Paradise	5 ●	5 ●	3 ●	1 ●	3 ●	3 ●	20
T2A	50 km/h in Stradbroke Road	5 ●	5 ●	3 ●	1 ●	3 ●	4 ●	21
T2B	50 km/h in George Street/Lower Athelstone Road	5 ●	5 ●	3 ●	1 ●	3 ●	4 ●	21
T2C	50 km/h in Maryvale Road	5 ●	5 ●	3 ●	1 ●	3 ●	4 ●	21
T3	Council road hierarchy review	5 ●	5 ●	3 ●	1 ●	3 ●	4 ●	21
T4A	Traffic calming devices in Addison Avenue, Athelstone	5 ●	5 ●	3 ●	1 ●	3 ●	3 ●	20
T4B	Traffic calming devices in Church Road, Campbelltown and Paradise	5 ●	5 ●	3 ●	1 ●	3 ●	3 ●	20
T4C	Traffic calming devices in Avenue Road, Paradise	5 ●	5 ●	3 ●	1 ●	3 ●	3 ●	20
T5	Kiss and Drop safety review at all schools during the AM drop-off and PM pick-up times	5 ●	5 ●	3 ●	5 ●	5 ●	3 ●	26

ID	Initiative	3.3.1: Safe and Connected	3.3.2: Accessible and Pedestrian City	3.3.3: Alternative Transport Options	4.4.1: Effective parking solutions	Community Support	Cost to Council	Total Score
T6	Intersection traffic safety review in Lower North East Road at Hill Street, Campbelltown	5 ●	5 ●	1 ●	1 ●	4 ●	4 ●	20
P1	Review on-street parking demand at Paradise O-Bahn interchange	3 ●	3 ●	5 ●	5 ●	5 ●	5 ●	26
P2	Review on-street parking demand at The ARC car park and in Botanic Grove, Campbelltown	3 ●	3 ●	1 ●	5 ●	4 ●	5 ●	21
P3	Review on-street parking demand in Hill Street, Campbelltown	3 ●	3 ●	1 ●	5 ●	3 ●	5 ●	20
P4	Council-wide parking strategy	3 ●	3 ●	5 ●	5 ●	5 ●	4 ●	25
B1	Go Zone bus corridor extension in Route 178 to Paradise	1 ●	5 ●	5 ●	1 ●	4 ●	5 ●	21
B2	Additional bus services in Route 178 in Athelstone	1 ●	5 ●	5 ●	1 ●	3 ●	5 ●	20
B3	Additional bus services in Addison Avenue and Quondong Avenue, Athelstone	1 ●	5 ●	5 ●	1 ●	3 ●	5 ●	20
W1	Safer pedestrian crossing in Montacute Road at Piccadilly Crescent, Campbelltown	5 ●	5 ●	3 ●	1 ●	3 ●	3 ●	20
W2A	Safer walk routes for students to Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School.	5 ●	5 ●	3 ●	1 ●	4 ●	4 ●	22
W2B	Safer walk routes for students to Montacute Road at Piccadilly Crescent for St Joseph's School, Hectorville.	5 ●	5 ●	3 ●	1 ●	4 ●	4 ●	22
W2C	Safer walk routes for students to Montacute Road east of Hectorville Road for East Torrens Primary School.	5 ●	5 ●	3 ●	1 ●	4 ●	4 ●	22

ID	Initiative	3.3.1: Safe and Connected	3.3.2: Accessible and Pedestrian City	3.3.3: Alternative Transport Options	4.4.1: Effective parking solutions	Community Support	Cost to Council	Total Score
W3	Safer pedestrian crossing to Gorge Road at Manresa Court, Athelstone	5 ●	5 ●	3 ●	1 ●	4 ●	3 ●	21
W4	Safer pedestrian crossing to Montacute Road west of Stradbroke Road, Newton	5 ●	5 ●	3 ●	1 ●	4 ●	3 ●	21
W5	Safer pedestrian crossing to Gorge Road/Maryvale Road, Athelstone	5 ●	5 ●	3 ●	1 ●	4 ●	3 ●	21
W6	Council strategic master plan updates	5 ●	5 ●	5 ●	5 ●	4 ●	3 ●	27
C1	Review Council bicycle plan	5 ●	5 ●	5 ●	1 ●	3 ●	3 ●	22
C3	New cyclist crossing at Stradbroke Road between Graves Street in Newton and Emanuel Street in Athelstone	5 ●	3 ●	5 ●	1 ●	3 ●	3 ●	20
C4	New signage and wayfinding on Primary bicycle routes	5 ●	3 ●	5 ●	1 ●	4 ●	4 ●	22
C5	New cyclist crossing at Maryvale Road near Sunset Strip and Foxfield Oval, Athelstone	5 ●	3 ●	5 ●	1 ●	3 ●	3 ●	20
C6	New bicycle parking at Paradise O-Bahn interchange on the south side with access from Lincoln Road	3	3 ●	5 ●	3 ●	4 ●	5 ●	23
C7	New bicycle parking at Campbelltown Shopping Centre on Lower North East Road	3 ●	3 ●	5 ●	3 ●	4 ●	3 ●	21
C8	Review Council bicycle plan	5 ●	5 ●	5 ●	1 ●	4 ●	3 ●	23

The total assessment scores that comprise of the weighted scores as percentages summed for the strategic alignment, community support and cost to Council criteria are shown in Figure 6.9.

Figure 6.9 Results of the Transport Plan Assessment



The top 10 initiatives include one for traffic, 3 for parking, one for public transport, four for walking and one for cycling. These higher priority initiatives are listed as:

- P1 Review on-street parking demand at Paradise O-Bahn interchange
- P4 Council-wide parking strategy
- T5 Kiss and Drop safety review at all schools during the AM drop-off and PM pick-up times
- C6 New bicycle parking at Paradise O-Bahn interchange on the south side with access from Lincoln Road
- P2 Review on-street parking demand at The ARC car park and in Botanic Grove, Campbelltown
- B1 Go Zone bus corridor extension in Route 178 to Paradise
- W6 Council strategic master plan updates
- W2A Safer walk routes for students to Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School.
- W2B Safer walk routes for students to Montacute Road at Piccadilly Crescent for St Joseph’s School, Hectorville.
- W2C Safer walk routes for students to Montacute Road east of Hectorville Road for East Torrens Primary School.

6.3 Transport Action Plan Priorities

The weighted scores were sorted to determine the priority order for the transport plan initiatives. The results with the total scores from the assessment are provided in Table 6.3.

Table 6.3 Priorities for the Transport Plan Initiatives

ID	Initiative	Total Score	Weighted Score	Rank
P1	Review on-street parking demand at Paradise O-Bahn interchange	26	78%	1
P4	Council-wide parking strategy	25	72%	2
C6	New bicycle parking at Paradise O-Bahn interchange on the south side with access from Lincoln Road	23	69%	3
T5	Kiss and Drop safety review at all schools during the AM drop-off and PM pick-up times	26	69%	3
B1	Go Zone bus corridor extension in Route 178 to Paradise	21	67%	5
W6	Council strategic master plan updates	27	67%	5
P2	Review on-street parking demand at The ARC car park and in Botanic Grove, Campbelltown	21	67%	5
W2A	Safer walk routes for students to Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School.	22	64%	8
W2B	Safer walk routes for students to Montacute Road at Piccadilly Crescent for St Joseph's School, Hectorville.	22	64%	8
W2C	Safer walk routes for students to Montacute Road east of Hectorville Road for East Torrens Primary School.	22	64%	8
C4	New signage and wayfinding on Primary bicycle routes	22	64%	8
T6	Intersection traffic safety review in Lower North East Road at Hill Street, Campbelltown	20	61%	12
P3	Review on-street parking demand in Hill Street, Campbelltown	20	61%	12
B2	Additional bus services in Route 178 in Athelstone	20	61%	12
B3	Additional bus services in Addison Avenue and Quondong Avenue, Athelstone	20	61%	12
C8	Review Council bicycle plan	23	61%	12
T2A	50 km/h in Stradbroke Road	21	58%	17
T2B	50 km/h in George Street/Lower Athelstone Road	21	58%	17
T2C	50 km/h in Maryvale Road	21	58%	17
T3	Council road hierarchy review	21	58%	17
W3	Safer pedestrian crossing to Gorge Road at Manresa Court, Athelstone	21	58%	17
W4	Safer pedestrian crossing to Montacute Road west of Stradbroke Road, Newton	21	58%	17
W5	Safer pedestrian crossing to Gorge Road/Maryvale Road, Athelstone	21	58%	17

ID	Initiative	Total Score	Weighted Score	Rank
C7	New bicycle parking at Campbelltown Shopping Centre on Lower North East Road	21	58%	17
C1	Review Council bicycle plan	22	56%	25
T1	40 km/h speed for parts of Campbelltown and Paradise	20	53%	26
T4A	Traffic calming devices in Addison Avenue, Athelstone	20	53%	26
T4B	Traffic calming devices in Church Road, Campbelltown and Paradise	20	53%	26
T4C	Traffic calming devices in Avenue Road, Paradise	20	53%	26
W1	Safer pedestrian crossing in Montacute Road at Piccadilly Crescent, Campbelltown	20	53%	26
C3	New cyclist crossing at Stradbroke Road between Graves Street in Newton and Emanuel Street in Athelstone	20	53%	26
C5	New cyclist crossing at Maryvale Road near Sunset Strip and Foxfield Oval, Athelstone	20	53%	26

Black Spot Opportunities

Based on the 2020 to 2024 crash statistics released by the Department for Infrastructure and Transport in October 2025, the suburbs in the northern section of Campbelltown City Council have two eligible sites that met the criteria for Black Spot funding with three or more casualty crashes over the five-year period. These sites are located are at:

- Silkes Road at George Street, Paradise that is a roundabout with a 60 km/h speed limit on George Street. Three casualty crashes were reported over the five-year period.
- Hancock Avenue at Shinnick Street, Campbelltown that is an intersection with two local streets. Three casualty crashes were reported over the five-year period.

7. Glossary and Reference List

7.1 Glossary of Terms

Term	Description
40 km/h speed limit area	A 40 km/h speed limit area is a measure to support and reinforce the traffic calming treatments. It can be applied to an entire suburb or a precinct within a suburb. Applications for speed limit changes must be approved by DIT according to the <i>Speed Limit Guideline for South Australia</i> , DIT, October 2023.
85th Percentile Speed	85 per cent of the vehicles under free-flowing conditions travel at the speed indicated or less.
Active Transport	Active transport incorporates cycling, walking and other physically active ways of travelling that can be undertaken alone or combined with public transport.
Bicycle infrastructure Lanes and Paths	<ul style="list-style-type: none"> • A bicycle lane is a painted lane along the edge of a collector or arterial road. • A separated bicycle lane is along the edge of a road and has a physical feature separating bicycles and vehicles. • A shared path is available for pedestrians and bicycles and is typically provided through parks and reserves.
Casualty crash	A crash with at least one fatality, serious injury or minor injury occurs.
Emu crossing	A pedestrian crossing with white road markings, red and white posts and operate only when the children's crossing flags are displayed. They are placed within a school zone and a speed limit of 25 km/h applies to drivers when children are present. Drivers must stop for pedestrians using or about to use the crossing.
Fatal crash	A crash with at least one fatality which is a person who dies within 30 days of a crash as a result of injuries sustained in that crash.
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.
Kiss and Drop zone	A location designated on the street or on the school grounds for parents and carers in vehicles to drop-off or pick-up students typically with a 2-minute waiting limit. Parents are to stay in the vehicle. This formal drop-off and pick-up area can be located off-road on the school ground or on the adjacent local streets near the

Term	Description
	school entrances. A two-minute stopping limit is typically applied during the school in the AM (typically from 8:00 am to 9:00 am) and PM (typically from 2:30 pm to 3:30 pm).
Koala crossing	A pedestrian crossing with white road markings, red and white posts and two yellow alternating flashing lights. They are only operational when the yellow lights are flashing and a speed limit of 25 km/h applies to drivers between signs on the approach to the crossing. Drivers must stop for pedestrians using or about to use the crossing.
On-demand transport	On-demand transport is a flexible bus service designed to improve connections to transport hubs and popular destinations like shopping centres and community centres. For example, on-demand bus transport services operate in Gawler and Mount Barker for local trips instead of the regular fixed-route timetabled bus routes.
Public Transport	Trains, trams and buses that are operated by or under contract to the State Government.
Road network hierarchy	The Road network comprises a hierarchy of roads and streets: <ul style="list-style-type: none"> • Arterial road (State maintained road) • Sub-arterial road • Major Collector road • Minor Collector road • Local Road (street)
Sharrow	A sharrow is a bicycle pavement marking along a local street indicating shared use of the traffic lane with bicycles and vehicles and providing route guidance for cyclists.
Traffic calming devices	Traffic calming treatments in local streets includes the following measures: <ul style="list-style-type: none"> • Slow points with narrowed sections of roadway • Chicanes where the traffic must slow down to weave around kerbside build-outs • Flat top road humps along mid-block sections • Speed humps or road cushions with a 20 km/h speed limit • Pavement treatments with different colours and textures • Mini-roundabouts at intersections
Walking school bus	A walking school bus is a form of student transport for young school children to be chaperoned typically by two adults with a "driver" leading and a "conductor" following to walk in a train-like procession.

Term	Description
	The children may walk to school along a set route, similar to a school bus route, with designated "bus stops" and "pick up times" at which they pick up and "drop off" schoolmates.

7.2 References

State Government reports

- South Australia's Transport Strategy, Department for Infrastructure and Transport, Adelaide, March 2025
- South Australia's Road Safety Strategy to 2031, Department for Infrastructure and Transport, Adelaide, 2022
- South Australia's Road Safety Action Plan 2025–2027, Department for Infrastructure and Transport, Adelaide, January 2025
- South Australia's Active Travel Design Guide, Department for Infrastructure and Transport, Adelaide, September 2024
- Greater Adelaide Regional Plan, Department for Trade and Investment, Adelaide, March 2025
- PlanSA Planning and Design Code, 2025
- South Australia's 20-Year State Infrastructure Strategy 2025, Infrastructure SA, Adelaide, March 2025
- Speed Limit Guideline for South Australia, Department for Infrastructure and Transport, Adelaide, October 2023

Council plans and strategies

- Campbelltown City Council Transport Plan (Southern Section), November 2020
- Campbelltown City Council Transport Plan 2006–2016
- Campbelltown City Council Bicycle Plan 2018 Issue A
- Local Area Traffic Management Plan for the Suburb of Paradise, April 2011
- Local Area Traffic Management Plan for the Suburb of Campbelltown, May 2014
- Campbelltown City Council Strategic Plan 2028, Updated in 2024
- Campbelltown City Council Community Wellbeing Plan 2028
- Campbelltown City Council Economic Development Strategy 2028
- Campbelltown City Council Environment Plan 2028
- Campbelltown City Council Pedestrian Access Mobility Plan, August 2014
- City of Campbelltown Bicycle Plan, February 2018
- Chain of Trails Master Plan, September 2014
- Asset Management Plan – Footpath and Walkway Assets, 5 November 2024
- Asset Management Plan – Transport Assets, 5 November 2024

Appendix A Stage 1 Stakeholder and Community Engagement Report, February 2025

Transport Plan Study (Northern Section)



Campbelltown Transport Plan (Northern Section)

Stage 1 Stakeholder and Community Engagement – Final

Campbelltown City Council

Stakeholder and Community Engagement Report
20 February 2025
Ref: 241688

tonkin 

Building exceptional
outcomes together



Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	Eli Alabaster	John Devney	John Devney	19 December 2024
B	Final Report	John Devney	Eli Alabaster	John Devney	20 February 2025



Contents

Project: Campbelltown Transport Plan (Northern Section) |
Stage 1 Stakeholder and Community Engagement – Final
Client: Campbelltown City Council
Ref: 241688

Executive Summary	i
Overview	i
Key Stakeholder Engagement.....	i
Key Findings from the Community Consultation	ii
Next Steps.....	vi
Abbreviations	vii
Glossary of Terms.....	vii
1 Introduction.....	1
1.1 Background	1
1.2 Study Area	1
2 Engagement Approach and Plan	2
2.1 Engagement Approach	2
2.2 Stage 1 Community Consultation	3
3 Stakeholder Engagement Feedback.....	5
3.1 State Government	5
3.2 Councils	6
3.3 Industry and Other Associations	7
4 Community Consultation Feedback	8
4.1 Community Engagement Response Summary.....	8
4.2 Drop-in Session.....	10
4.3 Submissions from the Community.....	10
4.4 Community Engagement Results by Transport Mode	10
5 Conclusions and Next Steps	24
5.1 Key Stakeholder Engagement.....	24
5.2 Key Findings from the Community Consultation	25
5.3 Next Steps	28



Tables

Table 2.1 Campbelltown Transport Plan (Northern Section) Meeting Dates during Stage 1.....	3
Table 4.1 Online Engagement Responses for the Stage 1 Consultation	8

Figures

Figure 1 Summary of the Stage 1 Community Consultation Comments by Transport Mode.....	ii
Figure 2 Distribution of Comments from the Stage 1 Consultation	iii
Figure 1.1 Study Area for the Campbelltown Council Transport Plan (Northern Section)	1
Figure 2.1 Promotional Flyers for the Campbelltown Council Transport Plan Stage 1 Consultation.....	4
Figure 4.1 Locations of Contributors to the Online Pin Surveys during the Stage 1 Consultation	8
Figure 4.2 Contribution Activity of the Online Pin Survey Comments for the Stage 1 Consultation.....	9
Figure 4.3 Gender and Age Groups of the Stage 1 Online Pin Survey Contributors.....	9
Figure 4.4 Set-up for the Stage 1 Drop-in Session held on Wednesday 20 November 2024	10
Figure 4.5 Distribution of the Comments from the Stage 1 Consultation.....	11
Figure 4.6 Word Cloud created from the Pin Survey Comments.....	11
Figure 4.7 Distribution of Comments about Roads and Traffic	12
Figure 4.8 Number of Comments by Sub-category about Roads and Traffic.....	13
Figure 4.9 Distribution of Comments about Public Transport.....	14
Figure 4.10 Number of Comments by Sub-category about Public Transport	15
Figure 4.11 Distribution of Comments about Walking	16
Figure 4.12 Number of Comments by Sub-category about Walking	16
Figure 4.13 Locations identified as required walk safety improvements.....	18
Figure 4.14 Distribution of Comments about Cycling.....	19
Figure 4.15 Number of Comments by Sub-category about Cycling.....	20
Figure 4.16 Locations identified as required cycling safety improvements	21
Figure 4.17 Distribution of Comments about Parking	22
Figure 4.18 Number of Comments by Sub-category about Parking.....	23
Figure 5.1 Summary of the Stage 1 Community Consultation Comments by Transport Mode	25

Appendices

Appendix A – Online Survey using Social Pinpoint
Appendix B – Background Information Report
Appendix C – Key Stakeholder Contacts List
Appendix D – Stakeholder Submissions
Appendix E – Email Submissions from the Community
Appendix F – Comments from the Community Survey



Executive Summary

Overview

The results from the online surveys and the ideas and suggestions provided in the in-person feedback from the meetings, briefings and workshops with the key stakeholders and the community are provided in this Stage 1 engagement summary report. The findings in this report provide the basis for the development of the Transport Plan under the five transport mode categories for:

- Roads and Traffic
- Public Transport
- Walking
- Cycling
- Parking

The feedback during Stage 1 of community consultation will directly influence the development of the initial draft Transport Plan. After this community feedback has been presented to Council, the draft Transport Plan will be developed which will be prepared for the Stage 2 consultation to be held in June 2025.

Key Stakeholder Engagement

Key stakeholder meetings were held in October and November 2024 with the following groups:

- Councils:
 - City of Norwood, Payneham & St Peters
 - City of Port Adelaide Enfield
 - City of Tea Tree Gully
- State Government:
 - Department for Infrastructure and Transport
- Industry groups:
 - RAA
 - Torrens Transit

Common Issues from the meetings with the adjoining Councils

- Bicycle route connectivity is poor across Council boundaries.
- Needs to plan across Council boundaries and jointly advocate for change.
- Other Councils have different types of traffic calming devices and installations that may be relevant for Campbelltown City Council to consider.
- No local road connections between Dernancourt and Athelstone and Windsor Gardens and Paradise.
- Langman Grove in Felixstow is a connecting collector road to Sycamore Terrace and McShane Street in Campbelltown.
- Opportunity for a 40 km/h speed limit area for Felixstow and Campbelltown northwest of Lower North East Road and south of Darley Road.



Key Findings from the Community Consultation

Of the five transport modes, a total of 278 comments were provided from the Stage 1 community engagement activities comprising of issues and opportunities for the draft Transport Plan. These comments were broken down into the following submission types:

- 243 Social Pinpoint contributions
- 14 comments from the email submissions
- 2 formal letter submissions from invited stakeholders.

The comments were tabulated by transport mode and the results are shown in Figure 1. The cycling mode includes e-scooters and walking mode includes wheelchairs and other personal mobility devices. Traffic was the most common item with 110 comments (40 per cent) followed by Cycling with 104 comments at 37 per cent.

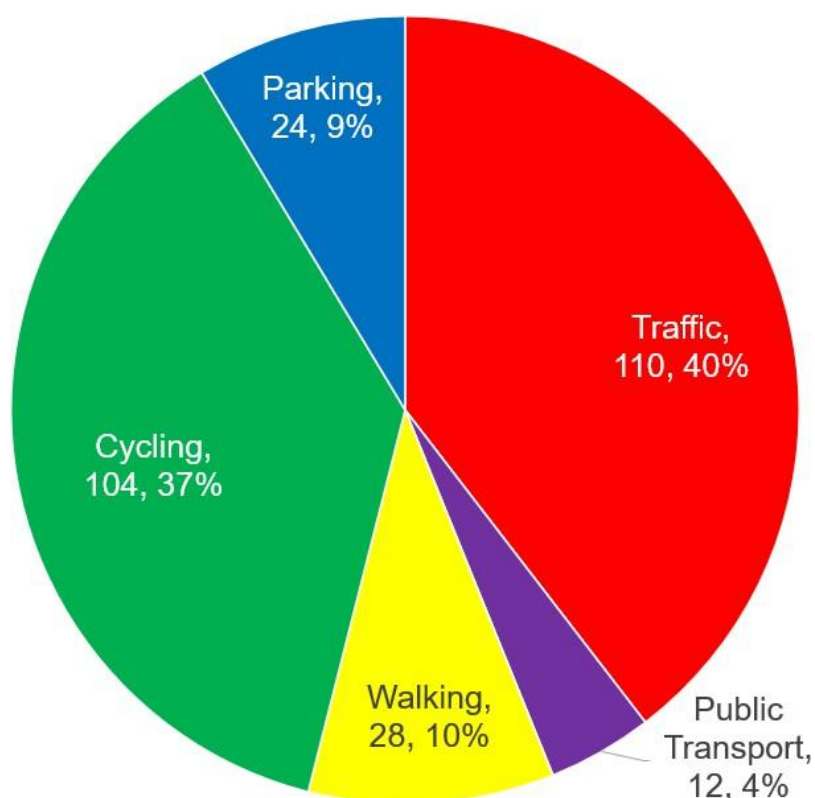


Figure 1 Summary of the Stage 1 Community Consultation Comments by Transport Mode

The 243 comments tracked in Social Pinpoint were geospatially mapped as shown in Figure 2. Most of the comments were clustered around the local streets, schools, parks and reserves, bus interchange, and along the arterial roads which are used for major bus routes:

- Lower North-East Road in Campbelltown and Paradise
- Gorge Road in Newton and Athelstone

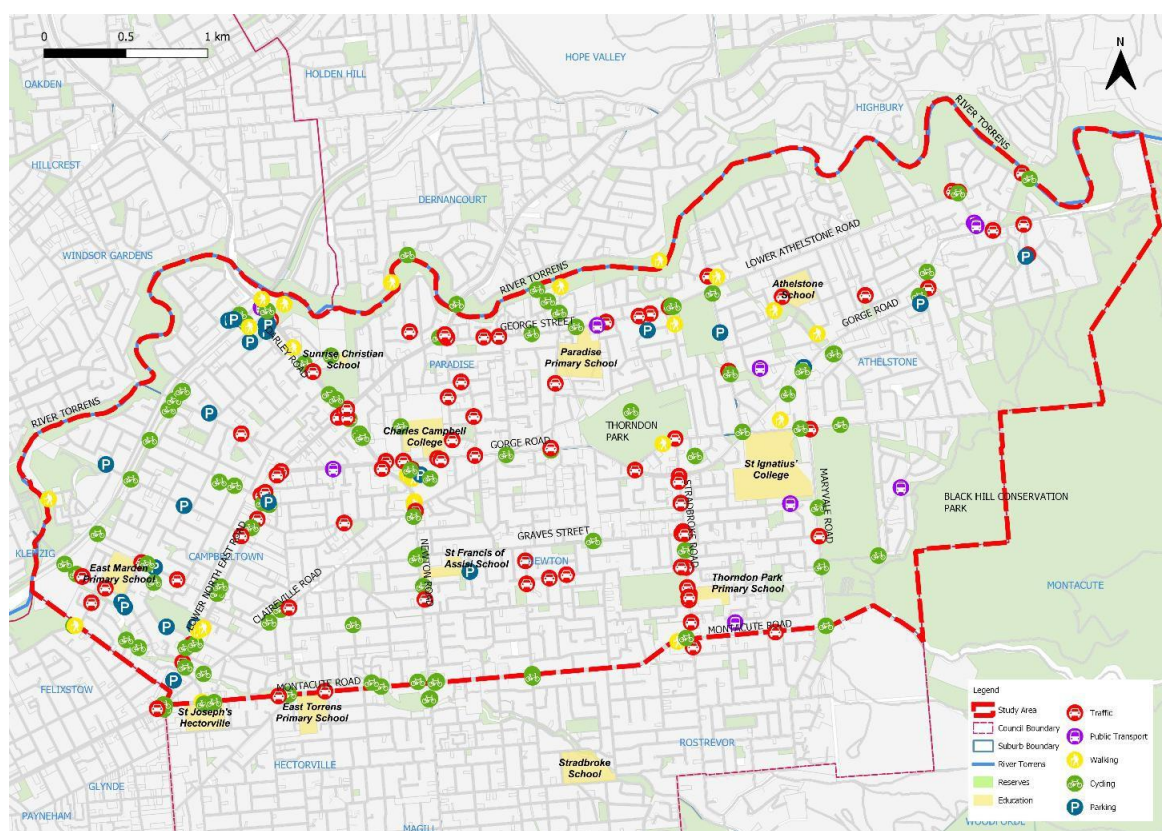


Figure 2 Distribution of Comments from the Stage 1 Consultation

Roads and Traffic

The key issues and opportunities for roads and traffic from the consultation are:

- Road safety and hazards at the following locations:
 - Montacute Road at Maryvale Road, Athelstone
 - Gorge Road turning into Maryvale Road, Athelstone
 - Montacute Road at Piccadilly Crescent with the pedestrian crossing to St Joseph's School, Hectorville
- Traffic congestion and safety at the following intersections:
 - Lower North East Road at Hill Street, Campbelltown
 - Lower North East Road at Ann Street, Campbelltown
 - Lower North East Road at Gorge Road, Paradise
 - Ryan Avenue at Gorge Road, Athelstone
 - Lower Athelstone Road at Coulls Road, Athelstone
- Perceived high traffic speeds along:
 - Stradbroke Road in Athelstone and Newton
 - Lower North East Road and Hill Street, Campbelltown
 - Pope Street, Newton
 - Crozier Avenue, Newton
- Perceived high traffic volumes in the following collector and sub-arterial roads:
 - Graves Street, Newton
 - Hill Street, Campbelltown
 - Stradbroke Road in Newton and Athelstone
- Traffic with "rat running" on local and collector streets was identified in:
 - Church Road, Campbelltown
 - Hambledon Road, Campbelltown
 - Crozier Avenue, Newton



Public Transport

The key issues and opportunities for public transport from the consultation are:

- Bus frequency and service hours including:
 - Extend the Go Zone Route 178 east of Stradbroke Road to service Athelstone
 - Inadequate hours to the eastern part of Athelstone
 - The need to extend the peak period services for Route 578 to the O-Bahn via Paradise
 - Route 178 could be express service to Stop 16 or 18 from city as Route 174
 - Provision of earlier Sunday services and more frequent weekend services
- Bus stops and shelters are needed on Gorge Road between Lower North East Road and Newton Road.

Walking

The key issues and opportunities for walking from the consultation are:

- Walk safety at crossings at:
 - Various crossings along Lower North East Road, Campbelltown
 - Newton Road, Newton
 - Melville Road, Paradise
 - Various crossings along Montacute Road in Campbelltown, Newton and Athelstone
 - Gorge Road, Paradise
 - Adele Avenue, Paradise
 - Jan Street, Newton at the Newton Central shopping centre
- Footpath condition or width at the following locations:
 - Clairville Road (Fourth Creek Trail), Campbelltown
 - Osbourne Street, Campbelltown
 - Lochiel Park Golf Course
- Walk amenity (poor lighting and overgrown trees) along:
 - Jan Street, Newton
 - Riverbank Circuit, Campbelltown
- School travel safety at the following locations:
 - East Marden Primary School with u-turn movements in James Street, Campbelltown
 - Shepherd Lane and Mines Road roundabout at East Marden Primary School, Campbelltown
- Signage and wayfinding with examples at the following locations:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone
- Walk network connectivity in the following areas:
 - George Street to Adele Avenue with the Linear Park trail connections in Paradise
 - River Drive, Athelstone to Linear Park Drive, Highbury over the River Torrens
 - Brookside Road, Athelstone to Athelstone School
 - Yaralinda Street, Dernancourt to Riverview Drive, Paradise

Cycling

The key issues and opportunities for cycling from the consultation are:

- The condition and marking of bicycle lanes in the following streets:
 - Montacute Road in Campbelltown, Newton and Athelstone
 - Campbell Road, Paradise
 - George Street, Paradise
 - Tracy Court, Athelstone
- Off-road bicycle paths along Montacute Road with access to the Fourth Creek Trail



- Bicycle facilities provided at intersections such as:
 - Maryvale Road at Sunset Strip, Athelstone
 - Darley Road and Lower North East Road, Campbelltown
 - Montacute Road at Newton Road, Newton
 - Lower North East Road at Payneham Road, Campbelltown
 - Forest Avenue at Montacute Road, Newton
- Cycling routes and the overall network along:
 - Maryvale Road, Athelstone
 - Darley Road, Paradise
 - Lower North East Road, Campbelltown
 - Schulze Road, Paradise and Athelstone
- Bicycle parking at the following locations:
 - Campbelltown shopping centre along Lower North East Road
 - Jan Street at Newton Central shopping centre
 - Paradise bus interchange on the O-Bahn
 - Darley Road businesses
 - Medical centre on Gorge Road, Athelstone at Maryvale Road
- Cyclist safety and traffic hazards along Darley Road, Paradise
- Signage and wayfinding at locations such as:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone

Parking

The key issues and opportunities for parking from the consultation are:

- Parking controls and line marking in the following streets:
 - James Street, Campbelltown at East Marden Primary School
 - Church Road, Campbelltown
 - Hart Street, Campbelltown
 - Burton Road, Athelstone near the shopping centre
- Park and Ride facilities at the Paradise bus interchange in Gameau Road
- Parking in the following local residential streets:
 - Hill Street, Campbelltown
 - Adele Avenue, Paradise
 - Frost Street, Newton
- Parking in business precincts in the following locations:
 - Campbelltown shopping precinct and businesses along Lower North East Road
 - Newton Gardens newsagency at the Newton Central shopping centre in Gorge Road
 - The ARC and in Botanic Grove, Campbelltown
- Parking in parks/reserves in the following locations:
 - Lincoln Road East, Paradise south of the O-Bahn bus interchange
 - Schulze Road, Paradise and Athelstone
- Parking along arterial roads such as Gorge Road



Next Steps

The following activities will be undertaken to develop the draft Transport Plan in 2025.

Development of the draft Transport Plan

Based on Stage 1 feedback from the stakeholder engagement and community consultation activities and the previous analysis and research of case studies from other similar Councils, strategies and measures will be developed for the draft Transport Plan. A Multi-Criteria Analysis (MCA) methodology will be developed to assess the priorities and timings (short, medium and long-term) for the proposed interventions and policies to address the issues for transport over the next 10 years.

Stage 2 Consultation on the draft Transport Plan

Council staff will prepare and release a survey/questionnaire as part of the Stage 2 Consultation to be held in March/April 2025. The survey will be used to obtain the community's feedback on the review of the draft Transport Plan. The Tonkin team will work closely with Council during the stakeholder and community engagement in Stage 2.



Abbreviations

Abbreviation	Description
DIT	Department for Infrastructure and Transport
PTSA	Public Transport South Australia, a division of DIT established in 2024

Glossary of Terms

Term	Description
Active Transport	Active transport incorporates cycling, walking and other physically active ways of travelling that can be undertaken alone or combined with public transport.
Public Transport	Trains, trams and buses operated under contract to the State Government.
Bicycle infrastructure Lanes and Paths	<ul style="list-style-type: none">• A bicycle lane is a painted lane along the edge of a collector or arterial road.• A separated bicycle lane is along the edge of a road and has a physical feature separating bicycles and vehicles.• A shared path is available for pedestrians and bicycles and is typically provided through parks and reserves.
40 km/h speed limit area	A 40 km/h speed limit area is a measure to support and reinforce the traffic calming treatments. It can be applied to an entire suburb or a precinct within a suburb. Applications for speed limit changes must be approved by DIT according to the <i>Speed Limit Guideline for South Australia</i> , DIT, October 2023.
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.
Kiss and Drop zone	A formal drop-off and pick-up area at a school that can be off-road on the school ground or on the adjacent local streets near the school entrances. A two-minute stopping limit is typically applied during the school in the AM (typically from 8:00 am to 9:00 am) and PM (typically from 2:30 pm to 3:30 pm).
On-demand transport	On-demand transport is a flexible bus service designed to improve connections to transport hubs and popular destinations like shopping centres and community centres. For example, on-demand bus transport services operate in Gawler and Mount Barker for local trips instead of the regular fixed-route timetabled bus routes.
Road network hierarchy	The Road network comprises a hierarchy of roads and streets: <ul style="list-style-type: none">• Arterial road (State maintained road)• Sub-arterial road• Primary Collector road• Secondary Collector road• District Road• Local Road (street)
Sharrow	A sharrow is a bicycle pavement marking along a local street indicating shared use of the traffic lane with bicycles and vehicles and providing route guidance for cyclists.



Term	Description
Traffic calming devices	<p>Traffic calming treatments in local streets includes the following measures:</p> <ul style="list-style-type: none">• Slow points with narrowed sections of roadway• Chicanes where the traffic must slow down to weave around kerbside build-outs• Flat top road humps along mid-block sections• Speed humps or road cushions with a 20 km/h speed limit• Pavement treatments with different colours and textures• Mini-roundabouts at intersections
Walking school bus	<p>A walking school bus is a form of student transport for young school children to be chaperoned typically by two adults with a "driver" leading and a "conductor" following to walk in a train-like procession. The children may walk to school along a set route, similar to a school bus route, with designated "bus stops" and "pick up times" at which they pick up and "drop off" schoolmates.</p>



1 Introduction

This section provides the background for the preparation of the Transport Plan for Campbelltown City Council, defines the study area and details the overall approach for the stakeholder and community engagement activities, which will assist in identifying and understanding the issues and opportunities and contribute to the development of the solutions for the Transport Plan.

1.1 Background

In the Campbelltown City Council's 2024-2025 Annual Business Plan and Budget, Council allocated funds for the development and preparation of a Transport Plan for the Northern section of the Council north of Montacute Road. The aim of the Transport Plan is to manage and improve traffic flows and reduce traffic congestion and to conduct better integrated transport planning for all modes, including traffic, public transport, walking, cycling and parking management across the entire Council area. The Transport Plan will be developed in collaboration with stakeholders and the wider community to identify, confirm and address the key issues and identify potential solutions. The Transport Plan will provide an action plan with a range of initiatives to address, where possible, the issues identified through the stakeholder and community engagement activities.

1.2 Study Area

The study area for Campbelltown Council's Transport Plan (Northern Section) is shown in Figure 1.1. It includes the four suburbs of Campbelltown, Paradise, Newton and Athelstone that are north of Montacute Road.

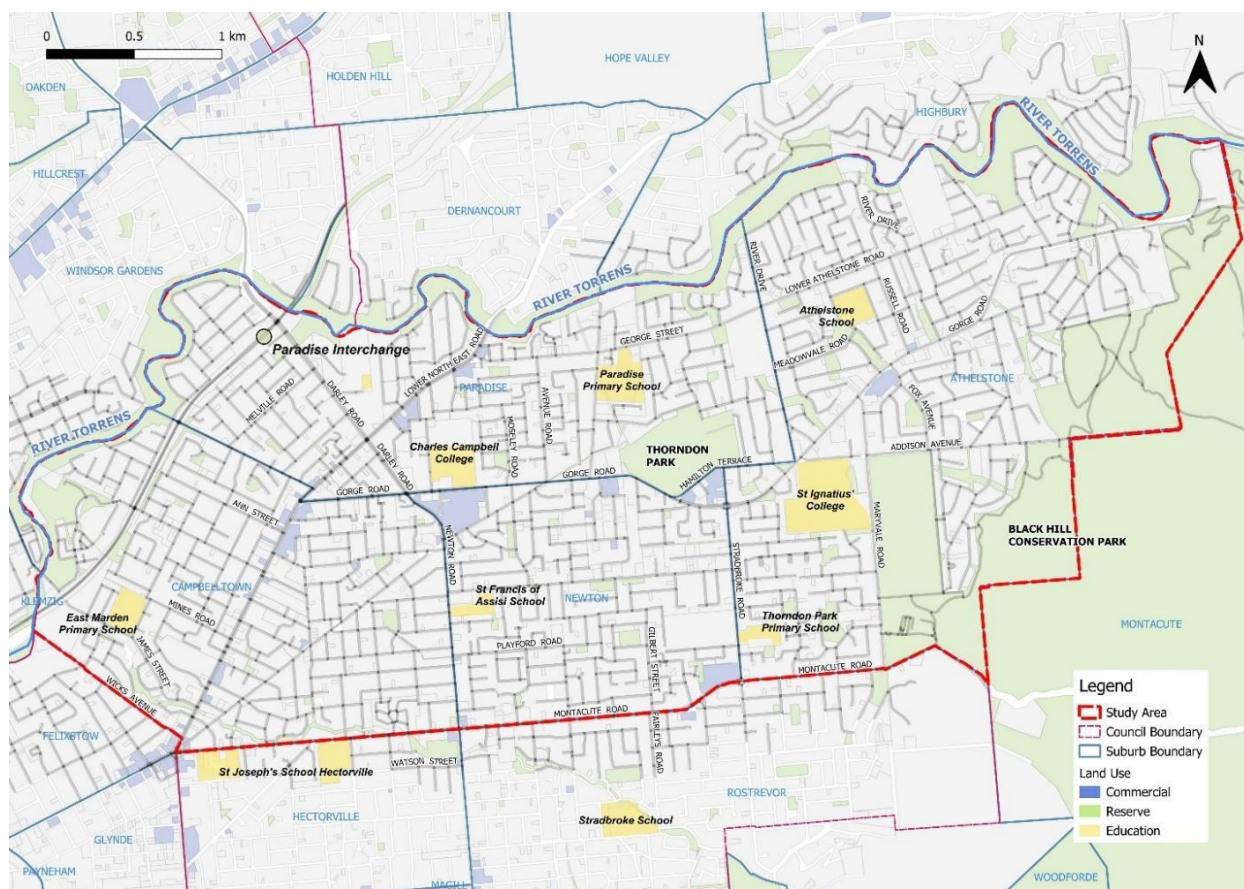


Figure 1.1 Study Area for the Campbelltown Council Transport Plan (Northern Section)



2 Engagement Approach and Plan

2.1 Engagement Approach

The approach to stakeholder and community engagement followed Council's Community Engagement Policy for Level 3 engagement, which comprises of **Consulting, Involving and Collaborating**. The Tonkin team supported Council's Engagement team with the two consultation rounds, namely:

- **Stage 1 - Issues and Opportunities** to develop the draft Transport Plan. This phase includes the following:
 - After discussions with Council staff, an existing conditions report was prepared to summarise:
 - the land use and demographic analysis,
 - statistics and maps of the traffic and roads,
 - analysis of crash records,
 - on-street and off-street parking,
 - public transport buses via the O-Bahn or local routes), and
 - the walking and cycling networks within Campbelltown City Council.
 - Meetings with key stakeholders based on a stakeholder registration list confirmed by Council staff.
 - An online survey with a questionnaire and pin location map to collect the issues and opportunities and views for the future transport system in the Campbelltown City Council.
 - Maps and text for the promotional materials, including posters, corflutes and signs to advertise the community engagement activities, venues and time for the consultation.
 - Issues and opportunities workshop with representatives from the key stakeholders and community to brainstorm the issues and opportunities for the future transport system.
 - Following this a consultant's report on engagement outcomes will be provided to Council. This will accompany a Staff report to Council that includes the engagement outcomes and the draft Transport Plan for endorsement for consultation.
- **Stage 2 draft Transport Plan** to prepare the prioritised staged action plan including:
 - The draft Transport Plan will be released to the community and stakeholders for feedback.

Council staff designed the materials using Campbelltown City Council's branding guidelines and conducted the advertising and promotional activities.

The Tonkin team:

- provided the content for the social media posts and Council newsletter,
- designed the pin map survey and supporting information using the Social Pinpoint engagement software package and to monitor and manage the community submissions,
- managed and conducted the community drop-in session, workshops and Council forums, and
- managed and conducted the stakeholder engagement meetings.



The dates and times, locations, invited attendees and the meeting purpose for the consultation activities conducted during the Stage 1 engagement period are summarised in Table 2.1.

Table 2.1 Campbelltown Transport Plan (Northern Section) Meeting Dates during Stage 1

Date	Time	Location	Who	Purpose
Wednesday 20 November 2024	4:30 pm to 7:30 pm	Council Chamber	Staff / Public	Public consultation Drop in evening
Thursday 12 December 2024	9:30 am to 11:00 am	Meeting room at the Council office	Staff	Presented the engagement findings to Council staff

2.2 Stage 1 Community Consultation

2.2.1 Activities for the Stage 1 Consultation

Council staff designed and created the Connect 2 Campbelltown webpage that included:

- A description of the Transport Plan scope and timing.
- Consultation period and the dates and times for pop-up sessions and community workshops.
- Social Pinpoint was the engagement software was managed by Tonkin staff. It was used to design the online pin drop survey on a map. A copy of the transport survey with the instructions for the respondents to use is included in **Appendix A**.
- A background information report with the existing conditions for the transport system (traffic, parking, public transport, walking and cycling networks and infrastructure) and a summary of relevant planning documents and the demographic statistics. A copy of the Background Information report is included in **Appendix B**.
- A drop-in session on Wednesday 20 November 2024 from 4:30 pm to 7:30 pm at the Council office.
- Formal submissions via email or letter.

2.2.2 Promotion for the Stage 1 Consultation

Council staff prepared and designed all promotional materials with the following methods:

- Information on the Connect 2 Campbelltown website.
- Corflutes and flyers.
- Emails to community reference groups and key stakeholders, including schools in the study area.



Council designed and prepared a flyer and poster with a QR code to promote the Social Pinpoint survey on the Connect 2 Campbelltown webpage and to promote the drop-in session as shown in Figure 2.1.



Figure 2.1 Promotional Flyers for the Campbelltown Council Transport Plan Stage 1 Consultation

Council issued the invitations to community groups to provide advanced notice for the drop-in session.



3 Stakeholder Engagement Feedback

Individual meetings were held with the key stakeholders between Monday 16 September 2024 and Friday 8 November 2024. The list of the agencies that the Tonkin and Council team contacted during the Stage 1 Consultation period are provided in **Appendix C**. Summary notes from the stakeholder meetings are provided in this section.

3.1 State Government

3.1.1 Department for Infrastructure and Transport

A meeting was held on Thursday 21 November 2024 at the DIT office in 83 Pirie Street, Adelaide with representatives from the following divisions:

- Network planning
- Roads and traffic operations
- School travel safety and road safety
- Active transport planning
- Public Transport South Australia (PTSA)

The following topics were discussed at the meeting:

- Greater Adelaide Regional Plan (GARP) has plans for higher density residential development near Paradise interchange on the eastern side of Darley Road; was proposed in previous planning
- SA Road Safety Action Plan (2025-2027) is to be updated in early 2025.
- PTSA has statistics for Paradise Park and Ride bicycle parking usage based on validations which can be analysed as a part of this project.
- The number of quarry trucks using Gorge Road.
- The existing locations of EV charging stations in the study area.
- Review speed limit on Stradbroke Road from 60 km/h to 50 km/h.
- New pedestrian actuated crossing on Stradbroke Road at Thorndon Park Primary School that replaced the koala crossing. The posted speed limit for this section of Stradbroke Road is 60 km/h at all times.
- Apply the Active Travel Design Guide for cycling routes:
 - Clairville Road bicycle lanes
 - Maryvale Road off-road paths
 - Bicycle route upgrades along George Street and Stradbroke Road
- Lower North East Road in Campbelltown is a streetscape project between Hill Street and Gorge Road.
- Glynde Corner is a high-risk crash site that needs improved safety for cyclists.
- Route 178 is the key bus route for Athelstone and Paradise residents travelling to the O-Bahn interchange.



3.2 Councils

Separate meetings were held with the following adjacent local Councils during November 2024:

- City of Norwood, Payneham & St Peters
- City of Port Adelaide Enfield
- City of Tea Tree Gully

3.2.1 City of Norwood, Payneham & St Peters

A meeting was held with the City of Norwood, Payneham & St Peters via Teams on Thursday 14 November 2024. The following topics were discussed at the meeting:

- The proposed 40 km/h speed limit area for Felixstow would need to include part of the suburb of Campbelltown south of Darley Road and northwest of Lower North East Road. The reduced speed limit area will need to be confirmed by DIT.
- Non-local traffic travelling through Felixstow to avoid the Glynde Corner intersection in peak times.
- Langman Grove traffic calming devices were installed with wombat crossing west of Wicks Avenue, but not with road humps due to objections from bus operators and residents.
- Non-local traffic travelling via Fisher Street to avoid Langman Grove and the Glynde Corner intersection of Payneham Road/Lower North East Road/Glynburn Road/Montacute Road.
- Key cycling routes on Briar Road and Langman Grove to Sycamore Terrace and McShane Street and along Fourth Creek Trail via Cypress Street and James Street.
- School travel safety issues to East Marden Primary School in James Street that has an overlapping catchment area for Felixstow residents.

3.2.2 City of Port Adelaide Enfield

A meeting was held with the City of Port Adelaide Enfield via Teams on Tuesday 19 November 2024. The following topics were discussed at the meeting:

- LATM studies conducted in Windsor Gardens, Klemzig and Holden Hill in 2021. A post-implementation review is planned to be conducted in March 2025.
- Bus only link in MacKay Avenue at The Avenues College, Windsor Gardens is generally successful in discouraging non-local traffic and enabling safer school drop-off activity.
- Innovative traffic calming device at Windsor Grove/MacLaughlin Road.
- Driveway entry treatments in Kilburn are useful for traffic calming and management.
- DIT did not progress with bicycle lanes on Sudholz Road to Paradise interchange.
- Need to promote the bicycle parking usage at Paradise interchange; only on the northside.
- Consider a “Way2Go” promotional brochure to be tailored for each school.

3.2.3 City of Tea Tree Gully

A meeting was held with the City of Tea Tree Gully (TTG) via Teams on Thursday 21 November 2024. The following topics were discussed at the meeting:

- No direct road connections exist between the two Councils; only road access via Sudholz Road and Lower North East Road for traffic and bus routes.
- TTG is to complete a Council-wide Walking and Cycling Strategy with a focus on the northern suburbs for bicycle network improvements (Wynn Vale).
- The only bicycle/walk route connection to Linear Trail is at Silkes Road, Paradise and Reids Road, Dernancourt; connects to Forest Avenue north-south bicycle route.
- Improve bicycle wayfinding along Linear Park path east of Paradise interchange.
- Consider e-bikes in addition to pedal bicycles, especially in the hilly terrain areas.
- Management of personal e-scooters on local streets and footpaths.



- TTG has a new Transport Asset Management plan (2024 version).

3.3 Industry and Other Associations

3.3.1 RAA

A Teams video meeting was held with two representatives of RAA on Friday 22 November 2024. The RAA represents the motorist groups in South Australia and provides evidence about road safety issues for transport plans prepared by Councils. The following topics were discussed at the meeting:

- 8th riskiest intersection in metro Adelaide is Glynburn Road/Payneham Road/Lower North East Road/Montacute Road for traffic and cyclist crashes.
- Road maintenance is required on Lower North East Road with a poor pavement condition noted.
- Clairville Road is used by non-local traffic; unsafe intersection at Hambledon Road, Campbelltown.
- Safety at large roundabouts at Stradbroke Road (Gorge Road and Montacute Road).
- Support for high density housing near Paradise interchange to reduce traffic demand.
- Supports 40 km/h speed limit in residential streets.
- Support for improved local bus services and more direct routes to Paradise O-Bahn interchange.
- Montacute Road/Maryvale Road intersection is a cyclist safety hazard.
- Wayfinding improvements along Linear Park path east of Paradise interchange.

3.3.2 Torrens Transit

A Teams video meeting was held with two representatives of Torrens Transit (Newton bus depot) on Thursday 5 December 2024. The following topics were discussed at the meeting:

- Road humps on local streets for bus routes are not supported for bus operations, bus vehicle wear and tear on suspension, and risk of damage and customer comfort.
- Reluctant to support 40 km/h speed limit on bus routes with bus timetable impacts.
- Athelstone has many narrow and winding street not suitable for buses.
- No plans for changes to bus routes, but scheduling adjustments are proposed for the local bus routes to Paradise interchange.
- Newton bus depot is privately-owned by Transit Systems; used for buses on the eastern suburbs bus routes; no electric buses that are at Mile End depot.
- 10 schools in the study area are provided with school bus special services.
- St Ignatius' College Senior School also has private and charter buses.



4 Community Consultation Feedback

The results of the community consultation activities conducted for Stage 1, including the pin and survey results, and summarises of the comments provided at the community workshops and the community engagement activities are described in this section.

4.1 Community Engagement Response Summary

The attendance numbers at the in-person engagement activities for the Stage 1 consultation are provided in Table 4.1. A total of 72 respondents contributed to ideas and opportunities.

Table 4.1 Online Engagement Responses for the Stage 1 Consultation

Date	Event	Attendance Number
Wednesday 20 November 2024	Drop-in Session at Council Office	3
Monday 11 November 2024 Friday 6 December 2024	Online Social Pinpoint survey	69
Total in-person attendance		72

A total of 278 comments were obtained from the surveys, workshops, in-person pop-up and drop-in sessions, and individual submissions from all engagement activities.

The total number of responses by source:

- 243 comments from the online pin survey grouped under the transport modes for traffic, public transport, walking, cycling and parking.
- 35 comments from 16 written submissions. This included 14 email submissions and 2 formal submissions from RAA and Torrens Transit.

The location distribution of the number of contributors and contributions for the online survey is provided in Figure 4.1.

Member Contributions by Location					
Information regarding the location of Members who have made contributions in your engagement activity.					
Location	Postcode	Contributors	Contributions		
Athelstone	5076	20	66	<div><div></div></div>	32%
Dernancourt	5075	12	51	<div><div></div></div>	25%
Newton	5074	16	22	<div><div></div></div>	11%
Klemzig	5087	3	19	<div><div></div></div>	9%
Felixstow	5070	1	14	<div><div></div></div>	7%
Banksia Park	5091	1	13	<div><div></div></div>	6%
Tranmere	5073	4	5	<div><div></div></div>	2%
Woodforde	5072	1	5	<div><div></div></div>	2%
Highbury	5089	2	4	<div><div></div></div>	2%
Northfield	5085	1	3	<div><div></div></div>	1%

Figure 4.1 Locations of Contributors to the Online Pin Surveys during the Stage 1 Consultation



The contribution activity graph for the online survey is provided in Figure 4.2. Two noticeable peaks in activity can be viewed in the days following the drop-in workshop and also in the final days of the survey period.

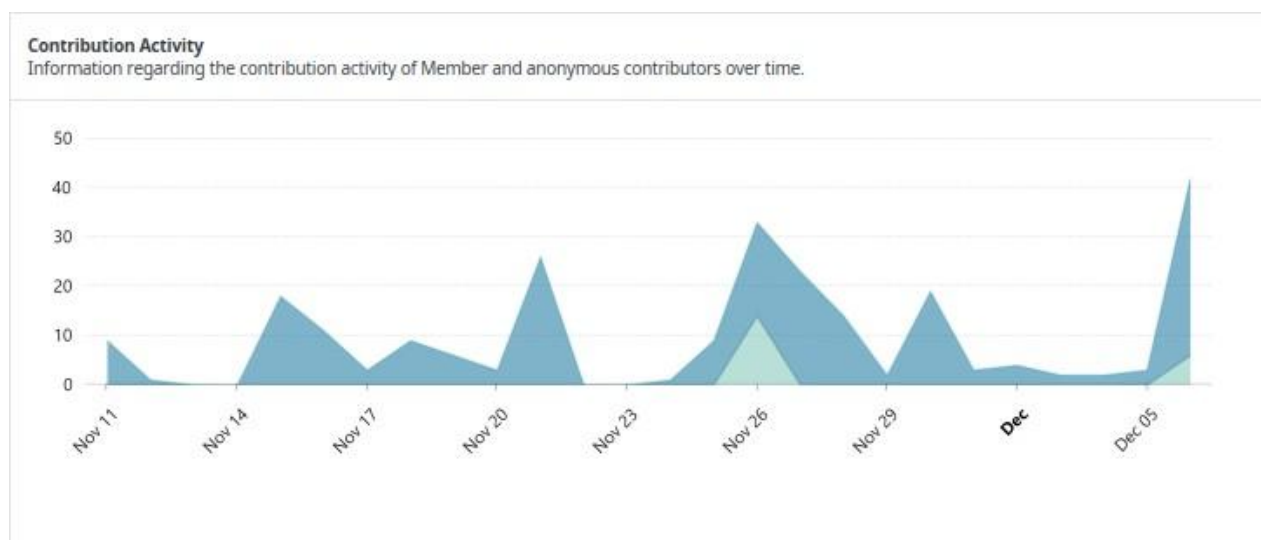


Figure 4.2 Contribution Activity of the Online Pin Survey Comments for the Stage 1 Consultation

The breakdown of the ages and genders of the online respondents is provided in Figure 4.3. The split of gender contributors is 56 per cent male and 44 per cent female.

Member Gender by Age

Data showing the age and gender of Members who have participated in your engagement activities. This graph shows any potential gender or age bias you may have in your results.

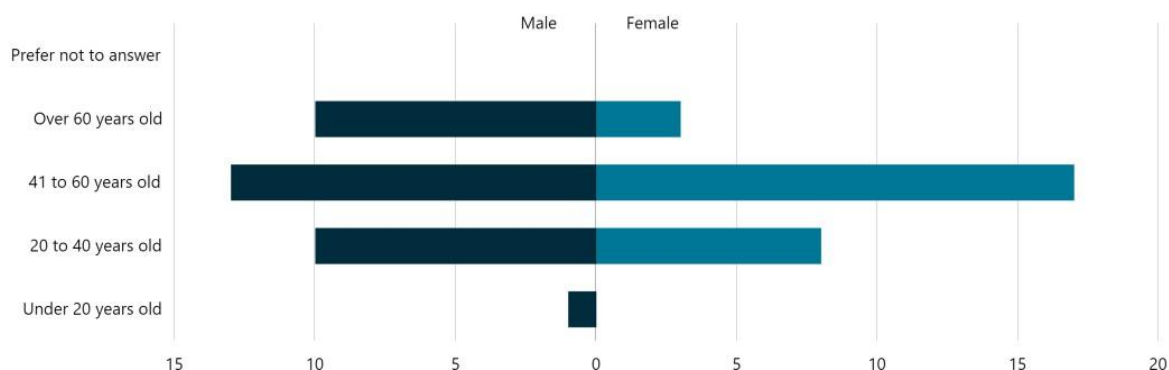


Figure 4.3 Gender and Age Groups of the Stage 1 Online Pin Survey Contributors

4.2 Drop-in Session

The Tonkin team supported the Council staff at the drop-in session held on Wednesday 20 November 2024 at 172 Montacute Road at the Council Chamber. The set-up of the tables and room for the drop-in session is shown in Figure 4.4. With three attendees, attendance was considered very low. Two people are residents in the study area in Paradise and Athelstone and the other person lives in Magill in the southern section of the Council area.



The room was set-up on two tables with maps.



A local resident completing the online pin survey.

Figure 4.4 Set-up for the Stage 1 Drop-in Session held on Wednesday 20 November 2024

4.3 Submissions from the Community

Two formal submissions were received by email to document the comments provided at the stakeholder meetings held in November and December 2024:

- RAA (Monday 9 December 2024)
- Torrens Transit (Wednesday 11 December 2024) via Public Transport South Australia.

A copy of the formal submissions from the RAA and Torrens Transit are included in **Appendix D**.

A total of seven email submissions were received with a total of 14 comments. The detailed comments from these submissions are included in **Appendix E**.

4.4 Community Engagement Results by Transport Mode

The community engagement feedback from the in-person consultation, the pin and questionnaire surveys are summarised by transport mode in this section. The detailed comments from the pin drop survey are provided in **Appendix F**.

The 243 comments tracked in Social Pinpoint were geospatially mapped as shown in Figure 4.5. Most of the comments were clustered around the local streets, schools, parks and reserves and along the arterial roads along the arterial roads which are used for major bus routes:

- Lower North-East Road in Campbelltown and Paradise.
- Gorge Road in Newton and Athelstone.

4.4.1 Roads and Traffic

A total of 110 comments were received about roads and traffic from 55 contributors with:

- 87 pin map comments
- 23 comments from the email submissions.

The distribution of the comments from the pin survey or the dots on the maps provided at the in-person engagement activities for road and traffic are shown on Figure 4.7.

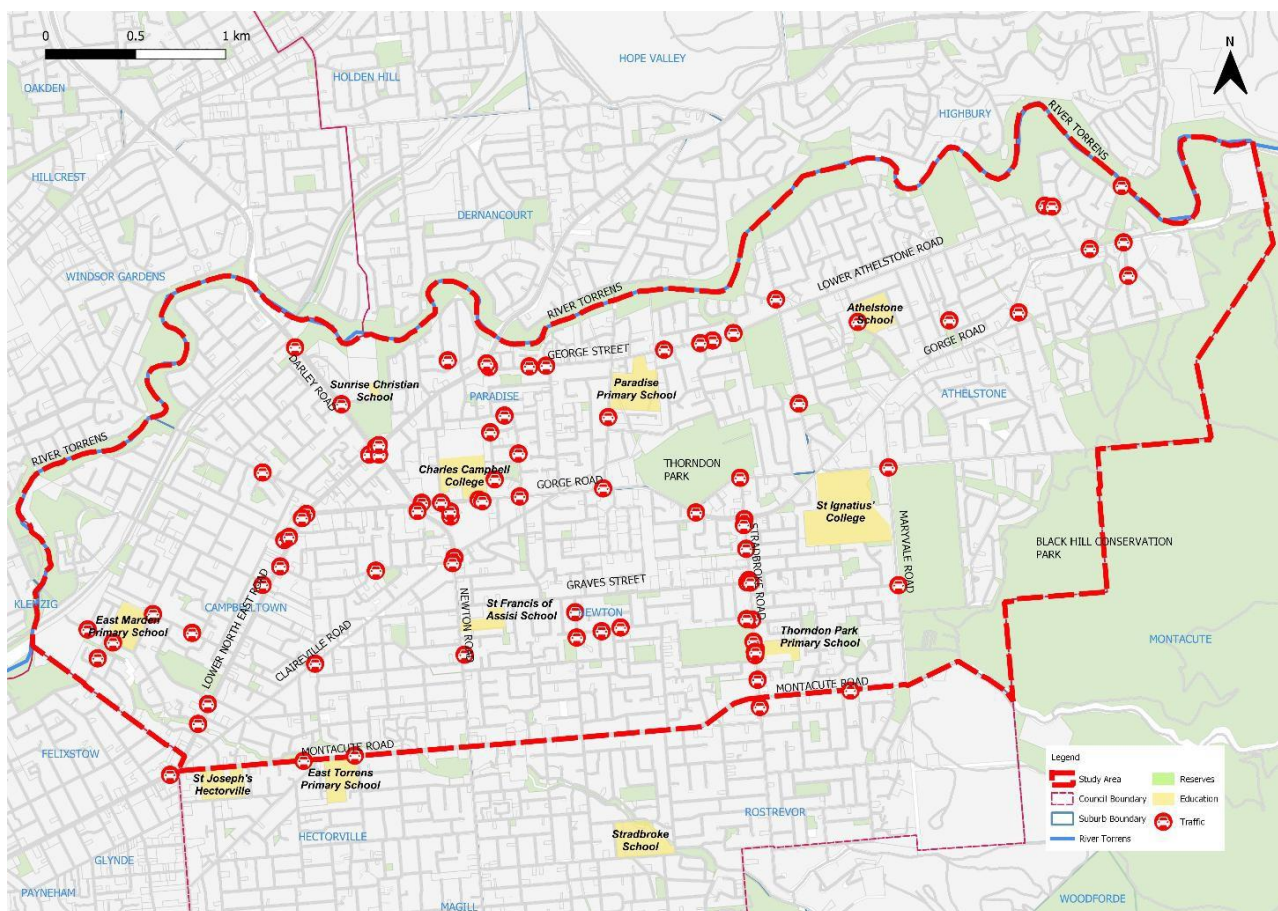


Figure 4.7 Distribution of Comments about Roads and Traffic

The distribution of the online survey comments is provided in Figure 4.8. Respondents were able to select multiple category options that applied to roads and traffic within their comment.

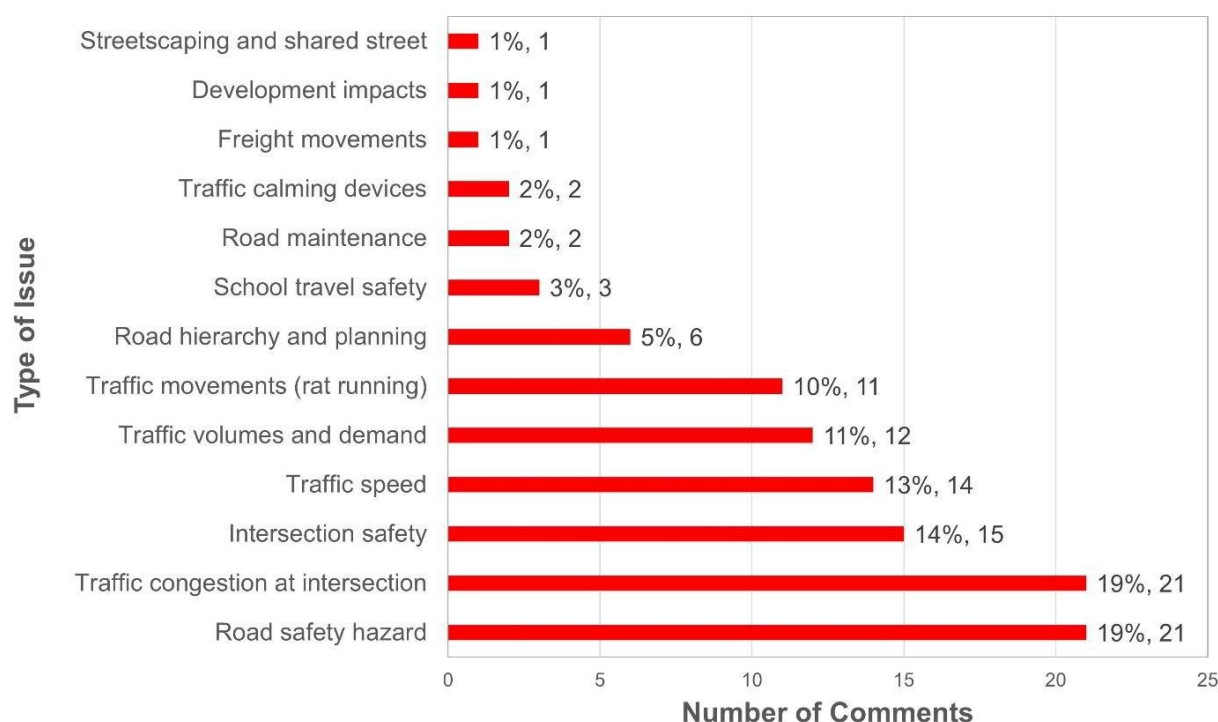


Figure 4.8 Number of Comments by Sub-category about Roads and Traffic

The Stage 1 comments were grouped by sub-category from the community engagement feedback. The top concerns for roads and traffic were:

- Road safety and hazards (20 comments or 19%)
- Traffic congestion at intersections (19 comments or 18%)
- Intersection safety (15 comments or 14%)
- Traffic speeds (13 comments or 12%)
- Traffic volumes and demand (12 comments or 11%)
- Traffic movements (rat running) (11 comments or 10%)

The key issues and opportunities for roads and traffic from the consultation are:

The key issues and opportunities for roads and traffic from the consultation are:

- Road safety and hazards at the following locations:
 - Montacute Road at Maryvale Road, Athelstone
 - Gorge Road turning into Maryvale Road, Athelstone
 - Montacute Road at Piccadilly Crescent with the pedestrian crossing to St Joseph's School, Hectorville
- Traffic congestion and safety at the following intersections:
 - Lower North East Road at Hill Street, Campbelltown
 - Lower North East Road at Ann Street, Campbelltown
 - Lower North East Road at Gorge Road, Paradise
 - Ryan Avenue at Gorge Road, Athelstone
 - Lower Athelstone Road at Coulls Road, Athelstone
- Perceived high traffic speeds along:
 - Stradbroke Road in Athelstone and Newton
 - Lower North East Road and Hill Street, Campbelltown
 - Pope Street, Newton
 - Crozier Avenue, Newton



- Perceived high traffic volumes in the following Major Collector and Sub-arterial roads:
 - Graves Street, Newton
 - Hill Street, Campbelltown
 - Stradbroke Road in Newton and Athelstone
- Traffic with “rat running” on Minor and Major Collector roads was identified in:
 - Church Road, Campbelltown
 - Hambledon Road, Campbelltown
 - Crozier Avenue, Newton

4.4.2 Public Transport

A total of 12 comments were received about public transport from 10 contributors with:

- 9 pin map comments
- 1 email submission comment.

The distribution of the comments from the pin survey are shown on Figure 4.9.

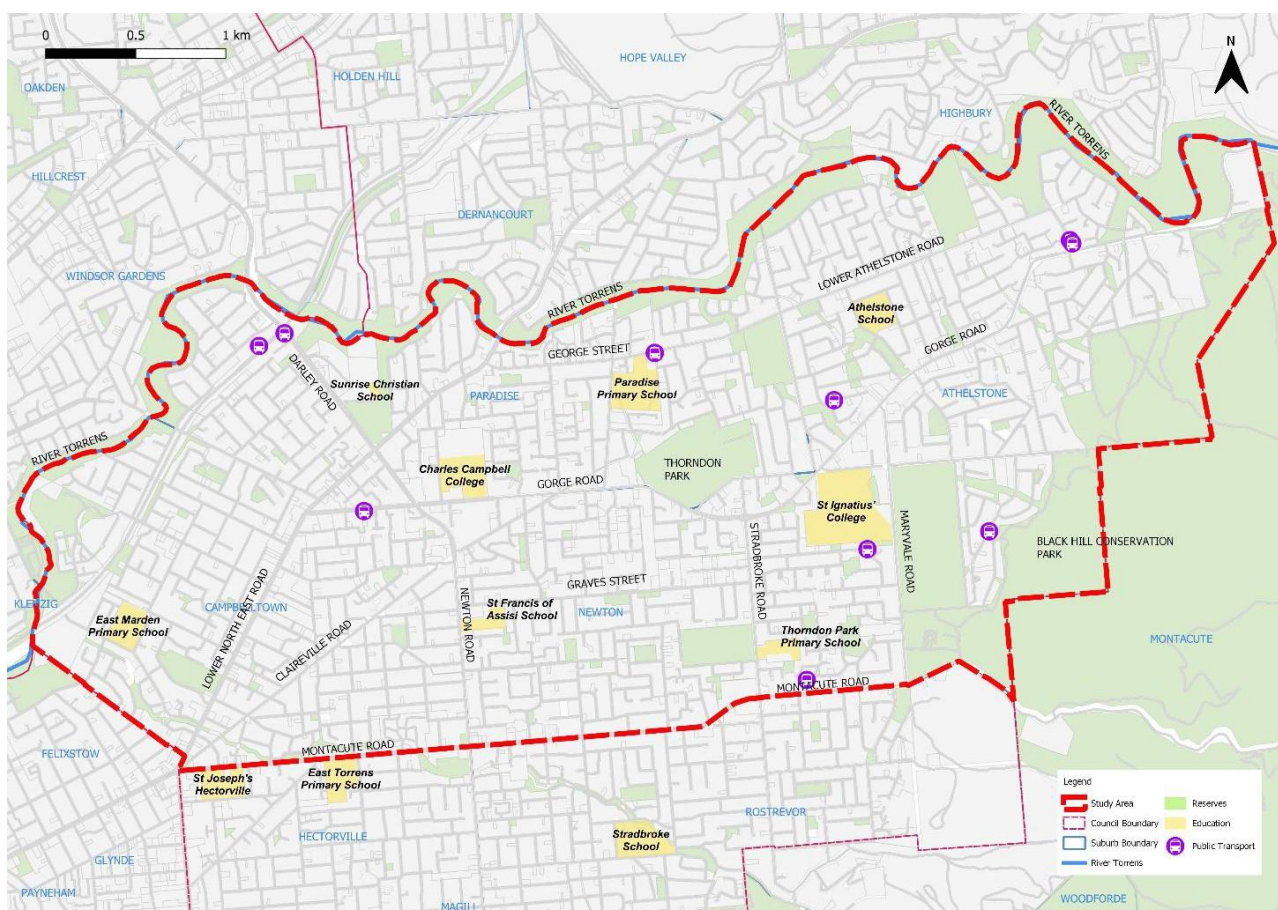


Figure 4.9 Distribution of Comments about Public Transport



The comments were grouped by sub-category from the community engagement feedback and are shown in Figure 4.10. Respondents were able to select multiple category options that applied to walking within their comment.

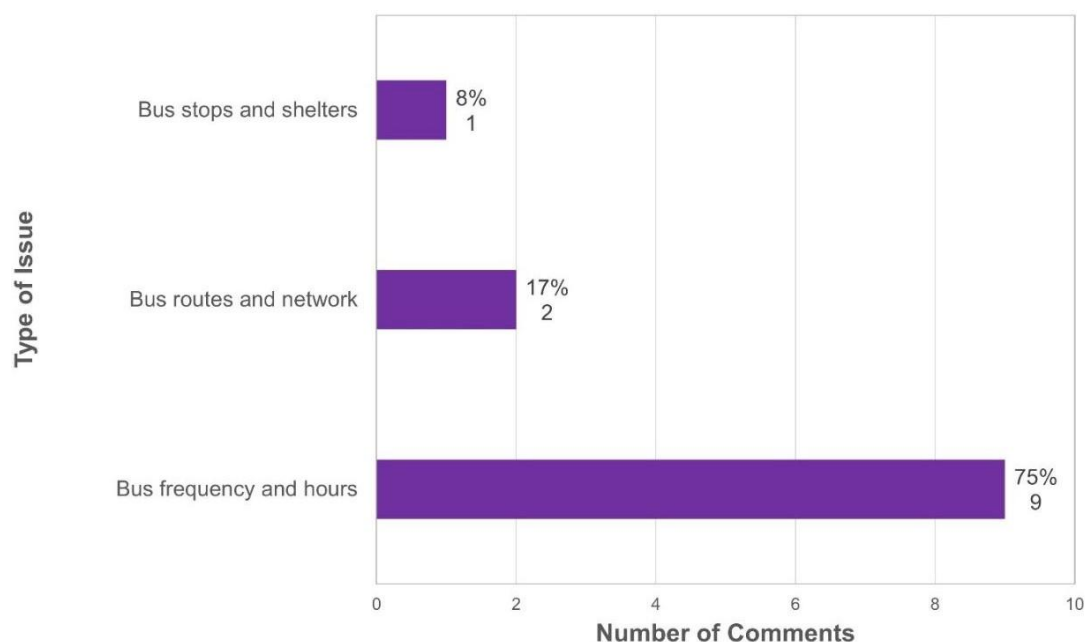


Figure 4.10 Number of Comments by Sub-category about Public Transport

The top concerns for public transport were:

- Bus frequency and service hours (9 comments or 75%)
- Go Zone bus routes to Paradise

The key issues and opportunities for public transport from the consultation are:

- Bus frequency and service hours including:
 - Extend the Go Zone Route 178 east of Stradbroke Road to service Athelstone
 - Inadequate hours to the eastern part of Athelstone
 - The need to extend the peak period services for Route 578 to the O-Bahn via Paradise
 - Route 178 could be express service to Stop 16 or 18 from city as Route 174
 - Provision of earlier Sunday services and more frequent weekend services
- Bus stops and shelters are needed on Gorge Road between Lower North East Road and Newton Road.

4.4.3 Walking

A total of 28 comments were received from 16 contributors about walking with:

- 25 pin map comments
- 3 email submission comments.

The distribution of the comments from the pin survey or the dots on the maps provided at the in-person engagement activities for walking are shown on Figure 4.11.

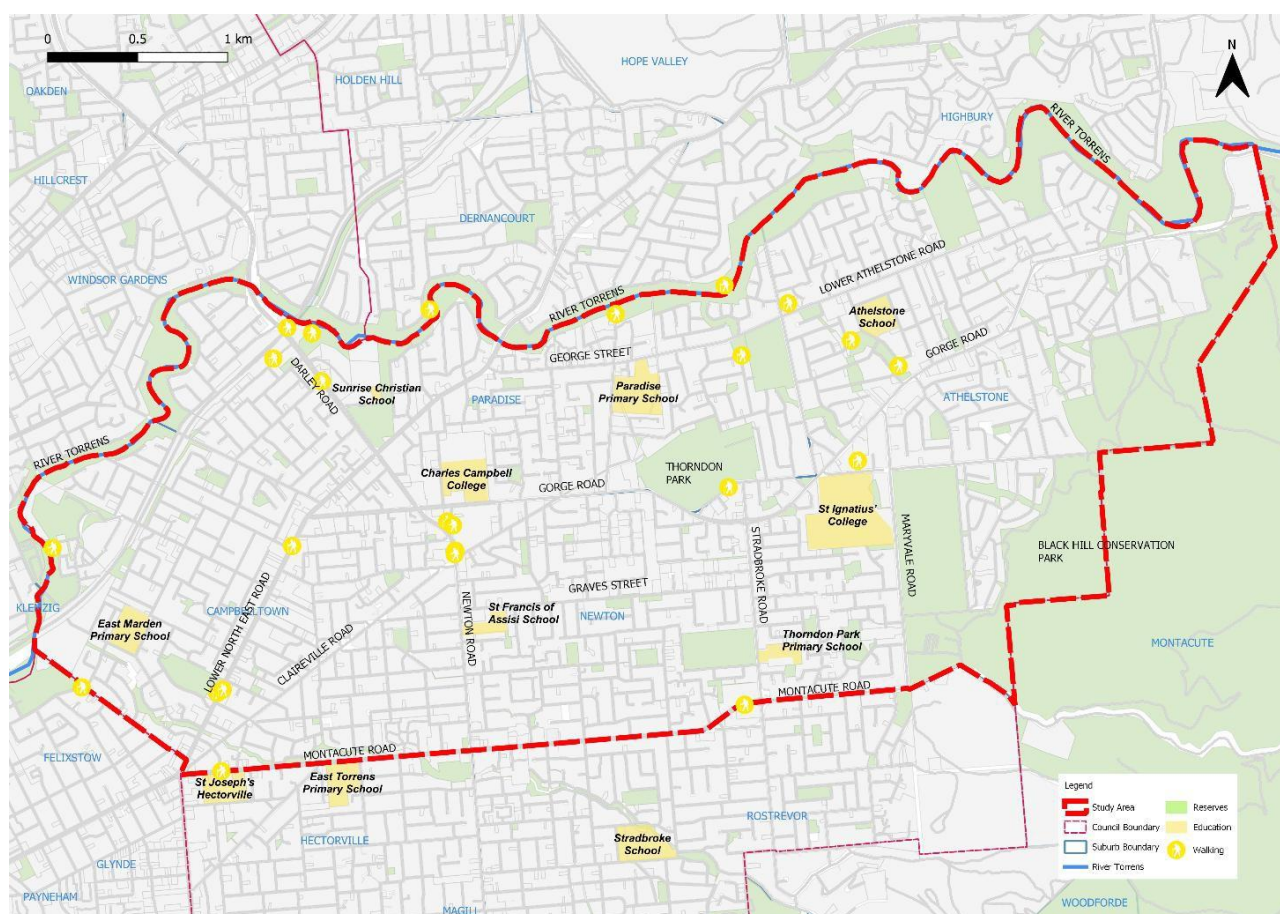


Figure 4.11 Distribution of Comments about Walking

The distribution of the online survey comments in provided in Figure 4.8. Respondents were able to select multiple category options that applied to walking within their comment.

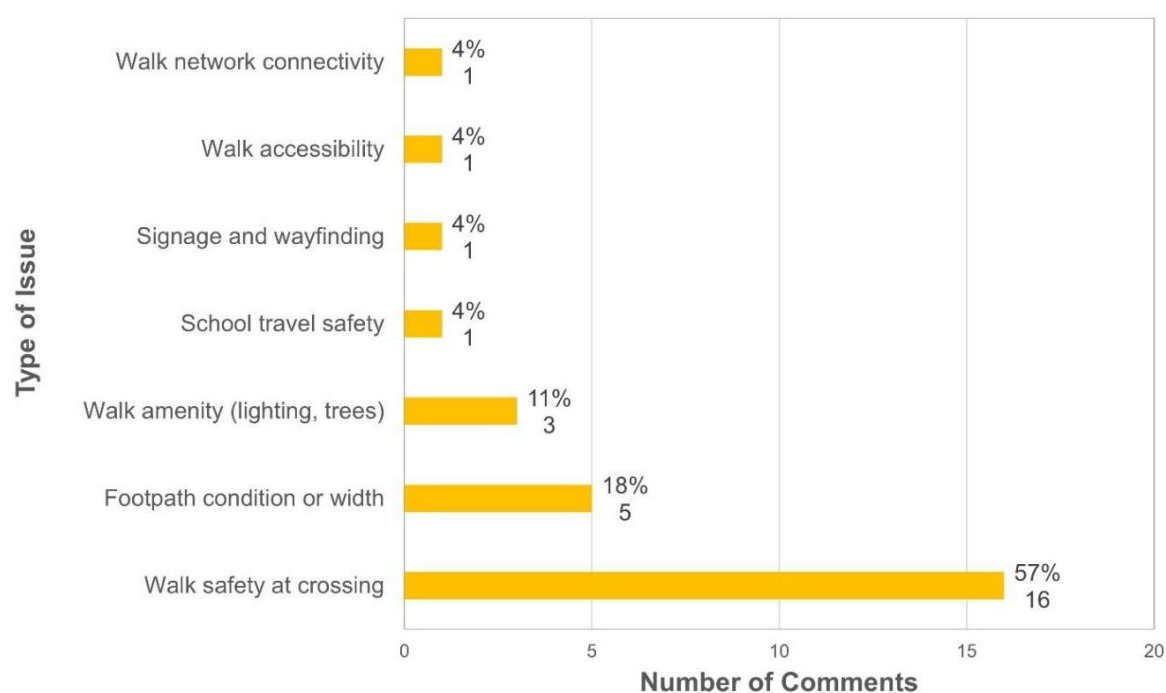


Figure 4.12 Number of Comments by Sub-category about Walking



The comments were grouped by sub-category from the community engagement feedback. The top concerns for walking were:

- Walk safety at crossing (15 comments or 58%)
- Footpath condition or width (5 comments or 19%)
- Walk amenity (lighting, trees) (3 comments or 12%)
- School travel safety
- Signage and wayfinding
- Walk network connectivity

The key issues and opportunities for walking from the consultation are:

- Walk safety at crossings at:
 - Various crossings along Lower North East Road, Campbelltown
 - Newton Road, Newton
 - Melville Road, Paradise
 - Various crossings along Montacute Road in Campbelltown, Newton and Athelstone
 - Gorge Road, Paradise
 - Adele Avenue, Paradise
 - Jan Street, Newton at the Newton Central shopping centre
- Footpath condition or width at the following locations:
 - Clairville Road (Fourth Creek Trail), Campbelltown
 - Osbourne Street, Campbelltown
 - Lochiel Park Golf Course
- Walk amenity (poor lighting and overgrown trees) along:
 - Jan Street, Newton
 - Riverbank Circuit, Campbelltown
- School travel safety at the following locations:
 - East Marden Primary School with u-turn movements in James Street, Campbelltown
 - Shepherd Lane and Mines Road roundabout at East Marden Primary School, Campbelltown
- Signage and wayfinding with examples at the following locations:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone
- Walk network connectivity in the following areas:
 - George Street to Adele Avenue with the Linear Park trail connections in Paradise
 - River Drive, Athelstone to Linear Park Drive, Highbury over the River Torrens
 - Brookside Road, Athelstone to Athelstone School
 - Yaralinda Street, Dernancourt to Riverview Drive, Paradise



The main locations for improvements to walk safety were identified as the following and are shown in Figure 4.13:

- Pedestrian Actuated Crossing (PAC) across Montacute Road (east of Piccadilly Crescent)
- Darley Road / Melville Road
- Gorge Road / Stradbroke Road roundabout
- Montacute Road / Stradbroke Road roundabout

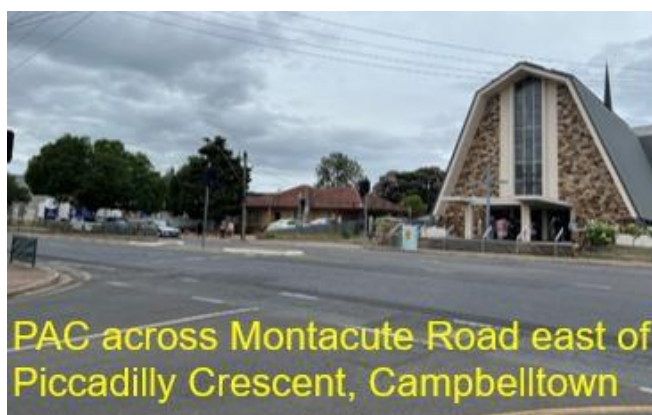
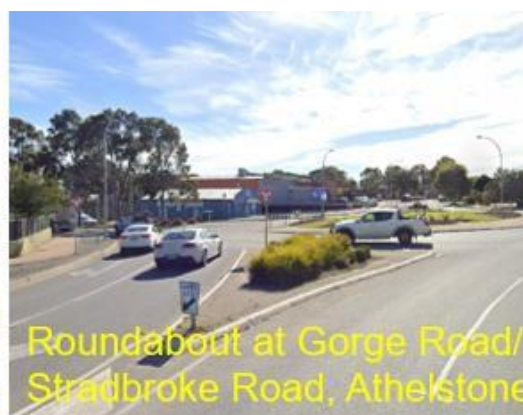
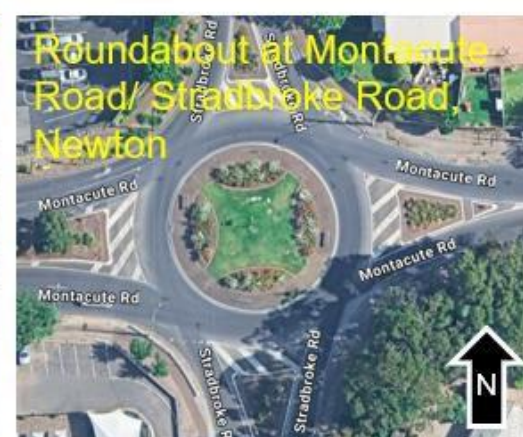


Figure 4.13 Locations identified as required walk safety improvements

4.4.4 Cycling

A total of 104 comments were received about cycling from 23 contributors with:

- 99 online pin map comments
- 5 email submission comments.

The distribution of the comments from the pin survey for cycling are shown on Figure 4.14.

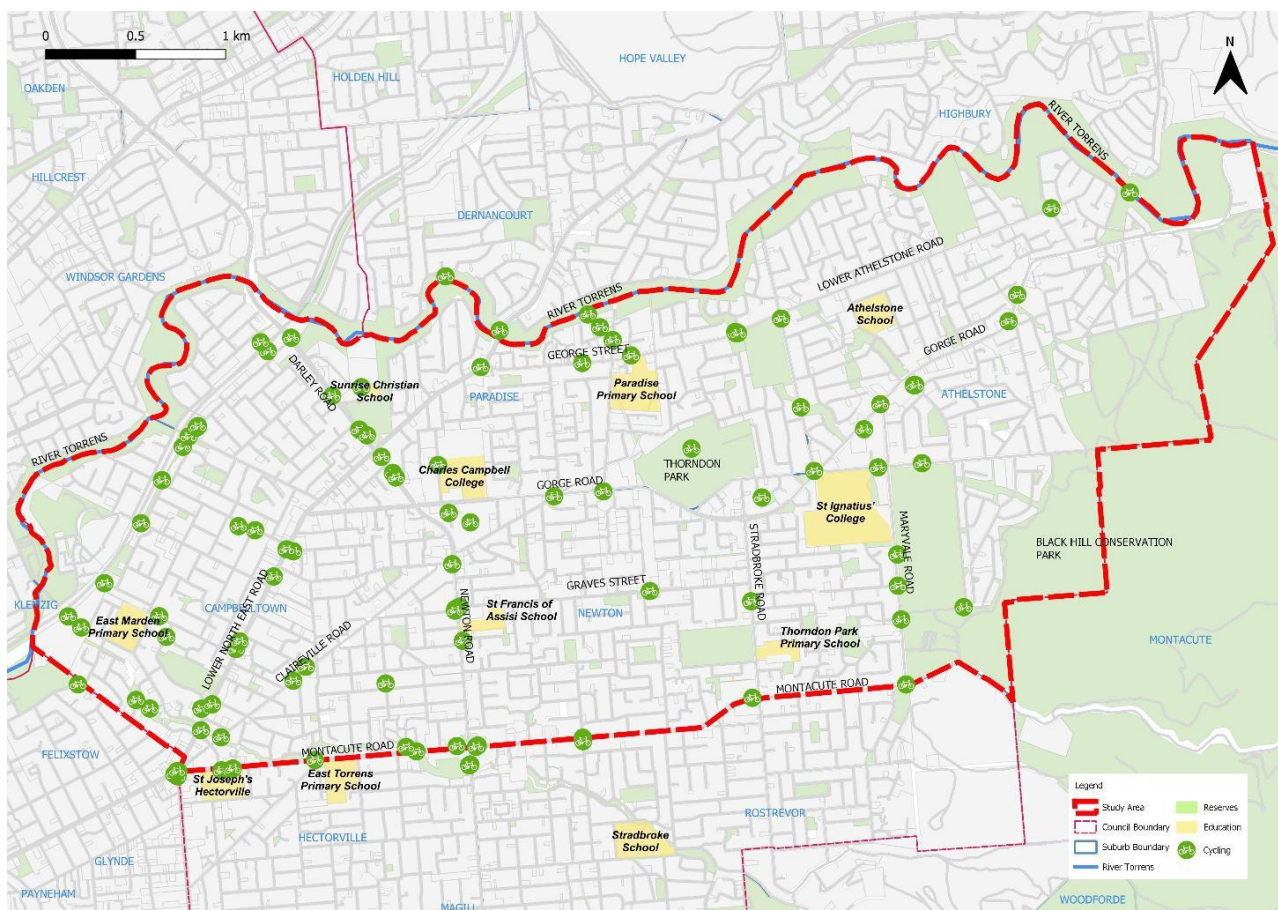


Figure 4.14 Distribution of Comments about Cycling

The distribution of the online survey comments is provided in Figure 4.8. Respondents were able to select multiple category options that applied to walking within their comment.

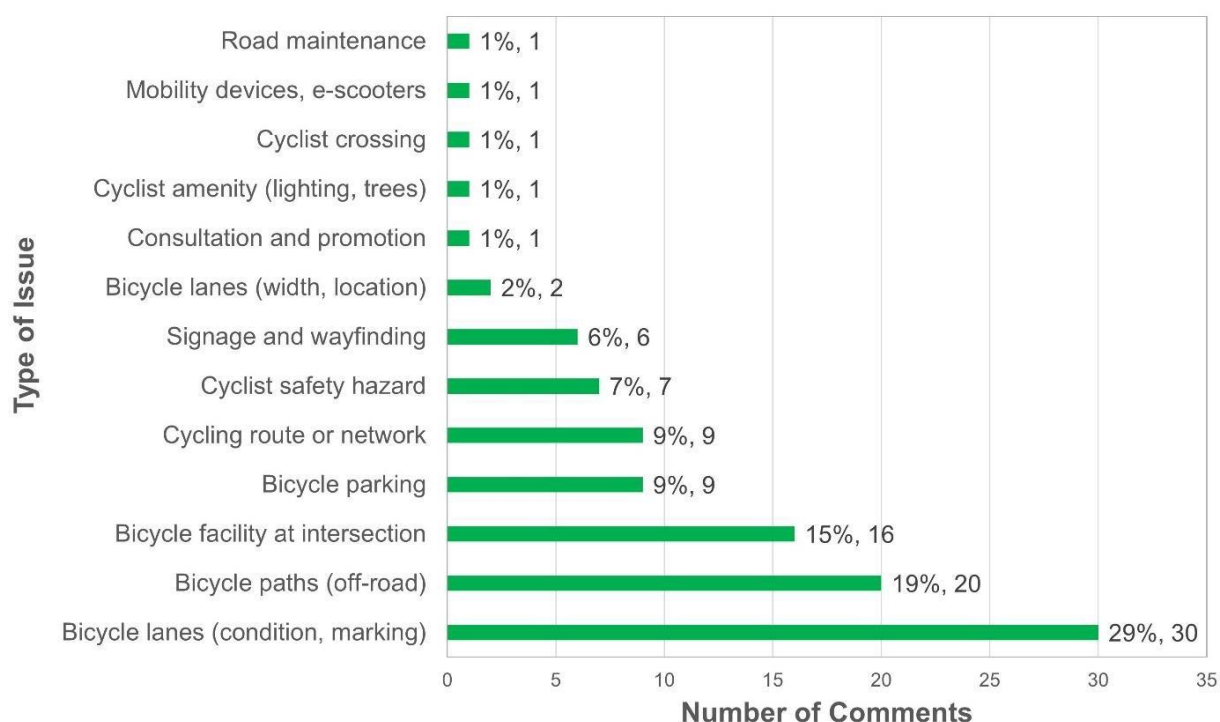


Figure 4.15 Number of Comments by Sub-category about Cycling

The comments were grouped by sub-category from the community engagement feedback. The top concerns for cycling were:

- The condition and marking of bicycle lanes (30 comments or 29%)
- Off-Road bicycle paths (20 comments or 19%)
- Bicycle facility at intersections (15 comments or 14%)
- Cycling routes and the overall network (9 comments or 9%)
- Bicycle parking (9 comments or 9%)
- Cyclist safety and traffic hazards (7 comments or 7%)
- Signage and wayfinding (6 comments or 6%)

The key issues and opportunities for cycling from the consultation are:

- The condition and marking of bicycle lanes in the following streets:
 - Montacute Road in Campbelltown, Newton and Athelstone
 - Campbell Road, Paradise
 - George Street, Paradise
 - Tracy Court, Athelstone
- Off-road bicycle paths along Montacute Road with access to the Fourth Creek Trail
- Bicycle facilities provided at intersections such as:
 - Maryvale Road at Sunset Strip, Athelstone
 - Darley Road and Lower North East Road, Campbelltown
 - Montacute Road at Newton Road, Newton
 - Lower North East Road at Payneham Road, Campbelltown
 - Forest Avenue at Montacute Road, Newton
- Cycling routes and the overall network along:
 - Maryvale Road, Athelstone
 - Darley Road, Paradise
 - Lower North East Road, Campbelltown
 - Schulze Road, Paradise and Athelstone

- Bicycle parking at the following locations:
 - Campbelltown shopping centre along Lower North East Road
 - Jan Street at Newton Central shopping centre
 - Paradise bus interchange on the O-Bahn
 - Darley Road businesses
 - Medical centre on Gorge Road, Athelstone at Maryvale Road
- Cyclist safety and traffic hazards along Darley Road, Paradise
- Signage and wayfinding at locations such as:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone

The main locations for improvements to walk safety were identified as the following and are shown in Figure 4.16:

- Pedestrian Actuated Crossing (PAC) across Montacute Road (east of Piccadilly Crescent)
- Darley Road / Melville Road
- Gorge Road / Stradbroke Road roundabout
- Montacute Road / Stradbroke Road roundabout



Figure 4.16 Locations identified as required cycling safety improvements

4.4.5 Parking

A total of 24 comments were received about parking from 17 contributors with:

- 23 pin map comments
- 1 email submission comment.

The distribution of the comments from the pin survey are shown on Figure 4.17.

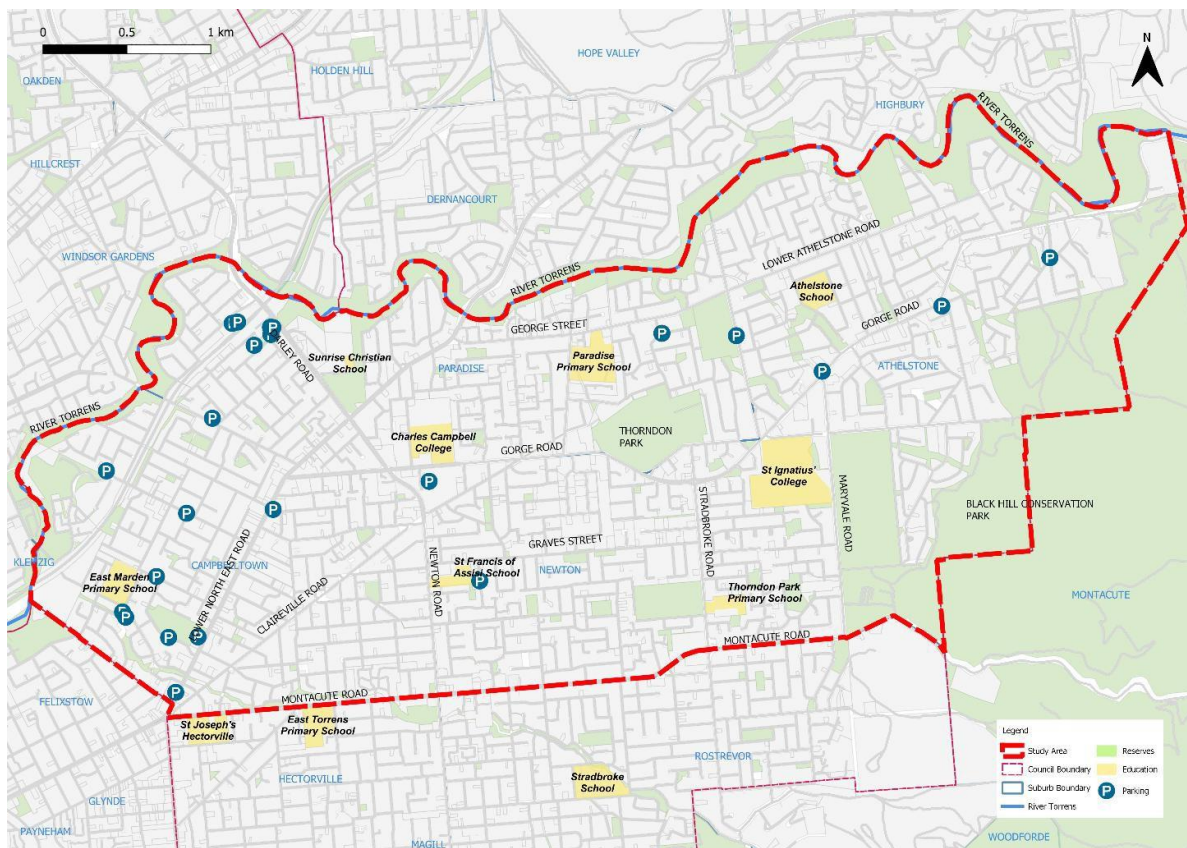


Figure 4.17 Distribution of Comments about Parking

The comments were grouped by sub-category from community engagement feedback and are shown in Figure 4.18. Respondents were able to select multiple category options that applied to cycling within their comment.

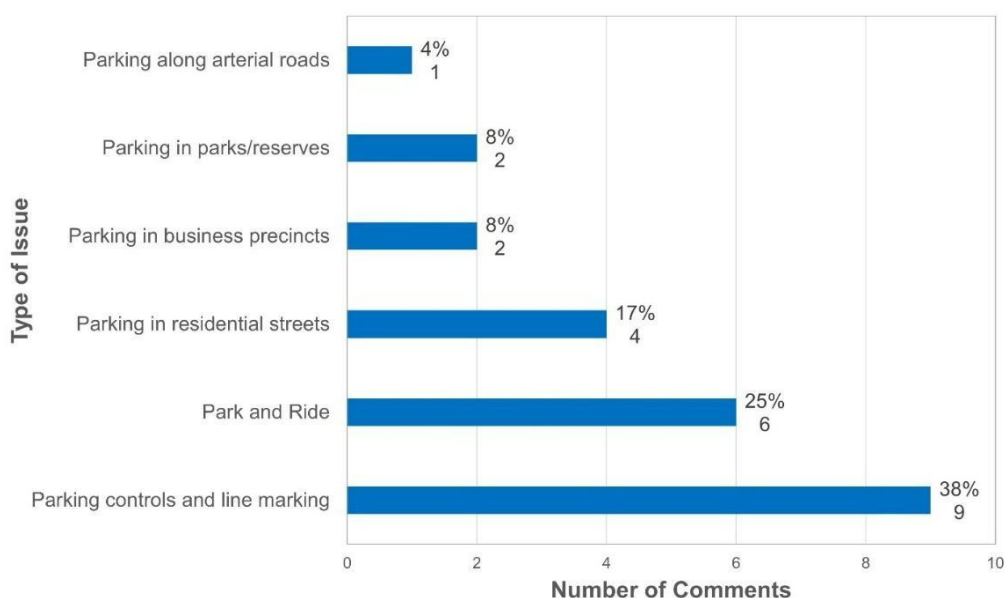


Figure 4.18 Number of Comments by Sub-category about Parking

The comments were grouped by sub-category from the community engagement feedback. The top concerns for walking were:

- Parking controls and line marking (9 comments or 38%)
- Park and Ride facilities (6 comments or 25%)
- Parking in residential streets (4 comments or 17%)
- Parking in business precincts
- Parking in parks/reserves
- Parking along arterial roads

The key issues and opportunities for parking from the consultation are:

- Parking controls and line marking in the following streets:
 - James Street, Campbelltown at East Marden Primary School
 - Church Road, Campbelltown
 - Hart Street, Campbelltown
 - Burton Road, Athelstone near the shopping centre
- Park and Ride facilities at the Paradise bus interchange in Gameau Road
- Parking in the following local residential streets:
 - Hill Street, Campbelltown
 - Adele Avenue, Paradise
 - Frost Street, Newton
- Parking in business precincts in the following locations:
 - Campbelltown shopping precinct and businesses along Lower North East Road
 - Newton Gardens newsagency at the Newton Central shopping centre in Gorge Road
 - The ARC and in Botanic Grove, Campbelltown
- Parking in parks/reserves in the following locations:
 - Lincoln Road East, Paradise south of the O-Bahn bus interchange
 - Schulze Road, Paradise and Athelstone
- Parking along arterial roads such as Gorge Road



5 Conclusions and Next Steps

The results from the online surveys and the ideas and suggestions provided in the in-person feedback from the meetings, briefings and workshops with the key stakeholders and the community are provided in this Stage 1 engagement summary report. The findings in this report provide the basis for the development of the Transport Plan under the five transport mode categories for:

- Roads and Traffic
- Public Transport
- Walking
- Cycling
- Parking

The feedback during Stage 1 of community consultation will directly influence the development of the initial draft Transport Plan. After this community feedback has been presented to Council, the draft Transport Plan will be developed which will be prepared for the Stage 2 consultation to be held in March/April 2025.

5.2 Key Stakeholder Engagement

Key stakeholder meetings were held in October and November 2024 with the following groups:

- Councils:
 - City of Norwood, Payneham & St Peters
 - City of Port Adelaide Enfield
 - City of Tea Tree Gully
- State Government:
 - Department for Infrastructure and Transport
- Industry groups:
 - RAA
 - Torrens Transit

Common Issues from the meetings with the adjoining Councils

- Bicycle route connectivity is poor across Council boundaries.
- Needs to plan across Council boundaries and jointly advocate for change.
- Other Councils have different types of traffic calming devices and installations that may be relevant for Campbelltown City Council to consider.
- No local road connections between Dernancourt and Athelstone and Windsor Gardens and Paradise.
- Langman Grove in Felixstow is a connecting collector road to Sycamore Terrace and McShane Street in Campbelltown.
- Opportunity for a 40 km/h speed limit area for Felixstow and Campbelltown northwest of Lower North East Road and south of Darley Road.



5.3 Key Findings from the Community Consultation

Of the five transport modes, a total of 278 comments were provided from the Stage 1 community engagement activities comprising of issues and opportunities for the draft Transport Plan. These comments were broken down into the following submission types:

- 243 Social Pinpoint submissions
- 14 comments from the email submissions
- 2 formal letter submissions

The comments were tabulated by transport mode and are shown in Figure 1. The cycling mode includes e-scooters and walking mode includes wheelchairs and other personal mobility devices. Traffic was the most common item with 110 comments (40 per cent) followed by Cycling with 104 comments at 37 per cent.

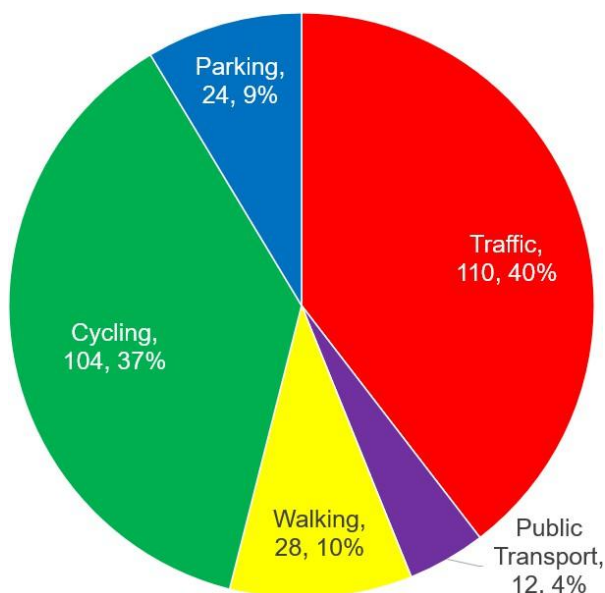


Figure 5.1 Summary of the Stage 1 Community Consultation Comments by Transport Mode

5.3.1 Roads and Traffic

The key issues and opportunities for roads and traffic from the consultation are:

The key issues and opportunities for roads and traffic from the consultation are:

- Road safety and hazards at the following locations:
 - Montacute Road at Maryvale Road, Athelstone
 - Gorge Road turning into Maryvale Road, Athelstone
 - Montacute Road at Piccadilly Crescent with the pedestrian crossing to St Joseph's School, Hectorville
- Traffic congestion and safety at the following intersections:
 - Lower North East Road at Hill Street, Campbelltown
 - Lower North East Road at Ann Street, Campbelltown
 - Lower North East Road at Gorge Road, Paradise
 - Ryan Avenue at Gorge Road, Athelstone
 - Lower Athelstone Road at Coulls Road, Athelstone
- Perceived high traffic speeds along:
 - Stradbroke Road in Athelstone and Newton
 - Lower North East Road and Hill Street, Campbelltown
 - Pope Street, Newton
 - Crozier Avenue, Newton



- Perceived high traffic volumes in the following collector and sub-arterial roads:
 - Graves Street, Newton
 - Hill Street, Campbelltown
 - Stradbroke Road in Newton and Athelstone
- Traffic with “rat running” on local and collector streets was identified in:
 - Church Road, Campbelltown
 - Hambledon Road, Campbelltown
 - Crozier Avenue, Newton

5.3.2 Public Transport

The key issues and opportunities for public transport from the consultation are:

- Bus frequency and service hours including:
 - Extend the Go Zone Route 178 east of Stradbroke Road to service Athelstone
 - Inadequate hours to the eastern part of Athelstone
 - The need to extend the peak period services for Route 578 to the O-Bahn via Paradise
 - Route 178 could be express service to Stop 16 or 18 from city as Route 174
 - Provision of earlier Sunday services and more frequent weekend services
- Bus stops and shelters are needed on Gorge Road between Lower North East Road and Newton Road.

5.3.3 Walking

The key issues and opportunities for walking from the consultation are:

- Walk safety at crossings at:
 - Various crossings along Lower North East Road, Campbelltown
 - Newton Road, Newton
 - Melville Road, Paradise
 - Various crossings along Montacute Road in Campbelltown, Newton and Athelstone
 - Gorge Road, Paradise
 - Adele Avenue, Paradise
 - Jan Street, Newton at the Newton Central shopping centre
- Footpath condition or width at the following locations:
 - Clairville Road (Fourth Creek Trail), Campbelltown
 - Osbourne Street, Campbelltown
 - Lochiel Park Golf Course
- Walk amenity (poor lighting and overgrown trees) along:
 - Jan Street, Newton
 - Riverbank Circuit, Campbelltown
- School travel safety at the following locations:
 - East Marden Primary School with u-turn movements in James Street, Campbelltown
 - Shepherd Lane and Mines Road roundabout at East Marden Primary School, Campbelltown
- Signage and wayfinding with examples at the following locations:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone
- Walk network connectivity in the following areas:
 - George Street to Adele Avenue with the Linear Park trail connections in Paradise
 - River Drive, Athelstone to Linear Park Drive, Highbury over the River Torrens
 - Brookside Road, Athelstone to Athelstone School
 - Yaralinda Street, Dernancourt to Riverview Drive, Paradise



5.3.4 Cycling

The key issues and opportunities for cycling from the consultation are:

- The condition and marking of bicycle lanes in the following streets:
 - Montacute Road in Campbelltown, Newton and Athelstone
 - Campbell Road, Paradise
 - George Street, Paradise
 - Tracy Court, Athelstone
- Off-road bicycle paths along Montacute Road with access to the Fourth Creek Trail
- Bicycle facilities provided at intersections such as:
 - Maryvale Road at Sunset Strip, Athelstone
 - Darley Road and Lower North East Road, Campbelltown
 - Montacute Road at Newton Road, Newton
 - Lower North East Road at Payneham Road, Campbelltown
 - Forest Avenue at Montacute Road, Newton
- Cycling routes and the overall network along:
 - Maryvale Road, Athelstone
 - Darley Road, Paradise
 - Lower North East Road, Campbelltown
 - Schulze Road, Paradise and Athelstone
- Bicycle parking at the following locations:
 - Campbelltown shopping centre along Lower North East Road
 - Jan Street at Newton Central shopping centre
 - Paradise bus interchange on the O-Bahn
 - Darley Road businesses
 - Medical centre on Gorge Road, Athelstone at Maryvale Road
- Cyclist safety and traffic hazards along Darley Road, Paradise
- Signage and wayfinding at locations such as:
 - Bosville Grove, Campbelltown
 - Silkes Road, Paradise
 - The Dress Circle, Athelstone
 - Manresa Court, Athelstone

5.3.5 Parking

The key issues and opportunities for parking from the consultation are:

- Parking controls and line marking in the following streets:
 - James Street, Campbelltown at East Marden Primary School
 - Church Road, Campbelltown
 - Hart Street, Campbelltown
 - Burton Road, Athelstone near the shopping centre
- Park and Ride facilities at the Paradise bus interchange in Gameau Road
- Parking in the following local residential streets:
 - Hill Street, Campbelltown
 - Adele Avenue, Paradise
 - Frost Street, Newton
- Parking in business precincts in the following locations:
 - Campbelltown shopping precinct and businesses along Lower North East Road
 - Newton Gardens newsagency at the Newton Central shopping centre in Gorge Road
 - The ARC and in Botanic Grove, Campbelltown



- Parking in parks/reserves in the following locations:
 - Lincoln Road East, Paradise south of the O-Bahn bus interchange
 - Schulze Road, Paradise and Athelstone
- Parking along arterial roads such as Gorge Road

5.4 Next Steps

5.4.1 Development of the draft Transport Plan

Based on Stage 1 feedback from the stakeholder engagement and community consultation activities and the previous analysis and research of case studies from other similar Councils, strategies and measures will be developed for the draft Transport Plan. A Multi-Criteria Analysis (MCA) methodology will be developed to assess the priorities and timings (short, medium and long-term) for the proposed interventions and policies to address the issues for transport over the next 10 years.

5.4.2 Stage 2 Consultation Online Survey

Council staff will prepare and release a survey/questionnaire as part of the Stage 2 Consultation to be held in June 2025. The survey will be used to obtain the community's feedback on the review of the draft Transport Plan. The Tonkin team will work closely with Council during the stakeholder and community engagement in Stage 2.



Appendix A – Online Survey using Social Pinpoint

Social Pinpoint Survey

Transport Plan Study (Northern Section)



About

Campbelltown City Council (Council) with Tonkin is preparing the transport plan with ideas about transport issues and solutions from the stakeholders, residents in the suburbs of Campbelltown, Paradise, Newton and Athelstone, as shown on the study area map. This transport plan will consider the opportunities and limitations of the streets and roads, the bus network and the difficulties for pedestrians and cyclists from an access and road safety perspective, as well as parking in local streets and areas at shopping precincts, schools and parks and reserves.

This survey is part of the community consultation to develop a comprehensive local area transport plan with actions for Council to consider for implementation. The Council is considering an integrated transport approach that meets the needs of pedestrians, cyclists, motorists, and public transport users.

The study will consider your comments, as well as evidence-based speed and traffic volume statistics, to develop a transport plan for the Northern section. The Transport Plan will be similar to the Campbelltown (Southern Section) Transport Plan for the suburbs south of Montacute Road that was adopted by Council in November 2020.

A link to the 2020 Transport Plan is located at:
https://www.campbelltown.sa.gov.au/_data/assets/pdf_file/0028/791443/Transport-Plan-Southern-Section-Final-Report-3-November-2020.pdf

This will enable the Council to improve the safety and liveability of the local street network in a strategic and prioritised program.

Key Dates

Wednesday 20 November 2024 from 4:30 pm to 7:30 pm
Public Consultation Drop In Evening
Council Chamber - 172 Montacute Road, Rostrevor

Timeline

Round 1 Stakeholder and Community Consultation
Monday 11 November 2024 to Friday 6 December 2024

Round 2 Engagement on the Draft Transport Plan
February/March 2025

Get Involved

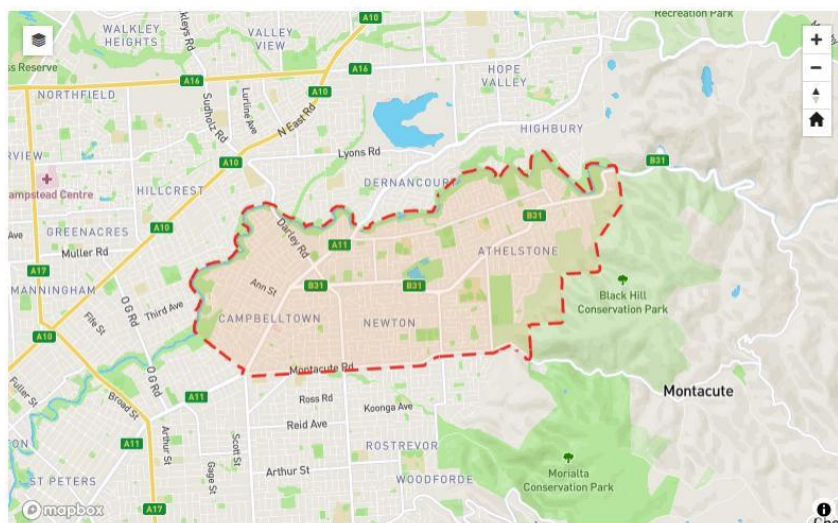
To connect with us and provide your feedback you can:

- Preferably, drop a pin(s) in the map below and tell us an issue that affects your household
- Attend the Community drop-in session – 4.30pm to 7.30pm, Wednesday 20 November at the Council Chambers, 172 Montacute Road, Rostrevor
- Send an email: mail@campbelltown.sa.gov.au Subject 'Transport Plan Study (Northern Section)'
- Write a letter addressed to Campbelltown City Council, 172 Montacute Road, Rostrevor, 5073.

[See less](#)

Study Area

The study area includes the northern section of the Council, including Campbelltown, Newton, Paradise and Athelstone.



Existing Transport Map

Use this link below to access an interactive map showing current road hierarchy, public transport and cycling routes

[View Existing Transport Map](#)

Document Library

Transport Overview

PDF (2.69 MB)

Roads and Traffic

PDF (3.17 MB)

Public Transport

PDF (1.97 MB)

Active Transport

PDF (4.62 MB)

Parking

PDF (1.48 MB)

Contact Us

If you have any further questions about the project or other suggestions to improve transport in the study area, please contact the study team with email messages to Clive Harrington, Senior Transport Officer at charrington@campbelltown.sa.gov.au



Using this interactive map, you can provide your views about movement and transport safety issues for traffic, access to public transport, walking and cycling and parking within the suburbs of Campbelltown, Paradise, Newton and Athelstone.

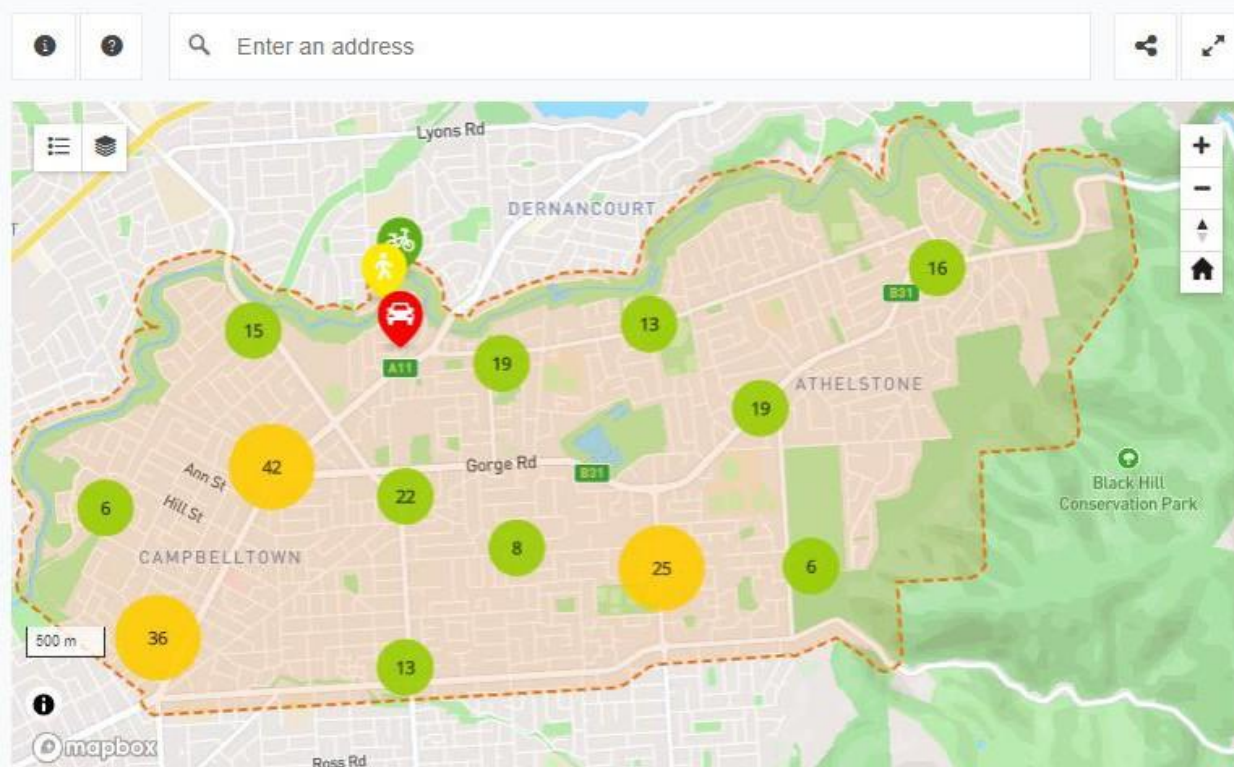
To get started, select the location you wish to comment on or use the search tool to go to a specific address. A dialogue box will open to select your icon (Traffic, Walking, Cycling, Public Transport or parking) and ability to provide your comment. Please keep your comment as specific as possible. Your personal information and contact details will not be disclosed or displayed.

Your name and contact details will not be displayed publicly and no identifying information about you will be included in the study report. We require your contact details to verify the validity of the comments according to the Terms and Conditions.

You can upload a photograph or image if you wish. In order to submit your comment, you must review and agree to the Terms and Conditions of the survey.

This map is open for comments until 4 pm Friday 6th December 2024.

243 contributions



**CAMPBELLTOWN
CITY COUNCIL**



Appendix B – Background Information Report



Transport Plan Study (Northern Section)

Strategic Overview
November 2024

A safe, sustainable, vibrant Community



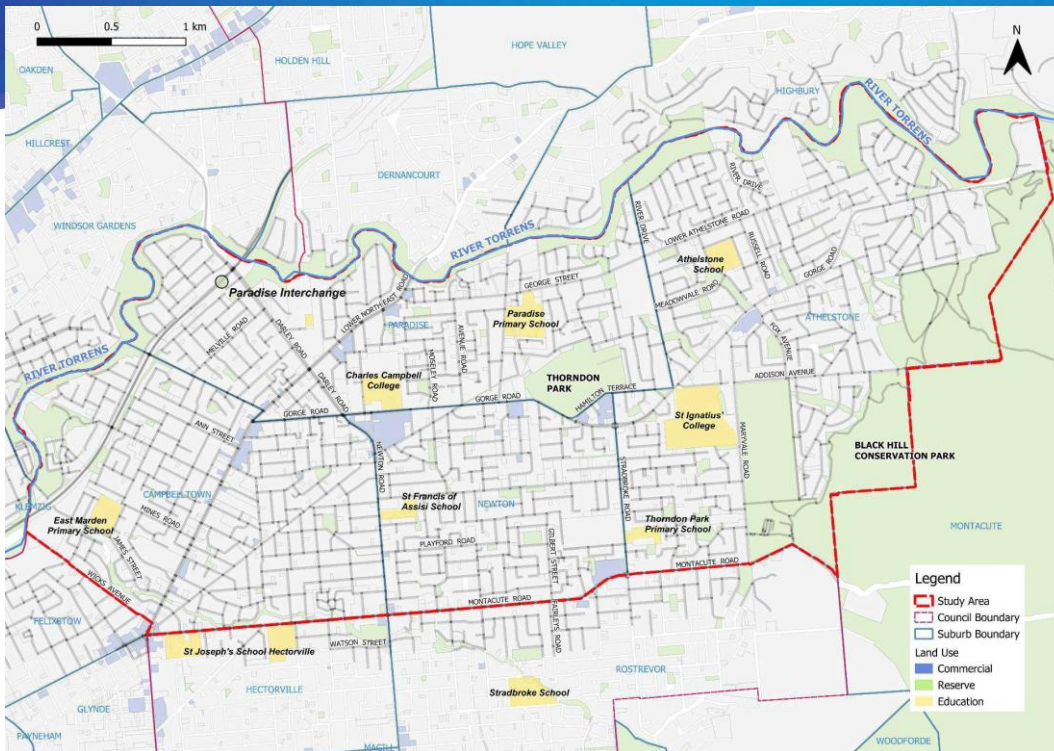
Purpose of the Transport Study



The aim of the Transport Study is to undertake a traffic management study to gather feedback about transport issues and solutions for the suburbs of Athelstane, Campbelltown, Newton and Paradise.

The data gathered will be used to develop a Transport Plan for this area.

Study Area



Suburbs include:

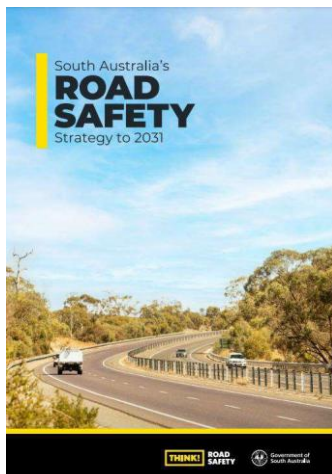
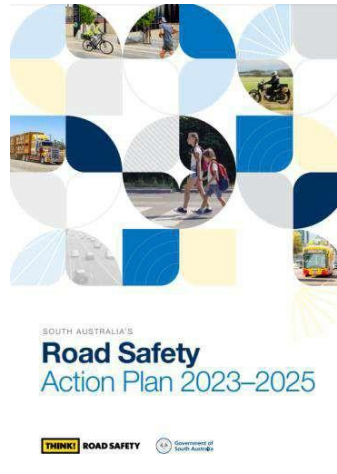
Campbelltown

Paradise

Newton

Athelstone

Strategic Alignment – State Government



Alignment with the Strategic Plan 2028



Principle

We are collaborative and consultative in our planning and operations, including partnerships with governments, organisations and businesses for good ideas.

Strategic Plan Theme Provide a safe pedestrian and transport network

Focus Area	Performance Indicator	Target
Manage and encourage safe and connected movement within our City	Transport Plan (Northern Section) adopted	2026
	Bicycle Plan implemented	2028
	River Torrens Linear Park Lighting Project completed	2028
Provide an accessible and pedestrian friendly City	Traffic behaviour, lighting and seating requests are actioned	Investigated and addressed on request
	Pedestrian Access & Mobility Plan implemented	2028
Consider and support alternative transport options	Incorporate legislative changes for e-scooters Explore and trial innovative alternative transport options	As legislated As opportunities arise

Plan at a glance

Our Vision
A safe, sustainable, vibrant **Community**

Our Goals



Our Mission
The **Community** is the centre of everything we do

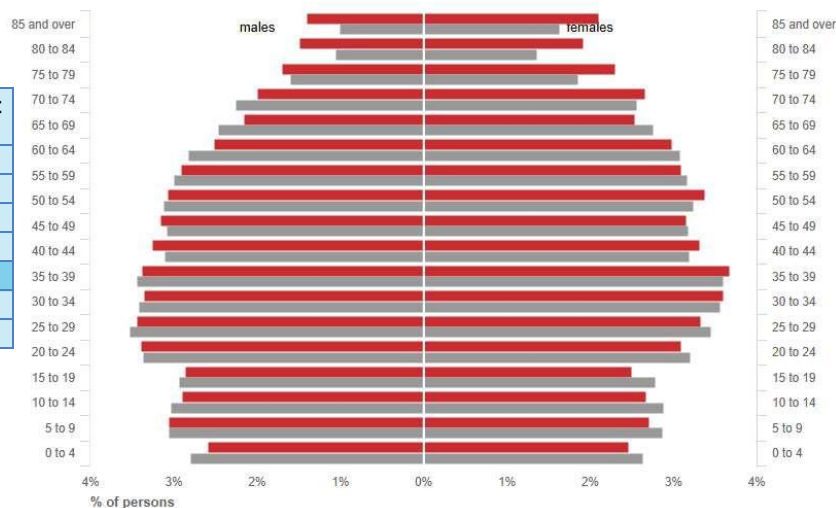
Demographic Summary



Age-sex pyramid, 2021

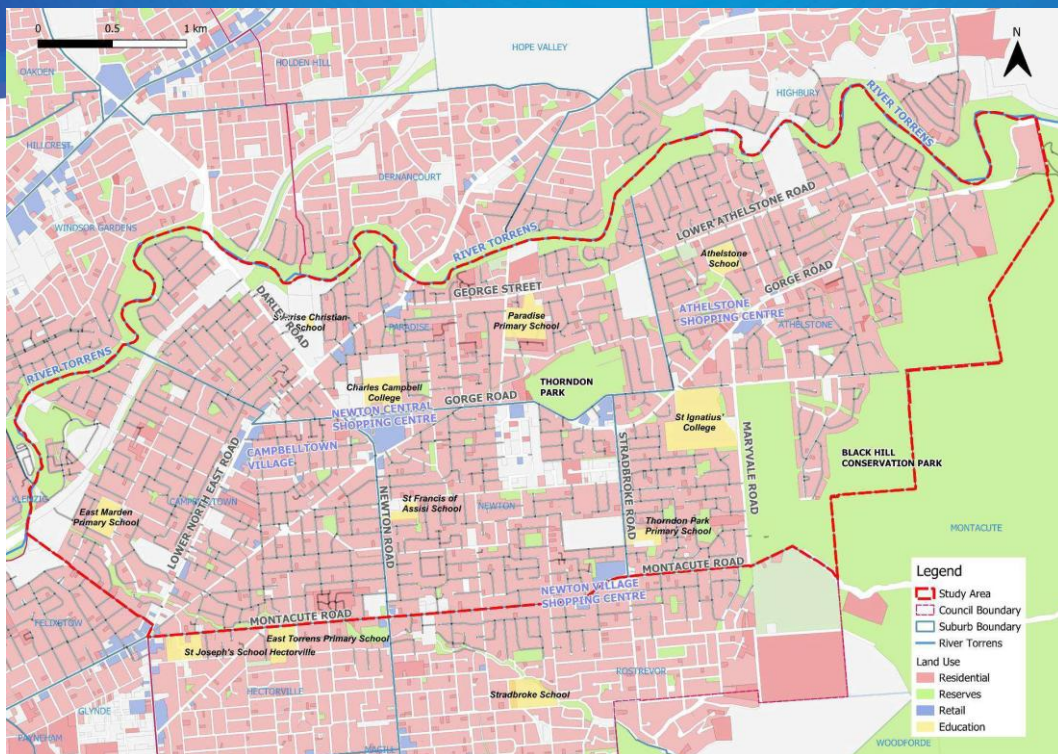
City of Campbelltown Greater Adelaide

Suburb	Aug-21	Jun-23	Difference	Percent Growth
Campbelltown	9,379	9,762	383	4.1%
Paradise	7,308	7,417	109	1.5%
Newton	5,195	5,296	101	1.9%
Athelstone	9,668	9,802	134	1.4%
Total for Northern Section	31,550	32,277	727	2.3%
Campbelltown City Council	55,456	57,160	1,704	3.1%
Total for Southern Section	23,906	24,883	977	4.1%

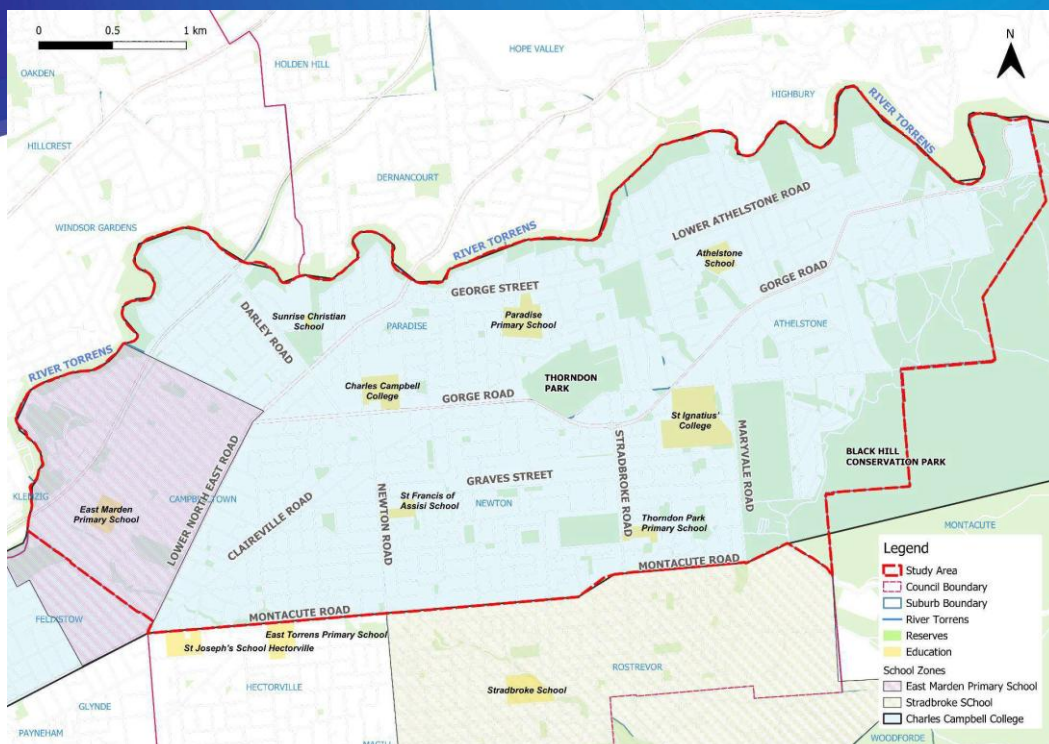


Further information at: <https://profile.id.com.au/campbelltown-sa/age-sex-pyramid?WebID=10>

Land Use



School Catchments in the Study Area



Schools with catchment zones:

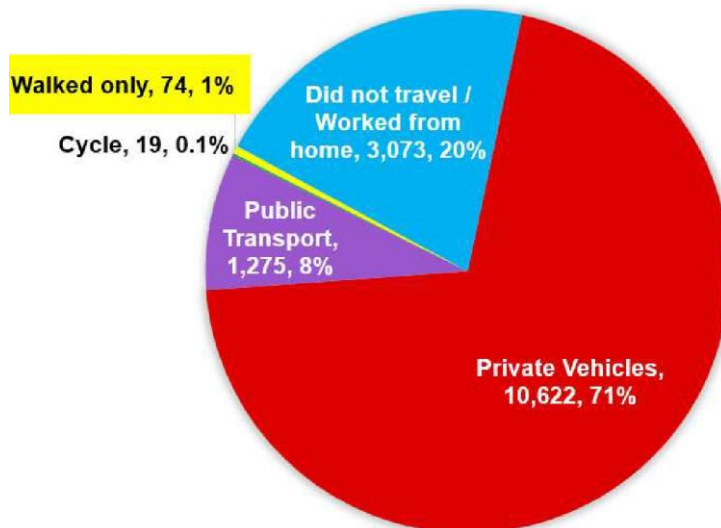
East Marden Primary School
Charles Campbell College
Stradbroke School

Schools with no catchment zones:

- St Ignatius' College, Senior Campus
- Paradise Primary School
- Athelstone School
- St Joseph's Primary School, Hectorville
- East Torrens Primary School

Transport Mode Share (2021 Census)

Campbelltown (Northern Section) 2021 Travel to Work Modes



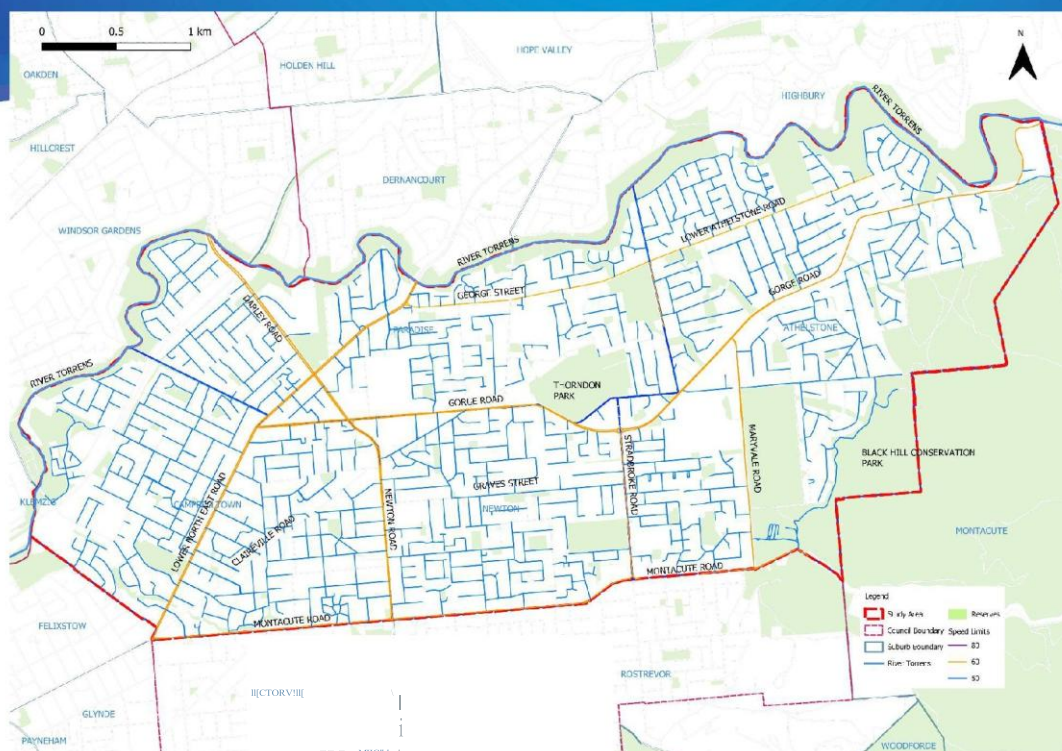
Roads and Traffic

Road Network Hierarchy
Traffic Volumes and Speeds
Crash Statistics 2019 to 2023

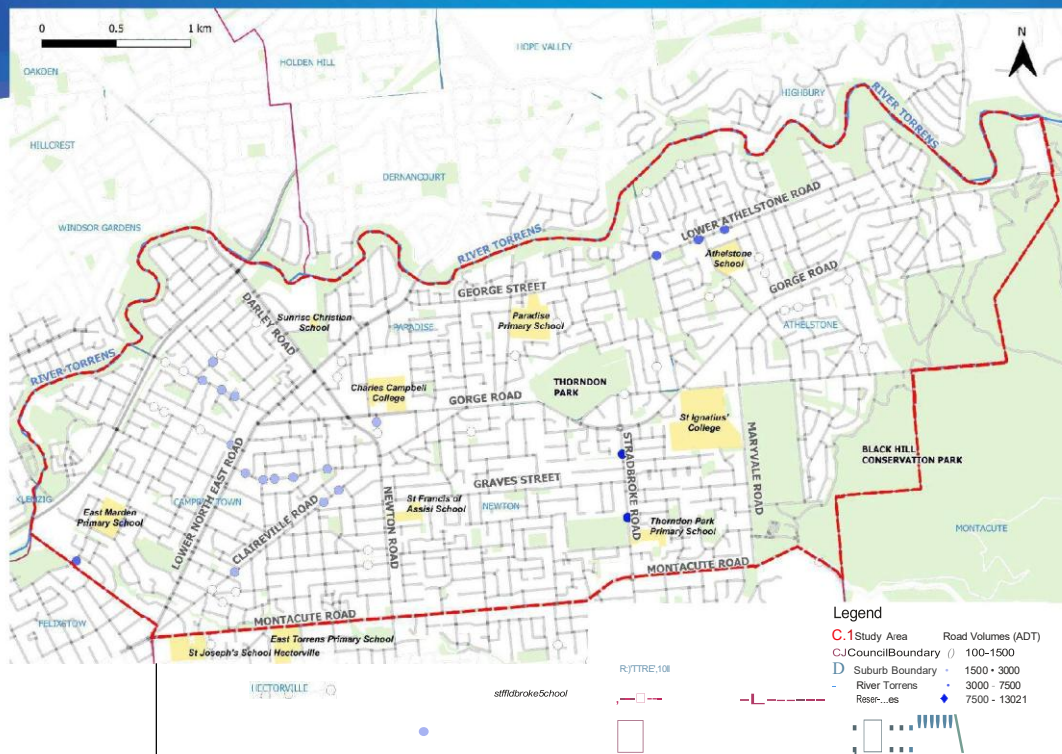
Road Network Hierarchy



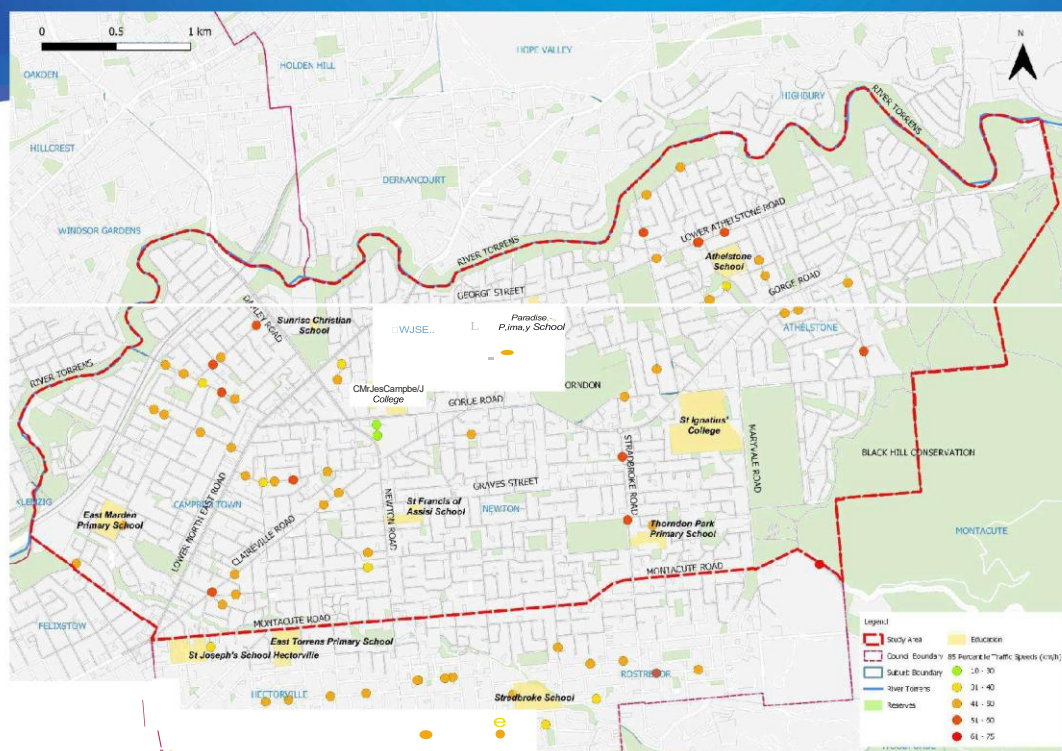
Posted Speed Limits



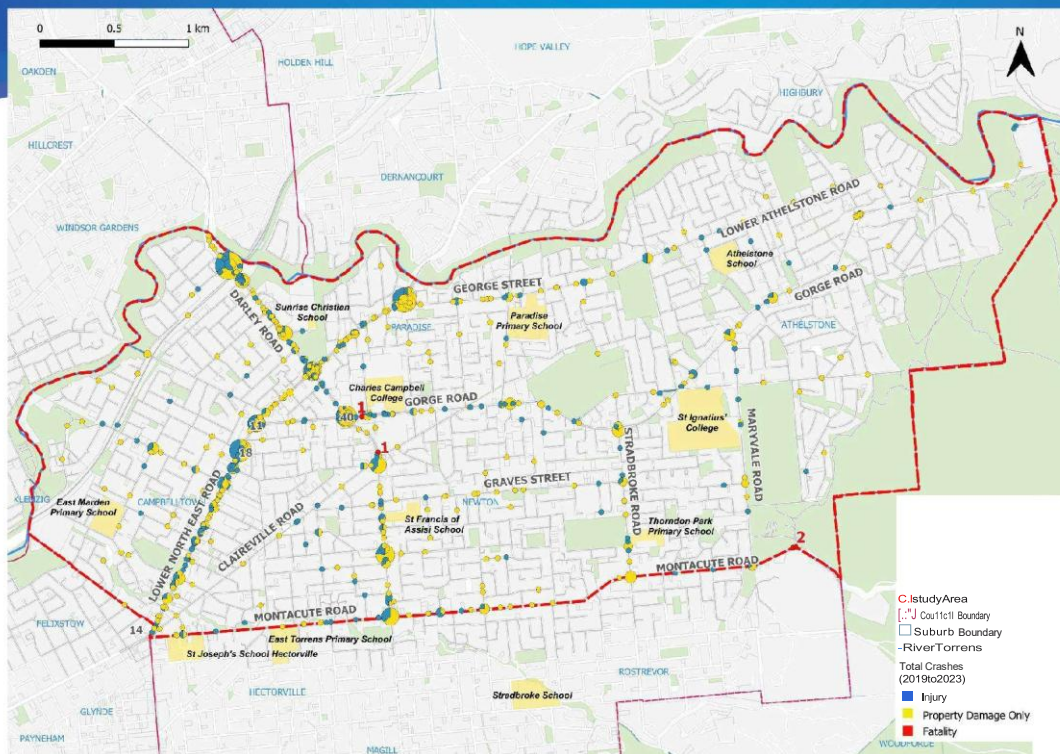
Average Daily Traffic Volumes



Speeds



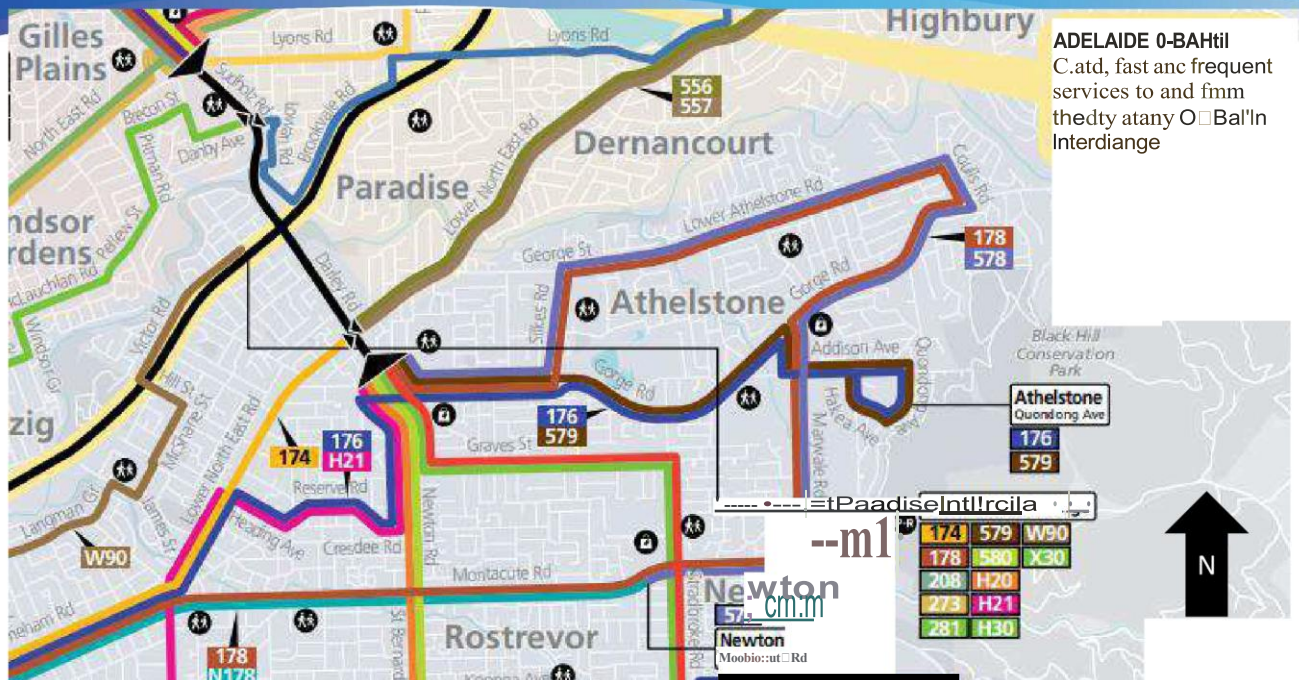
Crash Statistics (2019 to 2023)



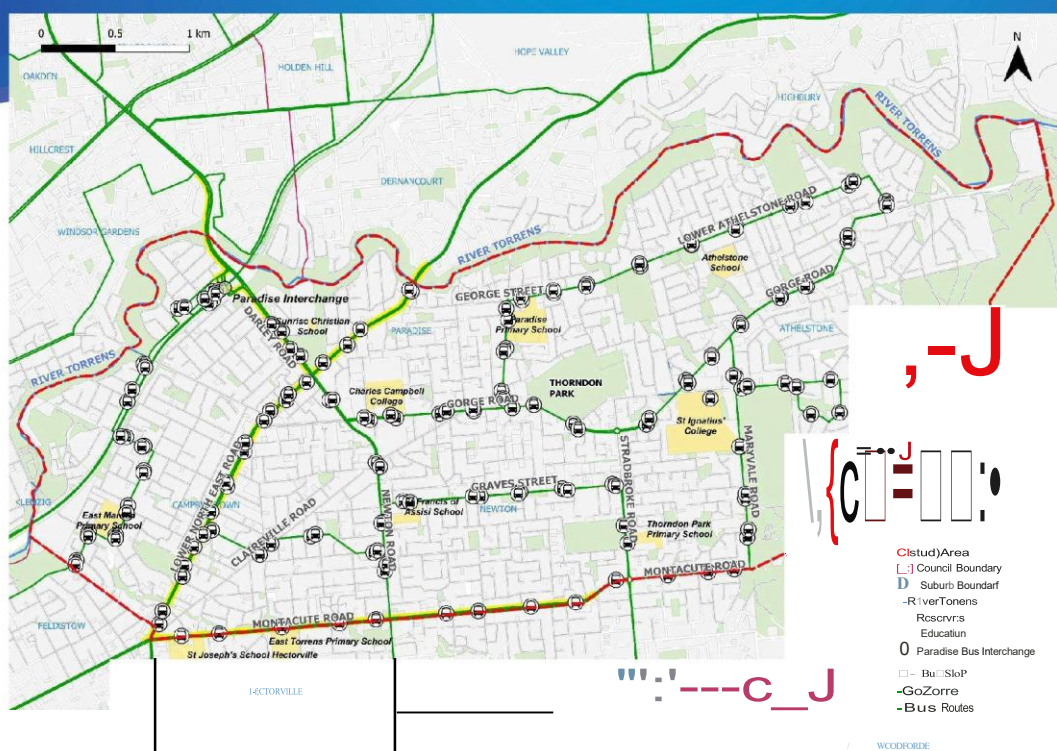
Public Transport

Bus Network with Go Zone Routes
Paradise 0-Bahn Interchange and Bus Stops
Walk Access to Bus Stops

CAMPBELLTOWN
CITY COUNCIL



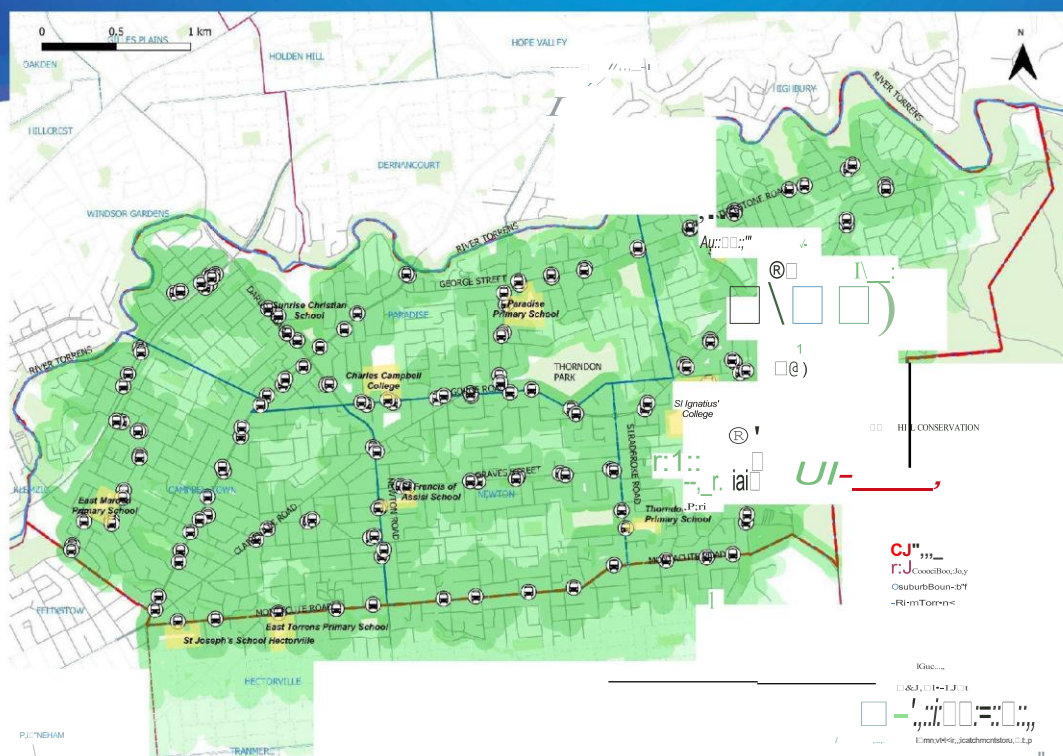
CAMPBELLTOWN
CITY COUNCIL



Public Transport Infrastructure



Walking Access to Public Transport





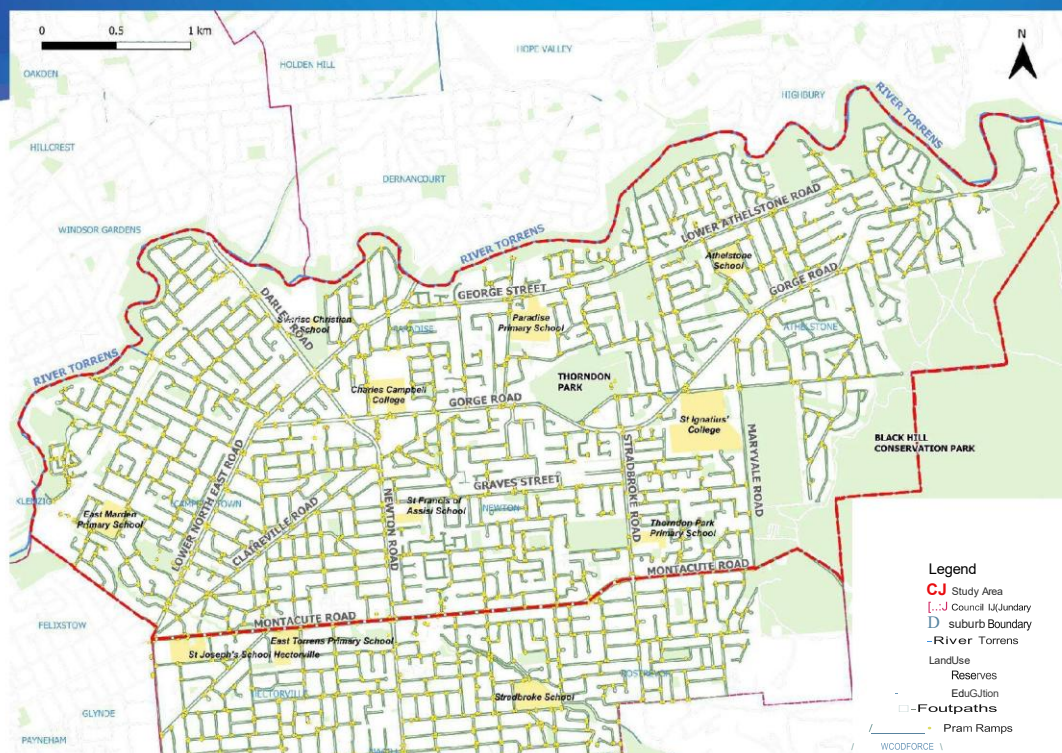
Active Transport

Walk Infrastructure and Access Cycling Network and Infrastructure

A safe, sustainable, vibrant Community

CAMPBELLTOWN
CITY COUNCIL

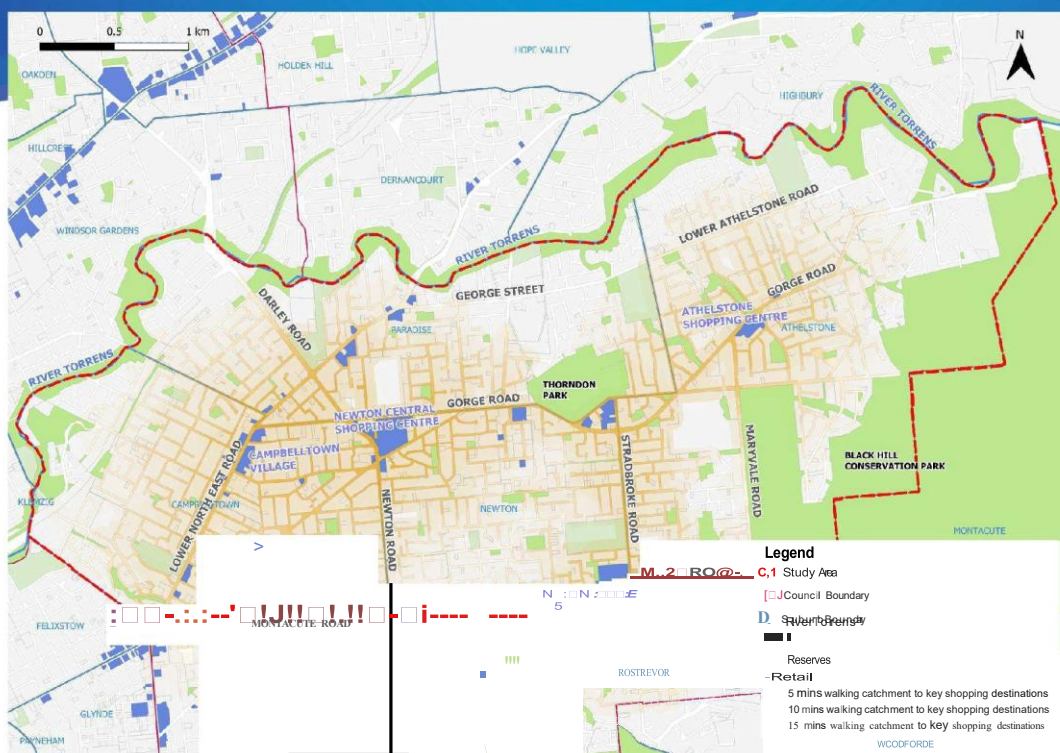
Footpaths and Pram Ramps



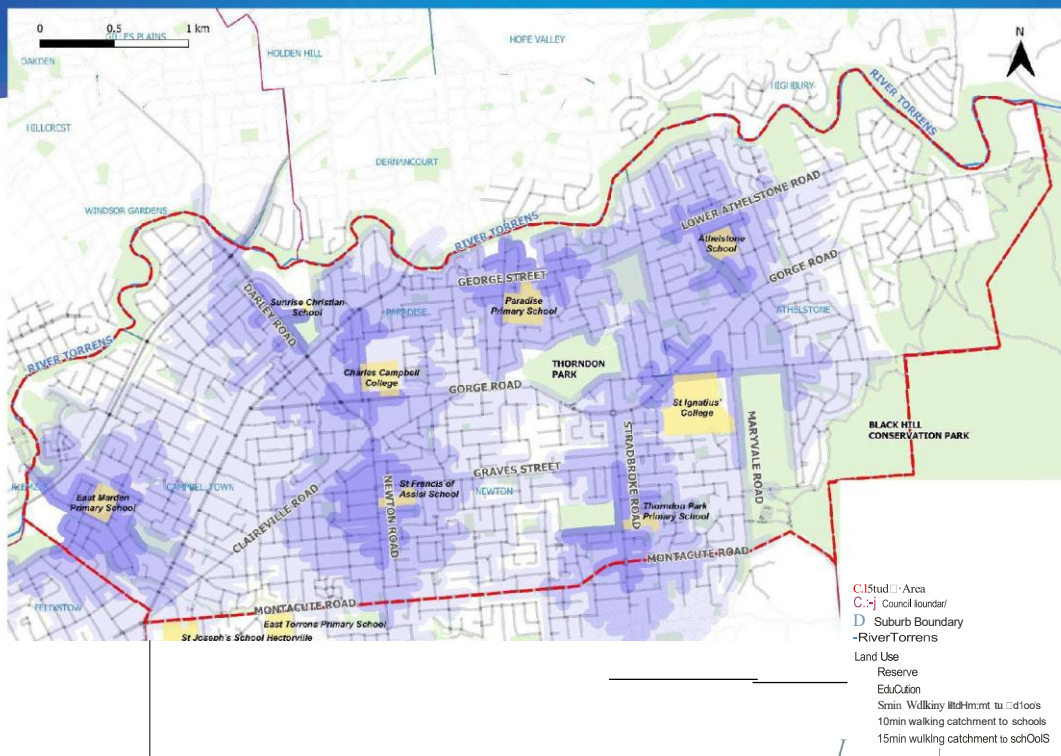
Walking Infrastructure



Walk Access to Shopping Centres



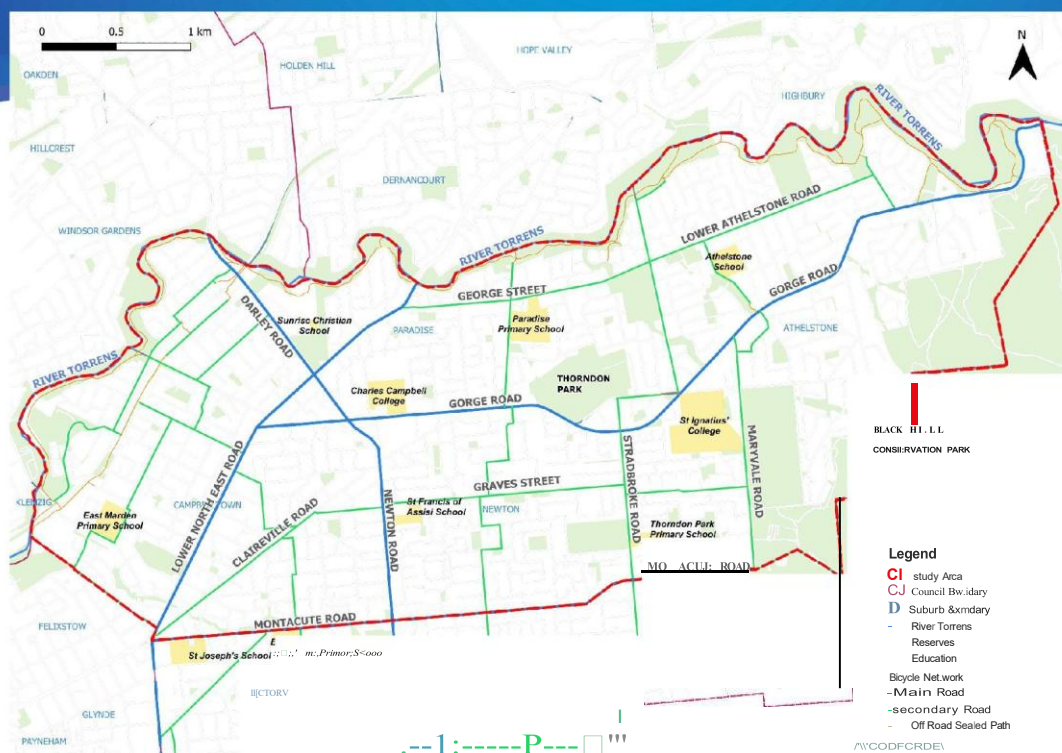
Walk Access to Local Schools



Walk Access to Parks and Reserves



CAMPBELLTOWN
CITY COUNCIL





Parking

Parking Management Policy Types of Parking Parking Controls

A safe, sustainable, vibrant Community



Parking Management Policy (May 2023)

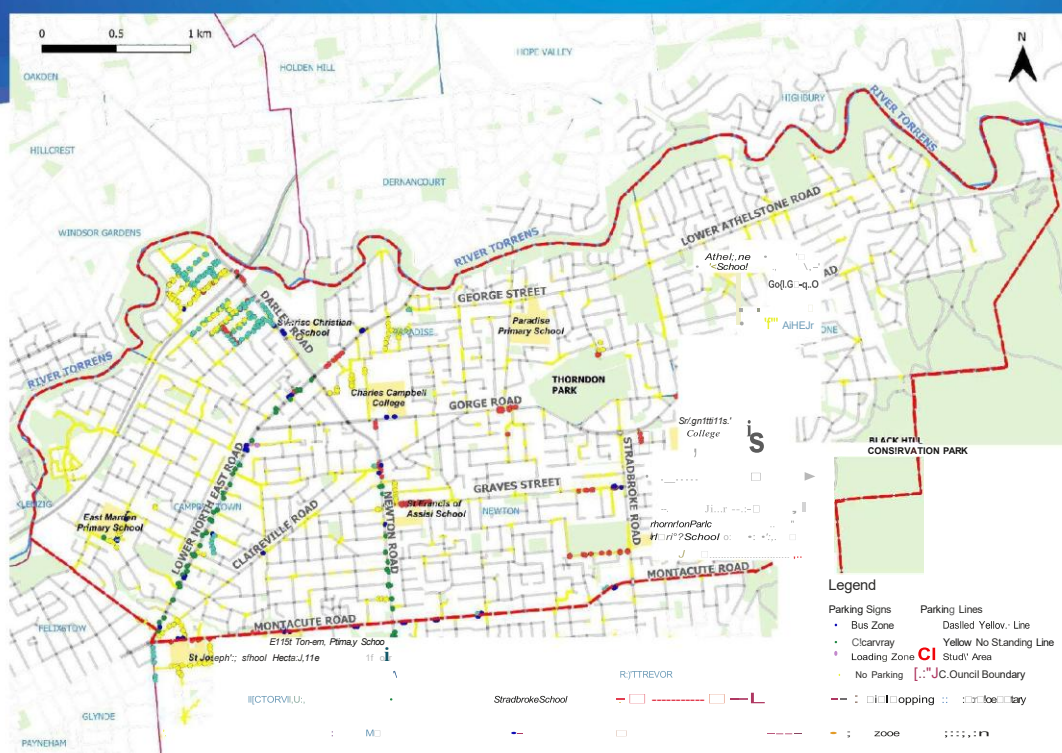


Principles

Council recognises the importance of adopting a consistent approach to the enforcement of parking provisions and of demonstrating equitable, efficient and effective practices and decisions with respect to breaches of those parking provisions.

For further information refer to Council's website.

CAMPBELLTOWN
CITY COUNCIL





Appendix C – Key Stakeholder Contacts List

The key external stakeholders who were contacted and notified about the study are listed as follows.

- City of Norwood, Payneham and St Peters
- City of Port Adelaide Enfield
- Adelaide Hills Council
- City of Tea Tree Gully
- James Stevens, Federal Member of Parliament, Division of Sturt
- Vincent Tarzia, State Member of Parliament for the Electoral District of Hartley, Leader of the Opposition
- John Gardner, State Member of Parliament for the Electoral District of Morialta
- Department for Infrastructure and Transport (DIT)
 - Network planning
 - Roads and traffic operations
 - Active transport planning
 - School travel safety programs
- Public Transport South Australia (PTSA) which is a division of the Department for Infrastructure and Transport
- Torrens Transit
- SAPOL
- Preventive Health SA
- Active Living Coalition
- Campbelltown Bicycle User Group and Bike Adelaide
- Bike Adelaide
- Bike SA
- Cycling and Walking Australia New Zealand (CWANZ)
- Active Ageing Advisory Committee
- Disability Access and Inclusion Advisory Committee
- Youth Advisory Committee
- Heart Foundation SA
- RAA
- Roads Safety Group
- Ride a Bike Right
- Walking SA



Council staff contacted the following schools and early learning centres in the Campbelltown City Council:

- Thorndon Park Primary School, 71 Stradbroke Road, Athelstone
- Thorndon Park Kindergarten, 13 Nestor Street, Athelstone
- St Francis of Assisi School, 57 Newton Road, Newton
- St Ignatius' College, Senior School, 2 Manresa Court, Athelstone
- Athelstone School, 8 Brookside Road, Athelstone
- Paradise Primary School, 100 George Street, Paradise
- East Marden Primary School, 43 James Street, Campbelltown
- Charles Campbell College, 3 Campbell Road, Paradise
- Campbelltown Primary School, 11 Ind Street, Paradise
- Campbelltown Preschool, 163A Montacute Road, Newton
- Adelaide East Education Centre (Special High School), 31 Campbell Road, Paradise
- Sunrise Christian School & ELC, 4 Crowle Road, Paradise
- Goodstart Early Learning Campbelltown, 24 Gorge Road, Campbelltown
- Nido Early School Paradise, 86 George Street, Paradise
- St Joseph's Primary School - Hectorville, 30 Montacute Road, Hectorville
- East Torrens Primary School, 12 Robson Road, Hectorville



Appendix D – Stakeholder Submissions

- RAA (9 December 2024)
- Torrens Transit, Newton bus depot (11 December 2024)

RAA Group

101 Richmond Road
Mile End, South Australia 5031
T 08 8202 4600
F 08 8202 4520
raa.com.au

9 December 2024

john.devney@tonkin.com.au
Charrington@campbelltown.sa.gov.au

Dear [REDACTED]

RAA Submission: Campbelltown Transport Plan Study (Northern Section)

RAA is the state's largest member organisation representing over 820,000 South Australians and reaching into more than 70 per cent of households. We exist to make life easier for our members and the community, providing products and services across motor, home, travel, and energy. As a member-based organisation, we have a deep interest in the prosperity of our state. RAA supports a bigger and better South Australia that is safe, sustainable, and liveable. That means advocating for measures to support economic and population growth, while ensuring people can live and travel safely, in a sustainable and affordable way.

Thank you for the opportunity to provide feedback on Council's transport study (Northern Section). Following our meeting with Council and Tonkin on 22 November 2024, we are pleased to provide the following response.

Roads and Infrastructure

During our meeting, we raised several road safety concerns that we have been made aware of in recent years which are detailed below and in attachments. While several of these are primarily the responsibility of the State Government Department for Infrastructure and Transport, Council and organisations such as RAA serve an important supporting role in advocating for improvements.

Intersection with Payneham Road, Montacute Road, Lower North East Road and Glynburn Road

This intersection is on the corner of the study area and is central to many trips to and from the study area. This intersection was raised as South Australia's 8th riskiest intersection in RAA's 2021 Risky Roads survey¹, which attracted more than 2,300 road and intersection nominations across the state. From a cycling perspective, the intersection was also raised several times during our 2020 Risky Rides cycling survey² (captured with nominations for Payneham Road).

¹ RAA, 2021, Risky Roads 2021 Survey results – report – February 2022, <<https://our.raa.com.au/assets/pdf/risky-road/Report%20-%20Risky%20Roads%202021.pdf>>.

² RAA, 2022, Risky Rides 2022 survey results – Report – March 2023, <<https://cdn-raa.dataweavers.io/-/media/Project/RAA/Web/Files/Motor/Safetyandadvice/Road-safety/raa-risky-rides-report-2022.pdf?rev=b42aa996f16746988349f49e29fee36f>>.

Between 2019 and 2023, 20 casualty crashes occurred at this intersection, resulting in 27 people sustaining minor injuries and 4 sustaining serious injuries. The most common casualty crash types involve vehicles turning right from Payneham Road. When reviewing all intersections across the state, this intersection has the 14th highest number of casualty crashes over the past five years.

Road users have regularly raised concerns about capacity of the right turn from Payneham Road to Glynburn Road, as well as relating to the confusing layout of the intersection contributing to crashes.

From a cyclist perspective, the key issue raised at this intersection is the difficulty navigating it as a cyclist, especially travelling between the city or inner eastern suburbs along Payneham Road onto Montacute Road, which is a popular cycle corridor. If using the road instead of footpaths, a cyclist must position themselves in the right middle lane of Payneham Road to continue along Montacute Road, which is difficult due to surrounding traffic and leaves a cyclist in an exposed and vulnerable position. There is also a notable absence of cycle infrastructure at and on approach to the intersection. As a substantial intersection upgrade may be cost prohibitive and significantly impact surrounding properties, council may be able to investigate improving cycle access and wayfinding using alternative corridors or shared paths in the immediate vicinity of the intersection.

Lower North East Road

Road maintenance is a continuing concern raised along sections of Lower North East Road.

Between 2019 and 2023, 98 casualty crashes occurred between Glynburn Road and George Street, of which more than two thirds (68) occurred at intersections. Right turn and right-angle crashes are the most common intersection casualty crashes, accounting for 41% of all crashes on this section of Lower North East Road. The majority of side road intersections allow full access to and from Lower North East Road, and with thoughtful planning, several local street intersections could be converted to left-in, left-out, while delineation and turn lane improvements could be implemented at some other intersections.

Clairville Road

RAA have received reports that this is a rat-run and that drivers often speed along the corridor, however we have no evidence to substantiate this at this stage. The left-right dog-leg intersection at Newton Road/Hambledon Road has also been raised with safety concerns paramount at this location. In July 2023, RAA prepared a report to the Department for Infrastructure and Transport for this intersection, outlining the following recommendations

- Review traffic turn counts and whether right turn movements onto Newton Rd could warrant a ban at this intersection, in the interest of improving safety in a busy area. Although, this would likely just shift these right turn movements onto nearby streets further south, where there is no space to hold in the centre of the road.
- Review delineation of the holding area including potential modification of the concrete median to encourage/assist staging of right turn movements onto Newton Rd, given the common failure to give way to southbound vehicles.
- In the medium-long term, consider the possibility of traffic lights being installed.

At the time of writing, RAA are yet to receive a response to this report. For your reference the report has been attached to this letter (Attachment A).

Stradbroke Road roundabouts

There are two roundabouts on Stradbroke Road, at Gorge Road, and at Montacute Road. Both have a similar tangential design which encourages higher speed vehicle movements through the roundabouts and are less safe for cyclists and pedestrians. Conversion to a radial roundabout design would improve safety for all road users.

The Gorge Road Roundabout has dual approach and departure lanes on three of the four legs. There are single approach and departure lanes on the northern leg of the roundabout (Stradbroke Road). There is a particular conflict point in this design between a westbound vehicle on Gorge Road turning right onto Stradbroke Road north and a northbound vehicle on Stradbroke Road continuing straight through onto the northern leg of Stradbroke Road.

Montacute Road/Maryvale Road intersection

This intersection is of particular concern from a cyclist safety perspective as Montacute Road is a popular cycling corridor. Over 10 years between 2014 and 2023, four right angle casualty crashes occurred at this intersection, all involving a southbound vehicle and an eastbound cyclist. While the provision of a continuous cycle lane on Montacute Road would be preferred, it may be feasible in the short-term to install an eastbound cycle lane (with green marking) through the intersection which would serve to warn drivers of the possible presence of cyclists. Due to the skewed geometry of approach roads, a mid-long term solution like a roundabout would be preferred.

As a separate matter at this intersection, we have received feedback that the intersection is poorly lit at night, however, we have not verified this in-person.

River Torrens Linear Park Path

The River Torrens Linear Park Path is one of Adelaide's most well-utilised walking and cycling corridors and provides a fully separated active transport corridor between the north eastern suburbs and the coast via the city along the River Torrens. The path generally follows the alignment of the river and has many subsidiary pathways leading to local destinations along the corridor. For this reason, the network of paths along the river reserve is quite substantial, and there is not always clear delineation as to which path users should travel on to reach certain destinations.

While a multi-jurisdictional strategy for developing and improving wayfinding and potentially considering uniform 'branding' and signage of the corridor should be developed, there are several locations within City of Campbelltown that would benefit from relatively low-cost improvements.

The primary example is near Paradise interchange, where paths are the responsibility of up to three local governments, City of Campbelltown (south and east of the river), City of Port Adelaide Enfield, (west and north of the river west of approximately Riverside Grove) and City of Tea Tree Gully (north of the river east of approximately Riverside Grove). The path

junction north of Paradise Interchange is especially strategic as it has links to Paradise Interchange, Athelstone/Highbury, Adelaide and Modbury (via the O-Bahn busway) and the interface of the shared path network in this vicinity should make it easier for path users to determine which path they use based on their destination. Furthermore, if cycling or walking 'through' Paradise Interchange, wayfinding is also unclear, and it can be difficult to navigate back to the shared path from the southwest side of the interchange.

Speed limits

RAA supports evidence-based setting of speed limits in-line with the safe system approach to road safety. As an example, 40km/h local streets can contribute to safer and more welcoming neighbourhoods, with negligible impact to traffic flow and travel times.

Public and active transport

Encouraging greater use of public and active transport has many benefits including reduced road traffic, better environmental outcomes, quieter neighbourhoods, and improved public health.

Paradise Interchange along the O-Bahn Busway is a strategic public transport hub within the study area and provides a direct and fast access between the study area and the city. It is therefore critical that the study area is well connected to the interchange to provide a link with other public transport services passing through the interchange, namely between the Modbury and the city.

Bus services that use Montacute Road take a very indirect route to Paradise interchange to service the Athelstone area. However, this additional journey length could be seen as a barrier to taking public transport from parts of the Newton/Rostrevor area if Paradise Interchange is a transitional destination.

As a strategic public transport hub, land surrounding Paradise Interchange, and especially within short walking distance is ideal for higher-density residential development which would provide more housing in a location with very good access to and from the Adelaide CBD. The primary concern with this area is the absence of a local shopping centre, with the nearest options along Lower North East Road (Campbelltown), Newton Road (Newton) and North East Road (Gilles Plains) all about 1.5km from Paradise Interchange.

Member and community feedback

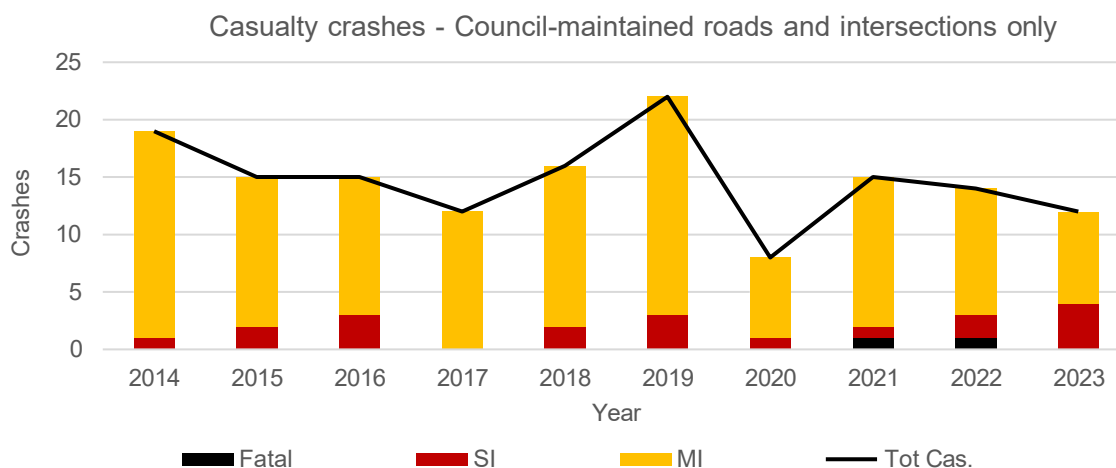
Feedback received from the community through our Risky Roads 2021 and Risky Rides 2022 surveys has been included in Attachment B and Attachment C respectively.

Preliminary feedback received from the community through our currently ongoing (November-December 2024) Risky Roads survey has been included in Attachment D. This data is preliminary and only includes nominations where a pin was dropped in the study area.

Crash data analysis

All crash data below is for the Council Transport Plan study area across the four suburbs of Campbelltown, Paradise, Athelstone and Newton.

Council-maintained roads and intersections only (2014-2023 casualty crashes)



For Council-maintained roads and intersections, the number of minor injury crashes has decreased across the past ten years, whereas the number of high severity crashes resulting in fatal and serious injury has slightly increased in recent years.

Crash type	MI	SI	Fatal	Casualty Crash Total
Head On	0	1	0	1
Hit Animal	0	0	0	0
Hit Fixed Object	25	5	2	32
Hit Object on Road	0	0	0	0
Hit Parked Vehicle	20	3	0	23
Hit Pedestrian	7	2	0	9
Left Road - Out of Control	3	0	0	3
Other	2	0	0	2
Rear End	14	3	0	17
Right Angle	38	3	0	41
Right Turn	6	0	0	6
Roll Over	8	1	0	9
Side Swipe	4	1	0	5

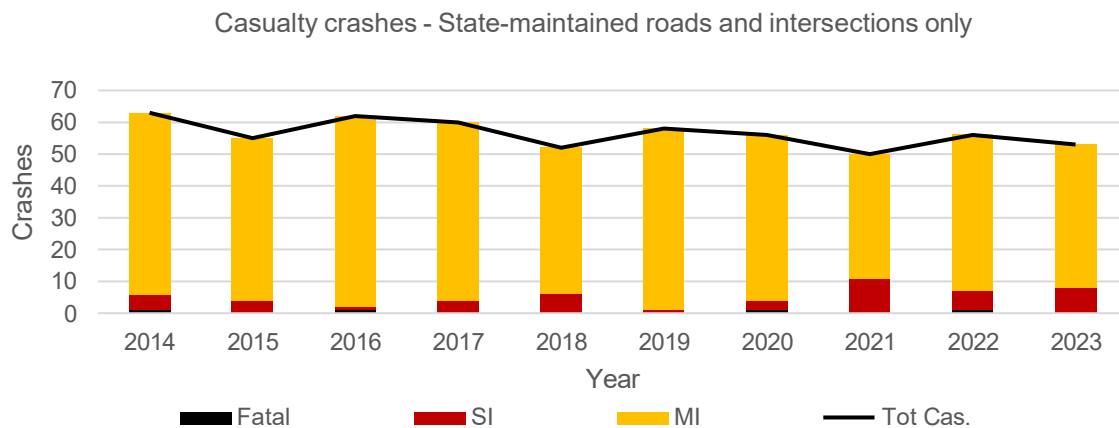
Right angle crashes represent the highest number of crashes on Council roads and intersections. Of the 41 right angle injury crashes, just less than half involved vulnerable road users (15 involved cyclists, four involved motorcyclists and one involved a motorised scooter rider). Intersections with multiple right angle injury crashes that involved vulnerable road users include Maryvale Road / Montacute Road (four crashes attributed to a southbound right-turning vehicle failing to give way to an eastbound cyclist), George Street roundabouts

with Schulze Road and Silkes Road (four and three crashes, respectively, and were in most cases cars colliding with cyclists).

Hit fixed object crashes were the second most common crash type and resulted in the highest number of fatal and serious injury crashes. Of particular concern is the 350m section of Montacute Road east of Maryvale Road up to the first bend where there have been two fatal and one serious injury crash reported since 2021. Roads maintained by Council with multiple hit fixed object injury crashes reported were on Hill Street, George Street and Clairville Road (involving car drivers colliding with trees, poles and other objects).

Rear end and hit parked vehicle injury crashes most frequently occurred along George Street and Stradbroke Road.

State-maintained roads and intersections only (2014-2023 casualty crashes)



Similar to Council-maintained roads and intersections, the number of minor injury crashes has decreased across the past ten years, whereas the number of high severity crashes resulting in fatal and serious injury has slightly increased in recent years.

Crash type	MI	SI	Fatal	Casualty Crash Total
Head On	2	1	0	3
Hit Animal	0	0	0	0
Hit Fixed Object	38	12	1	51
Hit Object on Road	0	1	0	1
Hit Parked Vehicle	12	1	0	13
Hit Pedestrian	26	8	0	34
Left Road - Out of Control	1	0	0	1
Other	1	0	0	1
Rear End	194	5	1	200
Right Angle	86	4	0	90
Right Turn	123	13	1	137
Roll Over	7	2	0	9
Side Swipe	22	2	1	25

Traffic light intersections where there have been multiple hit pedestrian injury crashes include the Lower North East Road intersections with Ann Street, Darley Road and George Street, the Newton Road intersection with Playford Road, and the Montacute Road intersection with Forest Avenue. Notably, there were also three hit pedestrian injury crashes on Darley Road in between the Lower North East Road and Gorge Road intersections.

Rear end injury crashes are most common at Darley Road / Lower North East Road intersection, with the majority of rear end crashes occurring on the Darley Road approaches and particularly the southeast bound approach. Speed and red light cameras operate on both Lower North East Road approaches to this intersection.

The Lower North East Road / Ann Street intersection (11) and Forest Avenue / Montacute Road intersection (6) had the highest number of right angle injury crashes reported. Erroneous vehicles were typically travelling in the northeast bound (Lower North East Road) and west bound (Montacute Road) directions at each respective intersection. Hambledon Road intersections with Lower North East Road and Newton Road had four and five right angle injury crashes, respectively.

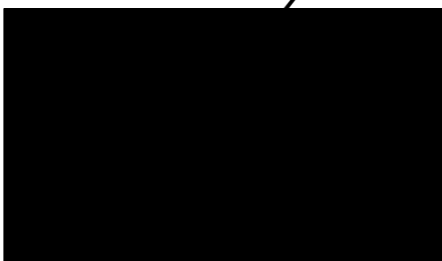
Right turn injury crashes are common along the Darley Road/Newton Road corridor, with Gameau Road (14), Lower North East Road (10), Gorge Road (21), Montacute Road (7) intersections recording more than six of these casualty crashes in the past ten years. Also, the Lower North East Road intersections with Glynburn Road (22) and Gorge Road (15) had many right turn casualty crashes in the past ten years. We expect that uncontrolled (filter) right turns were being undertaken in many of these crash incidents.

The Lower North East Road / Montacute Road / Payneham Road / Glynburn Road intersection had the highest number of casualty crashes in the study area between 2014 and 2023 with 44 crashes reported. Of these injury crashes, right turn crashes were the most common and 19 of the 22 right turn crashes involved a vehicle turning right from Payneham Road.

Thank you again for the opportunity to provide this submission. Should you require any further information, or wish to discuss this information further, please contact me directly on

mvertudaches@raa.com.au

Yours sincerely,



Attachment A: Hambledon Road/Newton Road report (2023)

Report a Road: Investigation Report

Reference	Location		
RR21D-QNOO	Hambledon Rd / Newton Rd		
Date reported	Date investigated	Issue	Owner
8/05/2022 10:28:55 AM	25/05/2023	Intersection/Road Layout	DIT
Information provided in submission			
Need Traffic lights			
Other details provided in submission			
Cnr Hambledon Rd and Newton Rd			
Investigation findings			
<p>RAA reviewed this intersection as per our member's request. We do not have any traffic turn count data, but we suspect that the majority of traffic entering Newton Rd from Hambledon Rd has come from Clairville Rd and is turning left to:</p> <ul style="list-style-type: none"> - head north, - Newton Central Shopping Centre, or - Clairville Rd, Newton area. <p>We expect right-turning movements onto Newton Rd to be less common than left turns, given the layout of the surrounding road network, and the location of amenities.</p> <p>Despite there being some space to hold and stage the right turn movement onto Newton Rd, we consider that this is a relatively complex manoeuvre. Factors that add to this complexity include the 27,000 vehicles per day on this section of Newton Rd, as well as the proximity of the shopping precinct and bus stops, corresponding to several expected vehicle turning and pedestrian crossing movements in this area. In light of the poor crash history as well, we consider that a further review of this intersection be undertaken to improve safety.</p>			
Recommendations		Crash history	
<ul style="list-style-type: none"> - Review traffic turn counts and whether right turn movements onto Newton Rd could warrant a ban at this intersection, in the interest of improving safety in a busy area. Although, this would likely just shift these right turn movements onto nearby streets further south, where there is no space to hold in the centre of the road. - Review delineation of the holding area including potential modification of the concrete median to encourage/assist staging of right turn movements onto Newton Rd, given the common failure to give way to southbound vehicles. - In the medium-long term, consider the possibility of traffic lights being installed. 		<p>Crash history (2017-2021):</p> <ul style="list-style-type: none"> - 8 right angle crashes (where erroneous units were eastbound right-turning cars - 5 PDO crashes, 3 MI crashes; 7 of 8 EB vehicles collided with a SB vehicle) - 1 right angle crash (erroneous EB left-turning car, PDO crash) - 1 right turn crash (erroneous SB right-turning vehicle, MI crash) 	



Attachment B: Risky Roads 2021 comments

Note that comments and opinions expressed in these tables are extracts from our survey with personally identifiable information removed. Opinions and suggestions are not necessarily the views of RAA.

Road Auth	Roads	Section (if applicable)	Comment	Suggestion to improve
Council	Clairville Road	From the roundabout on Clairville road closest to Hambledon road towards Hambledon road	People use it as a drag strip. If speed humps were installed it would stop the unnecessary speeding	People use it as a drag strip. If speed humps were installed it would stop the unnecessary speeding
DIT	Gorge Road		The whole road from suburbs to lobethal is a disgrace, so many near misses all the time, and used by hundreds of cyclists. I live on this road. I find it incomprehensible that our government lets it be used for car rallies and cyclist events.	Resurface it would be a start, remove all close trees.
DIT	Gorge Road	The down track (towards the city) of Gorge Rd, from the quarry at Castambul to the cutting at Athelstone has been destroyed by quarry trucks. It is so rough it is dangerous to ride on, and it is used regularly by the Tour Down Under! Some small sections h	Frequent quarry trucks and no verge to get off the road to allow them to pass.	The affected section, as mentioned earlier, needs to be completely rebuilt with adequate foundation to cope with the load from the trucks. If it's just patched up, it will simply break up again.
DIT	Gorge Road	The section of road leading to the gate of Black hill conservation park. the quarry trucks hurl through there close to housing. this section of the road has no shoulder and can be very dangerous for cyclists and pedestrians.		Widen the road, and allow for a shoulder for a bike lane.
DIT	Gorge Road		Motorist tend to drive faster than the prescribed speed limit	Install traffic management systems e.g. chicanes
DIT	Lower North East Road		The whole road needs resurfacing as there are clear driving lines that are causing the road to fall apart	Regular resurfacing
DIT	Lower North East Road	Two sunken pit covers on righthand outbound lane, one only metres or so from the intersection (Glynburn), the other about a hundred metres further to the northeast.		Raise the pit covers to road level.
Council	Maryvale Road		The design of eastern-side parking, 90 degrees to road, is extremely dangerous when large numbers of vehicles are parked. The speed limit should be reduced to 50km/h to reduce risks,	Reduce speed limit. Instal marked crossing.

			especially to the large number of children attending St Ignatius school on the western side and sport on the eastern side. There is no pedestrian crossing to the school.	
Council	Maryvale Road	The Corner of Montacute road and Maryvale desperately needs a street light. It's been almost pitch black for years and locals are all aware. It still catches me out sometimes even after 15 years of turning there.	No. A light would fix the issue.	One street light for the corner. Maryvale road is dark, probably for wildlife. I don't mind this, but the corner at the Montacute Road end is very hard to navigate and see, even when you're used to it.
Council	Maryvale Road		The driveway which was only to be temporary and is now permanent is adjacent to the south and north bound bus stops, when buses stop for patron egress or ingress, the traffic is forced to stop, some motorists blindly overtake and cause other traffic from the opposite direction embarrassment, compounded by two buses at the same time. (There will be another serious accident here soon) To the south, the vision is partially obstructed by the hump in the road, also the drivers entering and exiting are impatient and disobey road rules.	Move the driveway north and adjacent to the Wadmore car park entrance, install a roundabout so as to slow traffic speed. There is ample room for this design and will be in a good area to increase vision for all concerned. The cost of a bridge over fifth creek will be the largest cost, but how much value to you place on a persons life or serious injury? I know of several accidents at this location, the most serious was when a motorist driving north was forced to drive down the side of the stationary bus, appears to have missed the bus patrons and only taking out the bus stop signs. Could have been a lot worse. In my opinion, the driver was distracted and clearly a danger to all concerned.
DIT	Montacute Road	1. Northern side, adjacent to shopping centre lower and upper level parking access and to bus stop. 2. Southern side, from roundabout to lower level car park entry.	1. Northern side: the location of the bus stop is absurdly dangerous for cars entering and existing upper level car park and pedestrians. 2. Southern side: median strip vegetation blocks line of sight when entering lower level car park to traffic travelling east - often at speed - towards the roundabout.	1. Move bustop 2. Manage/remove vegetation
DIT	Montacute Road	Particularly the right hand lane heading to the hills between Newton Road and Stradbroke Road		Resurface that lane, as it a main road.
DIT	Montacute Road	Stradbroke Rd to Glynburn Rd	Since the road was last resurface many years ago there have been extensive road excavations to provide service to new housing, burst water mains, feeder gas supply pipe replacement and multiple maintenance issues. This has left the road surface excessively uneven and rough for driving safety, not to mention comfort.	RESURFACE THE ENTIRE SECTION OF ROAD
Council	Stradbroke Road	From Montacute rd to Gorge rd		

Note that comments and opinions expressed in these tables are extracts from our survey with personally identifiable information removed. Opinions and suggestions are not necessarily the views of RAA.

Auth	Intersections	Comment	Suggestion to improve
DIT	Darley Road - Gorge Road	The right turn from Gorge Rd into Darley Road during the peaks in the morning and afternoon is insufficient for traffic to get around causing a bank up of traffic on Gorge Rd which is then obstructing the middle through lane. Many vehicles are opting to drive through and do a U turn at Day St and coming back to the intersection and turning left. There is more and more traffic coming down Gorge Rd including buses from the Newton depot. There also appears an issue with light sequencing between Lower North East Rd and Gorge Road with traffic filling that section and not allowing many vehicles to turn right, again in the morning peak.	Short of creating a second turn right lane, perhaps a second turn right arrow be sequenced at the end of the thru cycle, much like at the intersection of Montague and Walkleys Rd Ingle Farm, particularly during the peaks. The recent installation of lights at Silkes and Gorge Rds could further exacerbate the situation, as vehicles choose Gorge Rd rather than George St to join Lower Nth East Rd
DIT	Darley Road - Lower North East Road		Travelling north along Lower North East Rd you have 2 lanes which at the intersection become 3. There is no point in the 3rd lane as it only last a few minutes and if more than one car is sitting waiting for green light the continuous LEFT TURNING LANE into Darley Rd is blocked. One solution would be to have no standing for any other vehicles but again many drivers would ignore this? It would be better to enlarge the pedestrian footpath at the lights to eliminate the 3rd lane. This LEFT TURNING LANE also has confusing signage. Too many drivers stop when the signs clearly show there is no need to as the left lane is a 3rd lane on Darley Rd which you can use without stopping for many metres.
Council	Devon Avenue - Liascos Avenue	Impossible to see adequate distance for a safe right turn from Devon Ave into Liascos	A large mirror has been installed, but this is difficult to see from. Either an electronic warning, or speed reduction devices may also help.
DIT	George Street - Lower North East Road	Mainly heading into the city on Lower North East Road, there is not really a turn left lane. Those familiar with the road will hug the right side of the outside lane, allowing those turning left onto George Road to do so. However, it's frustrating when this doesn't happen, and plenty of drivers are oblivious to improving traffic flow or helping others.	Enlarge the road and create a decent turn left lane. It's been a vacant lot at that location for about a decade. Paradise Motors seem to use it as an overflow car park. So there is spare land there to fix the intersection.
DIT	Gorge Road - Maryvale Road	When leaving Maryvale road and turning east, the traffic comes at you at a high speed, this is accentuated when your vision is obscured by the sun from the east, buses particularly make the intersection more dangerous when turning right.	The placement of a roundabout. There are no obstacles or infrastructure to worry about and there is ample room?
DIT	Hambledon Road - Newton road	people coming out of hambledon road often want to turn into the extension of clairville road (just look at the map and see why this is confusing to explain, the road has the same name but it really is not the same road!) anyway they want to get to target, the traffic is always heavy and they tend to take the risk to immediately cross two lanes of traffic to get to the right hand turning lane when there really is not the room to do that manouever with on coming traffic esp if the left lane heading north has a bus or truck in it, turns into a blind spot, there are several crashes here including me, I had a crash last night involving this exact senerio when someone came out of hambledon road, crossed the two lanes straight into me.	the simplest solution is to make the turn out of hambledon into a left turn only, block their ability somehow to enter that right hand turning lane from hambledon road and have the traffic enter target from gorge road instead.
DIT	Lower North East Road - Payneham Road	Coming towards the intersection from Payneham rd - the different directions are poorly done and lead people to do weird/dangerous movements to get around traffic or change lanes, as the amount of demand for the turning lanes is incredibly high	Ideally having longer or more lanes for the approach so the demand can fit in nicely without obstructing other lanes and directions

DIT	Lower North East Road - Payneham Road	Build up of right turning traffic into Glynburn road from city creates bottleneck , right arrow does not allow enough traffic to clear intersection.	Change light sequence and improve road surface.
DIT	Lower North East Road - Payneham Road	Driving East Payneham Road to Montecute Road the traffic lanes for both that and turning south onto Glynburn Road are causing major traffic issues. Cars are either banked up past Maccas or cut in closer to the lights when trying to go in either of those directions. The intersection is unable to cope with the traffic coming east.	Traffic light system needs to change so all lanes from Payneham Road occur at same time allowing cars to turn onto Lower NW Rd as well as Montecute and Glynburn Roads.
DIT	Lower North East Road - Payneham Road	My brother recently collided with a car at this intersection. The angles of the connecting roads and position of the lights can confuse motorists as to which road has priority. This led to the drive of the car inadvertently entering the intersection against a red light leading to the collision.	Given the unusual angles of the roads at this intersection, a traffic island, possibly combined with more clearly oriented traffic signals, would be a likely solution.
DIT	Lower North East Road - Payneham Road	The traffic in the lane turning into Glynburn Road, jams up the traffic turning into Montacute Road so motorists dangerously dart out of the lane back onto Payneham Road and then cut across to the lane turning into Montacute Road. If they are not let in by other motorists they jam up the lane that continues straight (which turns into Lower North East road)	Perhaps the two turning lanes could commence earlier and have adequate markings so that motorists know which lane is for Glynburn Road and which lane is for Montacute Road. I believe this may help prevent traffic banking up on Payneham Road. Because the lanes are not properly marked and very short, motorists inadvertently get caught up in the lane turning into Glynburn Road and this cuts off the cars wanting to get into the lane turning into Montacute Road. It is so dangerous when those motorists (out of frustration) pull out, back onto Payneham Road, to overtake the cars banked up in the lane turning into Glynburn Road and the cars who don't know which lane they're in because of the bottleneck.
DIT	Lower North East Road - Payneham Road	The two short Payneham Road lanes that accommodate traffic crossing the Glynde intersection to proceed East onto Montacute Road and right onto Glynburn Road are single lane only for each direction, are now too short to accommodate the current volume of traffic (including buses), and are disrupted by traffic waiting to turn right into Alford Road. Frustrated drivers often force their way into these two lanes from the Payneham Road lanes that veer left onto Lower North East Road, often blocking one of the two through lanes to Lower North East Road in the process.	Redesign the intersection to close Alford Road at Payneham Road, increase the East bound lanes on Montacute Road from one to two, and increase the straight ahead lanes on Payneham Road to Montacute Road from one to two. Add a small concrete road barrier on Payneham Road to separate the above two short lanes from the two main lanes that veer left onto Lower North East Road to prevent barging.
DIT	Lower North East Road - Payneham Road	The intersection has another arterial road (LNE Rd) too. As Campbelltown grows with the huge volume of housing each year, the intersection is not large enough to take the flow. Add to that schools off the montacute rd adding to greater conjection.	widen the turning lanes to allow free flow at peak times. Coordinate patterns of flow to better clear the intersection particularly the east bound traffic going up Montacute, and turning right onto Glynburn Rd. This bottlenecks way back up Payneham Rd for at least a km at times.
Council	Maryvale Road - Montacute Road	When exiting Maryvale road and turning west on Montacute road, the traffic approaching from the east if travelling (Particularly cyclists and motor bikes) over the speed limit make it dangerous to complete the turn safely, also if traffic approaching from the west makes for multi tasking of responsibilities for the drivers.	Once again the installation of a round about, this will make for mainly the driver to only have traffic from the right, the other implications will be to slow the speed through the intersection. For you information, there is an application to make Stradbroke road speed limit down to 50km's hour, this will bring more motorists to the Maryvale road and complicate all the locations. A winger i definitely is, over many years as either a St John ambulance officer, EFS/CFS or Police Officer, I have attended many incidents on this and other roads and have had the dubious task to notify next of kin of a death. This is a very hard task to complete with out self incrimination and duress? (It gets to you in the end)
DIT	Montacute Road - Saint Bernards Road	Heading south to turn right there's two right turn lanes but you cannot tell a d may think there's only one as did I once when after turning west into Montacute road from middle/centre lane I then wanted to get fuel at Coles Express Shell so indicated left to cross left lane but got	More arrows painted in lane in question and/or overhead signage

		beeped by another car who'd turn left whilst in lane on my left. The right turn arrows in both lanes only show if no cars covering them as no signs are overhead. How on earth do you know they are both turn right lanes? Needs more arrows in lead up to the intersection. Thank you.	
--	--	---	--

Attachment C: Risky Rides 2022 comments

Note that comments and opinions expressed in these tables are extracts from our survey with personally identifiable information removed. Opinions and suggestions are not necessarily the views of RAA.

Location	Detailed Description	Infrastructure Need	Negative Experiences	Perceived community benefit
Gorge Rd	Road is absolutely shocking for cyclists	Conventional on-road cycle lane		
Glynde Corner	The intersection of Montacute Road, Lower North East Road, Glynburn Road and Payneham Road is used frequently by cyclists going up or down Montacute Road to the Adelaide Hills. In traversing the intersection from Montacute Road to Payneham Road the bike lane. In traversing the intersection from Lower North East Road to Payneham road the middle lane is both straight on and right turn so there is no where safe to prop when the right turn is not enabled. disappears through the intersection and there is an uneven surface heading south on Payneham Road including a large concrete side entry pit. it is very narrow.	Conventional on-road cycle lane	Cars travelling far too close and feeling extremely vulnerable propped in the middle turning lane.	safer access for cyclists
Montacute Rd/Stradbroke Rd RAB	When going straight through the roundabout or especially when turning right, there is no clear area for cyclists to go (the bike lane also terminates before it) and there have been multiple instances where, even though I indicate with my hand, cars do not see me and cut me off.	Cycle lane/s with painted buffer between car lanes and cycle lanes	There have been multiple times when turning right where I have nearly been t-boned by cars. The only reason this has not happened is because I am aware that they might not see me and put on my brakes.	It will make cars aware that there are bikes in this location and to look out for them, and also shows them where they can drive, and where cyclists will be.
Gorge Rd	Gorge Road us high speed road with no cycling facilities and poor edges to the road, 2 cyclists recently significantly injured when caravan passed too closely the tandem cyclists entered a puddle at edge of road, this was a deep pot hole causing riders to fall badly.	Cycle lane/s with painted buffer between car lanes and cycle lanes	See above	Asa higher speed road the greater spacing helps protect cyclists, particularly from towed trailers
River Torrens Linear Park Path	The quality and consistency of signage along Linear bike route (from both TTP via OBahn and Gorge Road via linear bikeway to Paradise then to the city) can be improved to encourage better cycling participation and direction towards the city. Oftentimes, sections of the path are split by roads and veer off in directions away from the intended journey to/from the city. For instance, near Langman Grove (Felixstow) it is not clear which deviating fork from the area should be taken towards Paradise to continue along the bikeway, directing people off to main streets. Clearer, consistent signage that indicates distance to/from city or alternative checkpoint (i.e. Klemzig/Paradise/Modbury interchange), estimated time of journey assuming average speed of a beginner cyclist and clearer markings to 'show the way' towards general destination (for instance, a blue line along the path) would be optimum for providing clear, directional and journey awareness for path users.	Cycling wayfinding signs/markings	Few negative experiences along dedicated bikeway however there is an opportunity for better markings and wayfinding for all users of the linear paths.	Clearer directions, journey time estimation and visible/explanatory signage would provide better experience for shared use path users including cyclists.
Glynde Corner	Inadequate with of roadway for 2 lanes of traffic and safe cycle lane. Cycle 'zone' is undulating, contains storm water catchment and generally in poor condition. Combination of inadequate width and poor road condition makes this very unsafe.	On/off ramps between the road and the footpath/shared path	Numerous near misses with vehicles unable/unwilling to provide 1m clearance to cyclists. Near misses with the bicycle moving out	Given the restrictions of buildings and narrow roadways a dedicated cycle lane is not likely to be an option here, access for cycles to



into the traffic lane to avoid storm water infrastructure, pot holes and debris in the 'cycle zone'.

move safely onto a shared path on the footpath until access to a dedicated cycle lane seems a feasible option to keep cyclists safe and not impact vehicle movements through this area.

Attachment D: Risky Roads 2024 comments to date

Note that comments and opinions expressed in these tables are extracts from our survey with personally identifiable information removed. Opinions and suggestions are not necessarily the views of RAA.

Road Auth	Roads	Section (if applicable)	Comment	Suggestion to improve
DIT	Lower North East Road	the section outside the arc at campbelltown is most effected however the section from the glynde corner to the ann st are all effected to a little lesser degree	The sheer amount of traffic on this road without the ability to in a timely manner ie less than ten minutes to access lower north east road from any side street makes this a extremely frustrating and dangerous road, i've witnessed bigger vehicles go out and delibertely hold up the traffic sheerly because there is no opportunity to access onto this road from side streets.	its really easy - change the sequence of traffic lights at the glynde corner to give some relief to lower north east road so people can get across the road and vehicles can get out of side streets. at the moment the traffic light sequences payneham rd to lower north, then straight after glynburn rd to lower north est, then montacute to lower north est, then paynemham rd again there is no break in traffic being directed onto lower north east rd at all. even just a couple of minutes would make a difference to being able to enter from side streets.
DIT	Montacute Road	Montacute Road Newton from the Forest Avenue Intersection driving up towards the foothills in the outside lane is now heavily rutted and a very uncomfortable ride.	Very Uneven Surface. Can Feel It Through The Car Suspension and Steering.	Lay New Surface.
DIT	Gorge Road		-	-
Council	Stradbroke Road		The length of Stradbroke Rd from Gorge Road to almost where it meets Baroota Ave is uneven and undulating.. It's at the point now where it's a dangerous road to ride a motorcycle on.	For the road base to be relaid from one end to the other. The road is not fit for purpose and the council has little interest in fixing the issue
DIT	Gorge Road		Areas leading up to the quarry before corkscrew road from around the athelstone shopping centre have degradation and wear from the trucks. especially visible once past bermuda court. Trucks often take corners wider than needed due to the poor conditions of the road surface creating dangerous conditions for oncoming traffic.	resurfacing and widening
Council/DIT	Montacute Road		A new pedestrian island installed near the dog park is too dangerous as i have seen more close calls with pedestrians almost being hit especially in peak hour traffic than before it was installed. the intersection with safe pedestrian lights is less than 100m away and affects traffic turning.	remove the island and encourage use of the lights less than 100m away

Note that comments and opinions expressed in these tables are extracts from our survey with personally identifiable information removed. Opinions and suggestions are not necessarily the views of RAA.

	Intersections	Comment	Suggestion
Council	Borrillo Ave/Graves St	Graves St Road centre markings are not in the centre of the useable road as street parking has been pushed to the residential side of Graves Street and vehicles are constantly parked over the yellow line and obstruct visibility of oncoming vehicles when exiting the intersection from Borrillo Avenue.	Put a permanent barrier to stop illegal parking on graves St east of Borrillo Avenue and move the centre line marking to the centre of the useable roadway allowing for the parking on one side of Graves St and traffic to be more visible and not tight against the parked cars.
Council	Graves St/Stradbroke Rd	During busy periods, access from Graves Street onto Stradbroke Road is very stressful for drivers as their line of sight is often blocked by parked cars or due to the volume of traffic causing drivers to take risks at times. Access to Graves Street from Stradbroke Road (Turning right) is also dangerous, again with drivers trying to turn right from Graves street onto Stradbroke Road. Traffic lights are necessary at this junction as the volume of traffic has increased exponentially over the past few years. Traffic lights would also benefit pedestrians trying to cross the intersection as there is a Bus stop very close to the intersection on Graves Street. I live nearby, and I can witness these near misses on a very regular basis.	Traffic lights!
DIT	George St/Lower North East Rd	The traffic during peak our gets out of hand and becomes bottled necked very quickly.	For another road to be built in the highbury are that allows passage over linear park. Road can be marked as only local traffic as an attempt to curb the same issues that occur in LNE road. This will reduce the traffic on LNE road those heading towards the city, as locals doing the school run would use the Highbury route more frequently and willingly
Council	Montacute Rd/Stradbroke Rd	Rose bushes planted on the roundabout block visibility of traffic entering or on the roundabout, particularly for traffic coming down Montacute Road towards the roundabout. The roundabout is quite busy during the day, particularly during school pickup and drop off, so some drivers tend to take risks while navigating the roundabout A lot of traffic also uses the roundabout for a 'u' turn back down Montacute Road after leaving Newton Village Shopping Centre.	Remove all vegetation from the roundabout to provide good visibilty of traffic from all directions.

Torrens Transit Feedback – Campbelltown Transport Plan Study – Northern Section

Torrens Transit operates the Adelaide Metro public bus services and dedicated School Bus services throughout the City of Campbelltown, including the Study Area. Services are operated under contract to the Department for Infrastructure and Transport (DIT) through Public Transport South Australia (PTSA).

Our Newton Bus Depot located at the eastern end of Papagni Avenue has been operating in the Study Area since 2001, and currently has a capacity of about 100 buses. It is one of six bus depots throughout the Adelaide metropolitan area operated by Torrens Transit. Drivers from the other depots also utilise Newton Depot as a meal break location when they are operating on the eastern side of the City.

As can be seen by the 'Existing Public Transport Network' map, the Study Area is very well served by public transport, with a network of bus routes linking the area directly to the City via Lower North East Road, Montacute Road and Payneham Road, with some services also linking the area to the popular retail and business precinct of the Parade, Norwood. Most services in the area also provide connections to the O-Bahn at Paradise Interchange. From Paradise, patrons can travel via the O-Bahn to the City, with direct services continuing beyond the City to the Airport, Flinders University, Marion and Glenelg. In the other direction, the O-Bahn services continue to Tea Tree Plaza, Golden Grove, Salisbury, Elizabeth and other destinations throughout the northern and north eastern suburbs.

The 'Walking Access to Public Transport' map shows that the vast majority of the Study Area is within a convenient five minutes' walk to / from the nearest bus stops. While a few small areas may be ten to fifteen minutes' walk to / from bus stops, this is only because some streets in the area cannot be accessed by buses. The road and street network is constrained in some parts due to natural boundaries including the River Torrens to the north and west, and the Hills to the east.

There are ten schools within the Study Area, all of which are well served either by regular public transport buses, or by a combination of public buses and dedicated School Bus services.

Shopping Centres in the area including Newton Central, Newton Village, Athelstone Shopping Centre and Campbelltown Village, as well as various sporting and recreation facilities throughout the Study Area are all accessible by public transport.

There are a number of feedback items that we would normally raise in response to a Study like this, that have already been addressed in recent years. Some improvements have been requested by Torrens Transit, others have been implemented by the City of Campbelltown and / or DIT. These include the following:

- Traffic lights installed at the corner of Newton Road and Graves Street, enabling buses from Graves Street to safely turn right into Newton Road with minimal delays.
- Traffic lights installed at the corner of Gorge Road and Silkes Road, enabling buses from Silkes Road to safely turn right into Gorge Road with minimal delays.
- 'Keep Clear' road markings installed on Gorge Road westbound (at Pattinson Road corner), assisting buses travelling to and from Newton Depot to enter and exit Pattinson Road through queued traffic on Gorge Road. Queued traffic (for Silkes Road traffic lights) previously blocked off Pattinson Road.
- 'Caution - Buses Entering' signs on Gameau Road approaching Paradise Interchange from both directions, to alert motorists of buses exiting the Interchange onto Gameau Road.
- Red and white 'bus zone' signs and broken yellow edge lines on the roadway installed at Bus Stop 23 Cresdee Road in response to motorists / residents from new townhouses parking private vehicles too close to the bus zones and creating difficulties for buses, particularly when picking up passengers.
- Removal of some car parking spaces and painting of extended solid yellow edge lines on Pattinson Road near Gorge Road corner (adjacent to ALDI car park), due to badly parked cars blocking buses and other heavy vehicles accessing the Newton Light Industrial Area from Gorge Road.

- Concrete works completed on the roadway outside of the Newton Depot main gate (in response to recurring potholes forming at this location causing problems for entering / exiting buses).
- Trimming of street trees at various locations throughout the area, e.g. where tree foliage is blocking visibility of bus stop signage, or where low or protruding tree branches are hitting the sides or tops of buses as they travel past.
- Recurring problems near a development / construction site at 5 Darley Road Paradise with a damaged stormwater entry pit (SEP) cover repeatedly sliding off the pit onto the roadway, causing a hazard for buses travelling in the left lane. City of Campbelltown liaised with the site developer to initially make the hazard safe, then replace it with a new double SEP in 2024 which effectively rectified the hazard.

Due to the above list of items already having been addressed over the years, we do not receive a great deal of feedback / complaints / suggestions from our drivers relating to the Study Area. Some items which are raised by our bus drivers from time to time include the following (*it is recognised that suitable solutions would be subject to budgetary constraints and appropriate investigations, and that some items may relate to DIT rather than the City of Campbelltown*):

- Difficulties / delays for buses turning right from Graves Street eastbound into Stradbroke Road southbound (especially at peak times and school times with heavy traffic for Saint Ignatius' College and Thorndon Park Primary School). This could be rectified with traffic lights (similar to the western end of Graves Street at Newton Road).
- Difficulties / delays for buses turning left from Heading Avenue into Lower North East Road (by North Eastern Hospital), especially at morning peak times with a constant stream of city-bound traffic along Lower North East Road. Suggestion to replace the current Pedestrian Activated Crossing in front of the Hospital with a full set of traffic lights at the Heading Avenue intersection. This would be similar to the installation of the new traffic lights at Newton Road / Graves Street, where a previous Pedestrian Activated Crossing (in front of St Francis of Assisi School) was removed and replaced by a full set of traffic lights.
- The right turn from Darley Road southbound into the southern bus entrance of Paradise Interchange is blocked at times (mainly morning peak) by northbound traffic queued for the traffic lights at Gameau Road. Suggestion to install 'Keep Clear' road markings on Darley Road northbound so that queued northbound traffic leaves a gap for southbound buses to turn right into Paradise Interchange southern entrance.
- There is a 'dip' in the road at the corner of Lower Athelstone Road and Coulls Road, Athelstone. The front and rear of some bus types scrape the road surface when negotiating this 'dip'. There are numerous scratches and scrape marks on the road surface as evidence of this. Potential for damage to buses and the road surface. Can this please be investigated with a view to levelling out the 'dip' to suit bus movements. Buses from Lower Athelstone Road turn right into Coulls Road, and buses from Coulls Road turn left into Lower Athelstone Road.
- The traffic lights at the corner of Silkes Road and Gorge Road (installed in recent years) ideally should have included **Pattinson Road** as well, as these two intersections are very close to each other. Pattinson Road is the main entry / exit point in and out of the Newton Light Industrial Area and is used for hundreds of daily bus movements to and from Newton Bus Depot, as well as numerous heavy vehicles and other traffic to / from the Industrial Area, including the ALDI supermarket. In particular, buses have difficulty turning right out of Pattinson Road onto Gorge Road (to head east), especially at peak times, due to a constant stream of traffic along Gorge Road in both directions, as well as traffic making a left / right movement from Silkes Road across into Pattinson Road.
- Montacute Road from approximately the large S-bend just west of Newton Village Shopping Centre, right through to Maryvale Road has undulations in various places which can be uncomfortable for bus passengers. Bus suspensions differ to car suspensions and passengers are not restrained by seatbelts on public transport.

- Delays are often experienced for north & southbound traffic on St Bernards Road & Newton Road at the Montacute Road intersection at peak times. The efficiency of this intersection could be improved if north & southbound traffic could flow at the same time. To enable this, the middle southbound lane would need to be converted to 'straight ahead' only, with one dedicated right turn lane. The right-most turning lane is very tight as it is and we've witnessed many close calls where drivers in that lane 'stray' into the next lane risking sideswipes with other vehicles as it is a tighter turn than experienced at most other intersections of a similar size.
- There are often long queues for southbound traffic on Darley Road prior to the Lower North East Road intersection, particularly in the afternoon peak period. The left lane is largely empty. Not sure if the intersection could be modified slightly so that a Bus Priority light could be installed at the end of the left turn lane to allow southbound buses (routes 178, 530, 578, 579, 580, H20, H21, H30, X30 & buses running to Newton Depot) to bypass the queue and provide faster & more efficient travel for public transport passengers? At times it can take 3-4 cycles for buses to travel across Lower North East Road.
- There are current demolition / development works at a site on Darley Road north of Crowle Road. We are wondering whether the old house there (protruding out into the left lane of Darley Road southbound) will be removed as part of this development, allowing the left lane of Darley Road to be opened up and improving traffic flow? Or maybe the building is heritage listed and needs to stay there?
- Any proposed permanent **speed limit reductions** (e.g. section of Stradbroke Road reduced from 60 km/h to 50 km/h in recent years) can affect bus timetables and running times (depending on the length of road affected). We request maximum advance notice of any such proposals.

LAST PAGE



Appendix E – Email Submissions from the Community

A total of seven email submissions were received that are provided in this table with the location of the issue, the transport mode category (traffic, public transport, walking, cycling and parking) and the type of comment.

Email Feedback Comment	Location of the Issue	Category	Type of Comment
Email Feedback #1			
My Mum and my kids were nearly run over crossing at the lights on Montacute Road at St Joseph's Hectorville, near the church after school a couple weeks ago.. They were halfway across the road when a car went through a red light and nearly hit them along with other parents and kids who were also crossing.	Montacute Road, Hectorville	Walking	Walk safety at crossing
It would be in the best interest for everyone's safety that the speed limit is 25 km/h when children are present on Montacute Road near St Joseph's Hectorville as cars are always speeding near the school, and at this particular occasion not stopping at a red light at the pedestrian crossing.	Montacute Road, Newton, Hectorville	Traffic	Traffic speed
Email Feedback #2			
The intersection of Newton Road and Montacute Road. There are two right hand turning lanes turning onto Montacute Road coming from Newton Road.	Newton Road/ Montacute Road, Newton	Traffic	Intersection safety
There needs to be better signals that there are 2 turning lanes. The amount of near misses of cars not knowing that 2 lanes turn right at this intersection is unbelievable. It needs good clear signals. The arrows marked on the road aren't good enough people just don't take notice that there's 2 lanes turning right they think it's only one so they often take the turn really wide, and many take up the 2 lanes.	Newton Road/ Montacute Road, Newton	Traffic	Traffic congestion at intersection
Email Feedback #3			
Are there any plans to incentivise ebike usage. Several council areas in Adelaide offer money back for e bike purchases, ranging from \$500 to \$800. As a resident living in this area, with access to Linear Park, I am seriously considering e bike as an option for commuting and would like to have the same incentives on offer as someone living in other council areas. If part of your travel plan includes cycling, this would be a relevant issue.	General	Cycling	Mobility devices, e-scooters
Email Feedback #4			
Coordinate the traffic lights along Montacute Rd between Glynburn Rd and the Stradbroke Rd intersections. This will improve travel times along Montacute Rd, reduce pollution (due to the impact of stop / start driving), and reduce drivers frustration levels.	Montacute Road, Campbelltown	Traffic	Traffic congestion at intersection



Email Feedback Comment	Location of the Issue	Category	Type of Comment
Resurface the same length of road as it appears to be in poor condition for a road carrying its level of traffic. Friends who visit me from Adelaide CBD regularly comment on how poor the road surface is. If this road is a SA Government responsibility, lobby the government to fix the above-mentioned matters. Consider a Council contribution to the SA Government if it is their responsibility provided they act in a timely manner.	Montacute Road, Campbelltown	Traffic	Road maintenance
Place a mirror so motorists can see oncoming traffic at the blind bend in Orbona St, Rostrevor. Parking restrictions here may also reduce the risk of head on accidents.	Montacute Road, Campbelltown	Traffic	Road safety hazard
Restrict Parking at the entrance to Ellerslie Drive, Rostrevor from Montacute Rd as parked cars (presumably for the bus stop) regularly require cars turning in from Montacute Rd to Drive on the wrong side of the road when entering Ellerslie Drive.	Montacute Road, Campbelltown	Parking	Parking in residential streets
Remediate the square manhole in the centre of Ellerslie Drive such that it no longer protrudes well above the road surface. It's probably well outside Australian standards.	Montacute Road, Campbelltown	Traffic	Road safety hazard
Do NOT reduce speed levels without clear (evidence based) justification, and without road user consent. Consider where speed limits can be increased safely, to improve our productivity through reduced travel times. I note that road users opinions should be sought, not just immediate residents. There is a lot of through traffic in the area under consideration that are not immediate residents.	Montacute Road, Campbelltown	Traffic	Traffic speed
Email Feedback #5			
What codes or standards are applied, could be applied, or could be generated to assess the suitability of existing or potential cycling infrastructure? As things are, it's possible to pretend that white or green paint decoration of roads designed for cars or sinuous paths suitable for walking is sufficient. Instead, consider the Dutch model. I'd be happy to advise on specifics if I were asked. More importantly, the people signing off on infrastructure should regularly ride a bike on the infrastructure they have approved.	General	Cycling	Bicycle lanes (width, location)
Until the maniacal style of Australian drivers is curtailed, particularly that of those beyond the 85th percentile of speed, no amount of infrastructure short of the Berlin Wall will help. Hence, a cycling lane could be defined as a place where any collision between an unmotorized bicycle and a motorised vehicle (including all e-bikes, mobility scooters, and e-scooters) or pedestrian is the fault of the driver of the motorized vehicle or pedestrian respectively. Sadly, this is in-lieu of the common courtesy, care, and preventative action shown in countries that have	General	Cycling	Bicycle lanes (width, location)



Email Feedback Comment	Location of the Issue	Category	Type of Comment
a cycling culture (visit Japan if you want to see what happens in a civilized society). In Japan, cyclists don't have to wear a helmet because they ride carefully and drivers look out for them and give way by default. Maybe work on that cultural aspect before legislating, or installing infrastructure.			
Maintain a clear distinction between Roads and Streets. Roads are places where travel happens and there are no starting points or destinations directly on them. Streets are both linkages between Roads and sites of starting points and destinations. This might not seem familiar to Adelaidians, who are inured to the horror of Stroads (a word worth Googling)	General	Traffic	Road hierarchy and planning
I'd accept the Beulah pathway if it were connected to Clairville Road via Ashbrook and Lewis using modal filters and a safe crossing at the Glynde intersection. Especially if the path is a cycle lane both ways all the way.	General	Cycling	Cycling route or network
Fewest intersections, especially roundabouts. Trying to make roundabouts work for cyclists is just too expensive and unrealistic.	General	Cycling	Bicycle facility at intersection
Means to cross, or travel adjacent to, arterial routes. For example, Glen Osmond Road and Portrush Road. They're Roads, so direct residential, retail, and commercial entrances are out of place. They're not only classic Stroads, they're tripling up as truck highways for trucks that belong on a bypass.	General	Traffic	Road hierarchy and planning
A real network would have connection to common destinations, including but not only: All Shopping Centres, Schools, Sports/Community Centres and Parks/Reserves.	General	Traffic	Road hierarchy and planning
To ease the pain of those who suffer the danger and annoyance of slow-moving vehicles, start with the worst offenders first. Parked cars on Roads and Streets. In Holland, where it took them 30 years to convert infrastructure to non-stroad and cycle-friendly, residential parking is on dedicated slip-ways or entirely off-street.	General	Traffic	Road hierarchy and planning
I'd suggest having long-term goals. For example, convert Lower North East "stroad" to a street, moving parking that is currently on the on-street to parking buildings or lots in the adjoining blocks, reducing the speed limit to 40 km/h, installing cycle lanes on both sides, welcoming back the trams via Payneham, and pedestrianising the rest as much as possible (for example, at least make it possible to cross Lower North East Rod to the ARC and back). It worked for Rundle Mall (except they forgot about the bikes and ditched cars entirely).	General	Traffic	Road hierarchy and planning



Email Feedback Comment	Location of the Issue	Category	Type of Comment
Planning for population doubling (or more) in the next 30 years requires thinking about how to move people not how to deal with cars on stroads. Trying to "catchup" with Sydney or Melbourne by building more car infrastructure is missing the point. Train lines are central to mass transit.	General	Public Transport	Bus routes and network
Email Feedback #6			
I'm a resident in Crozier Avenue Newton and am concerned by the increased traffic and short cut route using Crozier Avenue. This road is a long stretch of road and I have witnessed many vehicles speeding in excess of 60-70 km/h from one end to the other and also is a shortcut from Newton Road to Montacute Road and Vica versa rather than using the main arterial roads. I have also received the same feedback from other residents / neighbours on Crozier Avenue.	Crozier Avenue, Newton	Traffic	Traffic movements (rat running)
Vehicles heading west from Crozier ave travel up to Pope ave intersection with further cars traveling behind to Hilda ave to link up with Graves Street. My suggestion would be Hilda ave should be blocked off from Crozier Avenue therefore vehicles going through to Pope Avenue to Graves Street intersection	Crozier Avenue, Newton	Traffic	Traffic movements (rat running)
Also speed restrictions or slow down points should be considered.	Crozier Avenue, Newton	Traffic	Traffic calming devices
Email Feedback #7			
Lower residential speed limits. Most of the streets in our area are short. Footpaths are often rough or non-existent.	Bosville Crescent, Campbelltown	Traffic	Traffic speed
Better cycling connections to go-to places - e.g. schools, shopping centres. Putting refuges in to allow easier crossings of main roads to these places. Smooth on-ramps.	Bosville Crescent, Campbelltown	Cycling	Cycling route or network
Re-do the poor sections of the Torrens Linear Path. Wayfinding signage along it such as where exits go, and distance to nearest toilet facility for path users.	Bosville Crescent, Campbelltown	Walking	Signage and wayfinding
There has been a lot of residential development throughout Campbelltown. A lot of streets have had multiple service trenches dug to the new places. Overall the standard of sealing these trenches is poor, resulting in an unattractive bumpy ride. A standard needs to be set or enforced to the developers. Some are good, two recent ones in Bosville Crescent for example. Elsewhere it's a dog's breakfast.	Bosville Crescent, Campbelltown	Traffic	Development impacts



Appendix F – Comments from the Community Survey

Pin Survey Comments about Traffic

Number	Types of Issue	Pin Location	Detailed Comment
1	Heavy vehicle and freight movements	The Dress Circle, Athelstone	When large trucks turn left from Lower Athelstone Road to the Dress Circle, they sometimes become stuck because the turn is sharp and there is a traffic island in the middle of the road. A good example is long trucks delivering brick pavers.
2	Rat running traffic in local streets	Church Road, Campbelltown	Church Road get used as a rat run to miss the big intersection. Sometimes from Church Road, sometimes from Ann Street or even Hill Street across to Paradise Interchange
3	Rat running traffic in local streets	Hambledon Road, Campbelltown	Speeds down Hambledon Road are a safety issue with people using it as a short cut and driving at high speeds.
4	Rat running traffic in local streets	Newton Road, Campbelltown	Peak hour in the mornings heading north is terrible!! Barely any cars get through when more should be let through at the next set off lights and traffic can flow easily on Darley Road. Also if there is a function at the memorial oval, the right lane is blocked from people trying to park and the traffic backs up all the way to here!
5	Rat running traffic in local streets	Newton Road, Newton	Busy traffic. People driving on wrong side of the road to turn at Montacute Road.
6	Road network hierarchy and planning	The Dress Circle, Athelstone	It would be great to explore the possibility of connecting vehicle traffic from Athelstone to Highbury towards Lower North East Road where practical. Despite being geographically close, it's a large detour to head north from Athelstone.
7	Road safety and crashes at intersections	Acacia Avenue North, Campbelltown	It is difficult to turn into Acacia Avenue North from the Northeast approach of Clairville Road due to the alignment of the junction. the double barrier line on the approach to the roundabout means it is unclear if turning across it is legal, making this a left in left out junction.
8	Road safety and crashes at intersections	Hambledon Road, Campbelltown	Really hard to turn right, and even left. Super dangerous for cars and also students/pedestrians.
9	Road safety and crashes at intersections	James Street, Campbelltown	It is totally feral trying to turn right from James onto Lower North East Road road.
10	Road safety and crashes at intersections	Montacute Road, Campbelltown	Conflict between cars turning Right from Montacute road to Robson Road and Montacute to Meadows Ave. Both movements occupy the same space, cars regularly have to swerve to avoid a collision. The movement from Robson to Meadows (both directions) is common due to the school. This creates confusion and conflict points between cars moving in all directions.



Number	Types of Issue	Pin Location	Detailed Comment
11	Road safety and crashes at intersections	Gorge Road, Newton	Buses park here as a layover zone which obstructs view exiting the carpark
12	Road safety and crashes at intersections	Stradbroke Road, Newton	Inadequate signage relating to the direction of travel for the two lanes leading to this roundabout heading towards Thorndon Park. Inner lane is right turn only, however this is only visible on road markings just prior to roundabout, and often obscured by vehicles. Risk of vehicles in both lanes travelling straight (as is usual roundabout option) and trying to take the second exit onto Stradbroke which is single lane, leading to a collision.
13	Road safety and crashes at intersections	Stradbroke Road, Newton	Turning right from Graves street onto Stradbroke road is dangerous at the best of times due to congestion. I have witnessed buses cut in front of cars forcing them to brake as they have no option given the congestion. This is an accident waiting to happen. There is also no safe place for pedestrians to cross along this portion of Stradbroke road. Graves street has a lot of businesses, please reduce the speed of Stradbroke Road and consider a roundabout or lights at this intersection.
14	Road safety and crashes at intersections	Crowle Road, Paradise	Crowle Road needs traffic lights for the large number of traffic movements, and with numerous accidents at the intersection with Darley Rd.
15	Road safety and crashes at intersections	The Dress Circle, Athelstone	About 50 times per day, cars turn right from lower athelstone road onto coulls road without stopping to see if there are cars travelling at speed down coulls. There are heaps of near misses. There needs to be a stop sign or roundabout or speed humps on lower athelstone road.
16	Road safety hazard	George Street, Paradise	The barrier on the side of the road where Ozone Road exits is too close to Ozone Road. Turing left on to George Street makes you have to swing out closer to the centre of the road, which doesn't feel safe with on coming traffic
17	School travel safety	James Street, Campbelltown	East Marden parents doing U-turn drives, posing risk to pedestrians and cyclists.
18	School travel safety	James Street, Campbelltown	Please do more to stop entitled parents chucking U turns at school pick up.
19	School travel safety	Shepherd Lane, Campbelltown	Roundabout is a nightmare for little kids crossing. They don't know if cars are going to give way or not. Traffic needs slowing and calming.
20	Streetscaping and shared street	Jan Street, Newton	Jan Street is an opportunity for a shared street plaza with the traffic to access Tony and Marks and the cafe from the Target car park.
21	Traffic congestion at intersection	Botanic Grove, Campbelltown	I think this is the worst right hand turn in Campbelltown, and also the worst left hand turn. For those in the left lane (turning left from Botanic onto Lower North East Road Road) you can't see if there's a car turning right, especially if that car is bigger than a mini.



Number	Types of Issue	Pin Location	Detailed Comment
22	Traffic congestion at intersection	Hambledon Road, Campbelltown	Extremely hard and dangerous turning right here. Cars often drift into cycle lane for visibility.
23	Traffic congestion at intersection	Lower North East Road, Campbelltown	Review right turn arrow to Gorge Road. With a green light, it's often a red turn arrow with no oncoming traffic. This could be no arrow more often during non-peak.
24	Traffic congestion at intersection	Gorge Road, Newton	very short and hard to get into storage lane for turning right
25	Traffic congestion at intersection	Campbell Road, Paradise	Despite there being a 'no right turn during X hours sign' traffic is still backed up Campbellroad by drivers trying to turn right.
26	Traffic congestion at intersection	Gorge Road, Paradise	In morning peak hour traffic the right turn lane from Gorge Rd onto Darley Rd backs up sometimes to the pedestrian crossing by Charles Campbell/Target. There needs to be better flow on Darley Rd to enable cars to turn.
27	Traffic congestion at intersection	Gorge Road, Paradise	When heading east at this intersection add a green left turn only arrow.
28	Traffic congestion at intersection	Lower North East Road, Paradise	Should be a general green traffic light available in non peak times to turn right to head north on Darley road
29	Traffic congestion at intersection	Lower North East Road, Paradise	On Sundays the right turn only operates on a green/red arrow. It would be better to have just the green signal as in reality there is not much traffic coming from the other direction
30	Traffic congestion at intersection	Gorge Road, Athelstone	I know it gets mentioned a lot, but a connector road across the river from Athelstone to Highbury would save a lot of travel time when travelling to TTP, and avoid the congestion on Lower North East Road Rd and Newton Rd/ Gorge Rd intersections. Making it a 40kph limited road would stop it being heavily used as an alternate common road for Newton Rd.
31	Traffic congestion at intersection	Maryvale Road, Athelstone	There was a plan to put a roundabout at the intersection of Maryvale and Addison in addition to a land swap with St Ignatius. Regardless of the land swap failing, can a roundabout be considered anyway?
32	Traffic speeds and rat running traffic in local streets	Lower North East Road, Campbelltown	The traffic lights at Ann Street and Lower North East Road are a real frustration for residents in the Campbelltown area. The cycle is so slow that, with priority given to the Cheesecake Shop entrance, nearby shops, and pedestrian crossings, only a few cars can get through each time, often leaving a queue of 15+ cars stretching down Ann Street. This intersection is the only light-controlled exit to Lower North East Road, forcing many drivers to divert to OG Road or Darley Road to avoid long delays. In short, if the cycle has to be longer during peak hours, making the time is is green for Ann St drivers much longer will help.



Number	Types of Issue	Pin Location	Detailed Comment
			Moving the entrance to the Cheesecake shop to Lower North East Road Rd would also help.
33	Traffic speeds and rat running traffic in local streets	Mines Road, Campbelltown	Traffic calming needed so it's safe for kids to get to school.
34	Traffic speeds and rat running traffic in local streets	Sycamore Terrace, Campbelltown	Significant rat running seems to occur along Sycamore into Langman Grovesuggest lowering speed limit to 40 km/h
35	Traffic speeds and rat running traffic in local streets	Crozier Avenue, Newton	We have lived on Crozier Ave for 20 years. We have noticed the traffic increase with people driving on either Hilda Ave/Pope Street onto Crozier Ave, then onto Adair St, Playford Rd and to Forest Ave. People use this as a short cut from the shopping centre at Newton to Rostrevor. The cars are getting faster on this section. It would be great to lower the speed limit or put in speed humps. I know its a feeder street when it was designed 20 years ago however now cars drive faster and there are more taking this shortcut due to more smaller block size and more people living in the area.
36	Traffic speeds and rat running traffic in local streets	Crozier Avenue, Newton	There is heaps of traffic here at all times of the day from cars using this as a shortcut to get to Forrest Avenue. Half the time they are flying down the street.
37	Traffic speeds and rat running traffic in local streets	Pope Street, Newton	A significant amount of traffic, too many children in the neighbourhood, the cars fly around the corners near here and have almost had crashes too many times. It is making the neighbourhood very unsafe. We need to lower speed limits immediately. The crozier avenue road is also used as a shortcut too many times. It is unfair for residents in the area.
38	Traffic speeds and rat running traffic in local streets	George Street, Paradise	There were 4 car accidents in late winter/early spring around this area of George St. They all occurred in peak hour going home traffic (and at that time of year usually it was dark). The build up of parked cars either side of this area, combined with the speed limit of 60Kmh I believe are major contributing factors to these crashes as George st is barely wide enough to have 4 cars width across.
39	Traffic speeds and rat running traffic in local streets	George Street, Paradise	The Traffic Speed on George Street is WAY TOO HIGH. The Max Amber Sports Field and Paradise Primary school are on this Road with children moving around at all times of the day. There is no encouragement for children to walk, ride or scoot safely in this area.
40	Traffic speeds and rat running traffic in local streets	Vagnoni Avenue, Paradise	Traffic in this area rat runs from Gorge Rd to Lower North East Road and George St is a good candidate for 40km/h zone



Number	Types of Issue	Pin Location	Detailed Comment
41	Traffic speeds in local streets	Jan Street, Newton	Jan Street seems to have no posted speed limit, so assume is 50km/h? Which is way too fast for a service rd that connects shops, has lots of pedestrians, etc. Suggest lower speed limit as a minimum
42	Traffic speeds in local streets	Stradbroke Road, Newton	The speed of cars on Stradbroke Rd is too fast and not enforced. Along with the islands that block the road for cyclists, it's the area's most dangerous road.
43	Traffic speeds in local streets	George Street, Paradise	60km/h speed limit is completely inappropriate for this road. It should be 40km/h, or at least reduced to 50km/h.
44	Traffic speeds in local streets	George Street, Paradise	60km/h is too higher speed for George St / Lower Athelstone Rd creates dangerous conditions for cyclist, pedestrians.
45	Traffic speeds in local streets	George Street, Paradise	Traffic calming device at this location does nothing can easily be navigated at 60 km/h needs redesigning, or better, just lower the speed limit to 50km/h
46	Traffic speeds in local streets	Montacute Road, Hectorville	Please please slow down traffic in front of East Torrens and St Joseph's school. There are so many children and families walking and on bikes.
47	Traffic speeds in local streets, road safety and crashes at intersections	Newton Road, Newton	The traffic situation here is very dangerous with high risk of turning accidents needs rethinking
48	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	You need to prevent people from turning right from stradbroke rd into the car park. Constantly see accidents and near misses here. It is completely inappropriate given the high speed limit of this road.
49	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	The portion of Stradbroke road between Gorge Road and Montacute Road is busy with cars, bikes and pedestrians. There is a school and soccer club where hundreds of children attend and cars frequently speed through this zone. The speed of Stradbroke road should be reduced to 50 km/h at all times, with reduced speed to 40 km/h around the soccer club and school. The road should be painted with a different color or patterns to alert drivers to reduced speed through that section. There should be a dedicated right turning lane to allow traffic travelling south to turn into Whites lane
50	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	The speed of vehicles in this unmarked school zone of 50km/h when students are crossing at and/or walking along Stradbroke Road. It is currently not a marked school zone of 25km/h because of the pedestrian activated traffic light crossing yet there have been a number of near misses at the lights due to heavy braking when students are crossing. A reconsideration of the speed limit along this section would be in the best interests to the school community safety.



Number	Types of Issue	Pin Location	Detailed Comment
51	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	Signage and appropriate speed limits needs to be enforced during school peak hours.
52	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	Thorndon Park Primary Schools is on Stradbroke Rd which is extremely busy. Having children attend this school, I see vehicles traveling at speed past the school and on numerous occasions, have not stopped on red at the pedestrian crossing. I strongly believe it is only a matter of time before there is a major accident. There should be a reduction to 50kph and a red signal/speed camera positioned along this section of Stradbroke road.
53	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	The section of Stradbroke rd in front of Thorndon Park PS school should be changed to a lower speed limit, eg 40 or 25 when children present. I have experienced a near miss while getting my children out the car. Current speed Limit is unsafe.
54	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	Stradbroke Rd should be 50km/h owing to current conditions, particularly near the school and shopping areas to the south.
55	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Newton	Traffic is travelling too fast at 60km. Reversing out of resident driveways is dangerous and most pedestrians find it dangerous to cross this road (Aged and children) Slow the speed limit down to 50 km and place more pedestrian crossings along this road.
56	Traffic speeds in local streets, road safety and crashes at intersections	Baker Street, Paradise	Please line mark the centre of the road.
57	Traffic speeds in local streets, road safety and crashes at intersections	Crowle Road, Paradise	Constant banked up traffic, slow lights and slow flowing traffic in peak hour
58	Traffic speeds in local streets, road safety and crashes at intersections	Darley Road, Paradise	It would be safer and likely more efficient to have traffic lights with a pedestrian crossing at this entrance to the O-Bahn. It feels dangerous and time consuming attempting to turn right in/out of the O-Bahn carpark onto Darley rd during peak hour. Also, as the O-Bahn parking on this side of Darley rd fills up by around 8:00am, many commuters park across the road behind the fire station and need to walk back across Darley to get to the buses. During peak hour, this feels unsafe for pedestrians as there isn't a safe place to cross.
59	Traffic speeds in local streets, road safety and	Darley Road, Paradise	This intersection is very congested when travelling north on Darley Rd (am peak hour, always congested back past Gorge Rd) and even worse heading south on Darley



Number	Types of Issue	Pin Location	Detailed Comment
	crashes at intersections		Rd in the pm peak hour. Can the traffic light sequencing be changed?
60	Traffic speeds in local streets, road safety and crashes at intersections	George Street, Paradise	This is the closest bridge to cross Linear Park for all of Athelstone. It forces all traffic down George St through the small T-junction. George St has only one lane of traffic for both directions and it is JAMMED. It is also one of the only roads that has public transport available.
61	Traffic speeds in local streets, road safety and crashes at intersections	Gorge Road, Paradise	Traffic speeds, especially during school hours, are too high on this section of Gorge Rd. Lots of buses, pedestrians, turning cars, creates issues
62	Traffic speeds in local streets, road safety and crashes at intersections	Hamilton Terrace, Paradise	The intersection is confusing. Line marking needs to be improved to make it more obvious for traffic travelling East on Hamilton Tce. Currently there is a tendency for motorists turning right from Stradbroke onto Hamilton Tce or Leaving Thorndon Park carpark to fail to give way to vehicles travelling East on Hamilton Tce.
63	Traffic speeds in local streets, road safety and crashes at intersections	Lamary Avenue, Paradise	The exit from Brian Gove Road on to lower North East Road is made difficult (and dangerous) by the bus stop obscuring the view of oncoming traffic.
64	Traffic speeds in local streets, road safety and crashes at intersections	Lower North East Road, Paradise	Consistent congestion at the lights when travelling up Lower North East Road toward Dernancourt Shops. It always seems the traffic lights are very quick perhaps they can be extended to encourage further flow of the cars at peak times. It took three sets of lights for me to get across at approx 3pm on a Sunday just recently.
65	Traffic speeds in local streets, road safety and crashes at intersections	Moseley Road, Paradise	Traffic speeds on Moseley Rd are too high particularly adjacent the local park -suggest 40 km/h
66	Traffic speeds in local streets, road safety and crashes at intersections	River Drive, Paradise	Excessive speeds are achieved by some, ~80kph, at the bottom of River Drive, in both directions. It is only the care of other users, foot and road around Heather Court intersection that an accident has not occurred. Street speed signage on entering River Drive, at the intersection of Schultz Rd. is back to front. Actual speed calming installations are necessary such as chicanes or speed humps, not just signs.
67	Traffic speeds in local streets, road safety and crashes at intersections	Schulze Road, Paradise	Road infrastructure should take account of the turning radius of common vehicles. The inside curb of this slow point should have a radius of more than two metres.
68	Traffic speeds in local streets, road safety and crashes at intersections	Silkes Road, Paradise	Traffic speeds on Silkes Road seem high



Number	Types of Issue	Pin Location	Detailed Comment
69	Traffic speeds in local streets, road safety and crashes at intersections	Wright Street, Paradise	please line mark the centre of the road; there have been a few near misses
70	Traffic speeds in local streets, road safety and crashes at intersections	Brookside Road, Athelstone	Car driving though at Brookside Road between Meadowvale Road and Lower Athelstone Road outside Athelstone School always with a high speed, Council should install a flushing light to limit the speed at 25km/h at the pedestrian crossing at pickup/loading time just like other School has, also, should consider installing speed hump or set a lower speed limit at that part of road.
71	Traffic speeds in local streets, road safety and crashes at intersections	Gorge Road, Athelstone	This section of Gorge Road is extremely narrow so when buses and large trucks are travelling on one side of the road, they often straddle over the white line. As a result, if drivers are about to pass them in the opposite direction, they have to pull over. The road needs to be widened or trucks and buses need to be re-routed.
72	Traffic speeds in local streets, road safety and crashes at intersections	Kirkevue Road, Athelstone	Not clear line of vision to turn right from Kirkevue Road onto Gorge Road. Could be easily fixed with a mirror opposite the T-intersection
73	Traffic speeds in local streets, road safety and crashes at intersections	Kirkevue Road, Athelstone	Cars travelling too fast when turning left onto Bradbrook Road from Kirkevue Road approaching from Gorge Road making it dangerous for pedestrians and other road users on Bradbrook Road.
74	Traffic speeds in local streets, road safety and crashes at intersections	Maryvale Road, Athelstone	The recently modified corner of Sunset Strip and Maryvale Rd is an improvement for traffic during the day, particularly coming out of Sunset Strip. However, at night lighting is poor. If travelling toward the intersection heading south, any oncoming traffic looks like it is moving into the wrong lane heading directly towards you. This is fine if a local is familiar with the new layout, but anyone who is not familiar could be quite alarmed. Please improve lighting at this intersection.
75	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Athelstone	Stradbroke Road is a very bust road particularly at mornings and afternoons. The school traffic is congested and creates an unsafe environment for students (5-11yo). Some vehicles do not adhere to the 60k/h speed limit and travel through the crossing at a high speed. The speed limit needs to be lowered, better signage and a speed camera in place.
76	Traffic speeds in local streets, road safety and crashes at intersections	Stradbroke Road, Athelstone	The Graves Street / Stradbroke intersection is very dangerous. Turning right onto Stradbroke Road is risky. Tree blocks view of oncoming traffic, buses turning into Graves Street pose a risk. Installation of traffic lights would make this intersection safer. In the 17 years I have been living in the area, the amount of traffic on Stradbroke Road has increased considerably.



Number	Types of Issue	Pin Location	Detailed Comment
77	Traffic speeds in local streets, road safety and crashes at intersections	Montacute Road, Rostrevor	The section of Montacute Rd between Stradbroke and Maryvale is a hoon hot spot. Traffic calming measures should be installed or the limit lowered to 50 kph. It is completely straight road leading to the Hills, and therefore used as a race track. Most evenings there would be several cars and motorbikes travelling well in excess of the speed limit, oftentimes at least 90-100 kph. There are usually people walking along this road with children and pets, and it feels very unsafe.
78	Traffic speeds in local streets, road safety at intersections	Stradbroke Road, Rostrevor	Stradbroke road should be 40km/h, given the presence of schools, sporting facilities, places of worship, heavy vehicles etc.
79	Traffic speeds, traffic volumes, rat running traffic in local streets, road safety and crashes at intersections	Crozier Avenue, Newton	<p>I want to express my concerns about the increasing traffic and dangerous driving behaviours in the crozier, pope street, adair streets, Newton area vicinity, where I have resided for many years. During this time, I have witnessed a significant rise in traffic with reckless driving, particularly high-speed vehicles using the street as a shortcut. This has resulted in numerous near-misses and an overall increased risk of accidents, making the area unsafe for both residents, children, pets and pedestrians.</p> <p>Some of the specific behaviours I have observed include:</p> <ol style="list-style-type: none">1. Vehicles speeding well above the limit.2. Drivers cutting corners, creating hazards for oncoming traffic.3. Reckless manoeuvres, such as driving over mid-road boulders to bypass other vehicles or to move through faster. <p>These behaviours not only increase the likelihood of accidents but also jeopardise the safety of local residents, especially children and the elderly. The situation has become increasingly concerning that it is only a matter of time before a serious accident occurs. Additionally, the area has become less attractive to live for me because of this, especially having resided here for several years. We are young and have a young family, therefore we have plenty more years in the area. To mitigate these risks and enhance safety in the area, I kindly request that the council consider implementing traffic-calming measures, such as:</p> <ol style="list-style-type: none">1. Lowering the speed limit in the area to ensure vehicles travel at safer speeds.2. Installing speed bumps or other physical barriers to deter speeding and reckless driving.3. Improving signage to alert drivers to the presence of pedestrians and the need to drive carefully through a residential area.4. Creating no-through roads to reduce traffic. <p>These measures will help ensure the safety of everyone living in or passing through our community.</p>



Number	Types of Issue	Pin Location	Detailed Comment
80	Traffic speeds, traffic volumes, rat running traffic in local streets, road safety and crashes at intersections	Gorge Road, Newton	Traffic lights at the roundabout. 50 km/h speed limit on Stradbroke Road
81	Traffic volumes and congestion at intersections	Hill Street, Campbelltown	This corner at Hill St and Lower Nth East Rd with so much more traffic due to infill development is now a dangerous and at peak times almost impossible to traverse. Pedestrians have a very long way to find a safe crossing too.
82	Traffic volumes and congestion at intersections	Lower North East Road, Campbelltown	The Traffic lights 🟡 at the corner of Anne St and Lower Nth East Rd favour traffic on Lower Nth East Rd and there is always a long wait and a cue backed up to leave the residential area which has and still is growing exponentially!
83	Traffic volumes and congestion at intersections	Lower North East Road, Campbelltown	The traffic lights 🟡 at Gorge Rd (with the green arrow >) need to allow the huge amount of traffic to turn right more frequently.
84	Traffic volumes and congestion at intersections	Gorge Road, Newton	Inadequate bus services direct to Paradise Interchange along Gorge Road. It would be beneficial to the community to increase direct bus linkage to the Interchange, which would also have the flow on effect of reducing burden on carpark facilities at the Interchange. Would also improve public transport access to Thorndon Park (and reduce parking burden on residential areas in proximity).
85	Traffic volumes and congestion at intersections	Ryan Avenue, Athelstone	Need more car parking. Ryan Ave always has cars parked on the side of the road. It is dangerous when turning into Ryan Ave from Gorge Rd. My suggestion is cutting out some of the park and making car parks that are not on the road and impede traffic flow
86	Traffic volumes and congestion at intersections	Payneham Road, Glynde	The turn right from Payneham to Glynburn does not work. Cars are often queued right back to the pedestrian lights at McDonalds. Cars fill the slip lane and spill out to the lane blocking traffic continuing to Montacute Rd.
87	Traffic volumes in local streets	Lower North East Road, Paradise	It is too slow too turn.
88	Traffic volumes, heavy vehicles and freight movements, road safety and crashes at intersections	Graves Street, Newton	Turning from Graves Street onto Stradbroke Road is very dangerous in the morning. Many School children are trying to cross at this intersection too. A tree blocks the view of traffic and sometimes can hide an entire car. Buses also turn from Stradbroke into Graves street and they don't have room to turn narrowly missing cars waiting to turn right.



Pin Survey Comments about Public Transport

Number	Types of Issue	Location of Pin	Detailed Comment
1	Bus services (frequency and hours of service)	Gorge Road, Campbelltown	<p>There is no bus stop between Lower North East and Newton Road along this stretch of Gorge Rd. Because of this the closest bus stops are Stop/s 23 Lower North East Rd and Stop/s 24A Darley Rd. Both are an estimated 7 - 10 minute walk, including crossing major intersections, sometimes multiple times.</p> <p>Goodstart Early Learning centre is for babies from 6 weeks to school age. The children are making that journey with their families. The staff are making that journey. In all kinds of weather. For clarity, in the screen grabs, any suggested route from Google uses the solid line and only changes to the 'walking dots' when that particular route is selected. All routes include a significant walk.</p>
2	Bus services (frequency and hours of service)	Darley Road, Paradise	Improve feeder bus network so people don't have to drive to the station which is now at capacity - coverage and frequency are needed
3	Bus services (frequency and hours of service)	George Street, Paradise	578 bus route only operates in a limited time during peak hours - times need to be extended - especially as parking at paradise interchange is limited after 8am
4	Bus services (frequency and hours of service)	Coulls Road, Athelstone	The frequency of public transport discourages me from using it to go to the city, especially on weekends - when it's mostly over 30 minutes between buses. Also the amount of time it takes to get into the city is discouraging.
5	Bus services (frequency and hours of service)	Coulls Road, Athelstone	<p>Buses via the O-Bahn into the city are much quicker during peak times, but the 578 only runs until 7:59am from Athelstone (Coulls Road). This should be a regular route. It should run later into the morning with additional services to best use the existing infrastructure of the O-Bahn to avoid the highly congested route the 178 takes in peak hours.</p> <p>Transferring at Paradise is inconvenient and loses some of the time-saving.</p>
6	Bus services (frequency and hours of service)	Deepdene Avenue, Athelstone	<p>The closest bus stop is Stop 32, Gorge Rd. It is two blocks (350m) away. Only one side has shelter and a bench. You could wait at the sheltered side, but then you are crossing a main road with no pedestrian protection twice. I gave up on using public transport because the buses are so inconsistent- they are either late or don't show up at all because only two bus lines service these stops, one only for 3 hours each morning. Often the ones that do show up are inaccessible for disabled people.</p> <p>When I was in high school, there was only one bus route that got me home and it left my school's stop at the exact time the school let out. I had to leave school early to get home, or go through the city which added two hours. I have had to decline employment or study opportunities due to the inaccessibility, and unreliability, of public transport in Athelstone.</p>



Number	Types of Issue	Location of Pin	Detailed Comment
7	Bus services (frequency and hours of service)	Judith Drive, Athelstone	Bus route 178. Past Newton would like to see the Go Zone extended, otherwise buses are only every half an hour. Also, 178 could be express to Stop 16 or 18 from the city as 174 already covers Payneham Road and this would improve service times, to make public transport more appealing. Earlier Sunday service.
8	Bus services (frequency and hours of service)	Kurrajong Avenue, Athelstone	poor service to Terminal; Infrequent daytime service and early cut off time p.m. No service beyond Maryvale Rd after 6pm approx. and no service up to top of Addison Ave. Weekend transport is poor. Nil on Sun and hourly on Sat. daylight hours. It is an ageing population along this area and the walk to the bus stop on Maryvale Rd is at least 500m downhill and therefore uphill on the way home. Also this is difficult for the school children catching the bus to colleges in the city and schools in the area, with their heavy school bags.
9	Bus services (frequency and hours of service)	Quondong Avenue, Athelstone	Relating to poor bus service to Quondong Ave terminal.
10	Bus stop facilities (shelter, bench, information, signage)	Adelaide O-Bahn, Paradise	Please consider further upgrades to the Paradise interchange parking options. If you are not there before 7.50am there are no parks and it once again flows onto the surrounding streets. I think another multistorey is needed on the Lincoln Road side. More people are working from the office again and less working from home.

Pin Survey Comments about Walking

Number	Types of Issue	Location of Pin	Detailed Comment
1	Crossing facilities	Lower North East Road, Campbelltown	Pedestrian crossing needed at the refuge to cross Lower North East Road Rd. Very difficult at afternoon peak hour with what small breaks there are taken by cars exiting ARC carpark or Botanic. Downright dangerous in the dark of the winter months.
2	Crossing facilities	Lower North East Road, Campbelltown	It's quite difficult to cross here in peak hour from the ARC to the bus stop. A crosswalk would be handy.
3	Crossing facilities	Newton Road, Campbelltown	Crossing the road at this location is very difficult with high speed traffic and difficult viewpoints - suggest add crossing
4	Crossing facilities	Newton Road, Newton	New pedestrian crossing required here, poor sightlines and high speed traffic creates a dangerous crossing environment
5	Crossing facilities	Melville Road, Paradise	Pedestrians crossing this section of Darley Road have a long wait. A pedestrian refuge in the median near Melville Road would be very useful to improve pedestrian safety.



Number	Types of Issue	Location of Pin	Detailed Comment
6	Crossing facilities	Montacute Road, Rostrevor	It feels very unsafe at times crossing the road here, which is the only designated place to cross the road connecting the bus stops and shopping centres. Many elderly individuals and families use this crossing and have to hurry across in the face of fast-moving approaching traffic.
7	Crossing facilities, footpath, route connectivity	Jan Street, Newton	Suggest close this end of Jan St and convert this to a pedestrian plaza to enable people to move easily from shopping centre to Tony and Mars, Panini Brothers, etc. Could remain open at the top to service the BP. Traffic can still enter the pharmacy / chicken shop from other entrances, and enter / exit the shopping centre from alternatives. This would be a game changer for this area!
8	Crossing facilities, footpath, route connectivity	Adele Avenue, Paradise	Missing pathway and crossings from George St to Adele Ave to connect to Linear Park trails.
9	Crossing facilities, footpath, route connectivity	Lincoln Road, Paradise	This is the most required wombat crossing location in Adelaide. Many drivers actually slow and stop for pedestrians here already out of courtesy so it is obvious that it is required. Foot traffic across this point would far exceed vehicles in any case.
10	Crossing facilities, footpath, route connectivity	Gorge Road, Athelstone	Missing section of pathway along Fifth Creek could provide link to Torrens trails for walking and cycling.
11	Crossing facilities, footpath, route connectivity	River Drive, Athelstone	Walking / cycling path needed through this park providing a link to the Torrens trails and improved crossing at Lower Athelstone Road
12	Crossing facilities, footpath, route connectivity	Mahogany Road, Highbury	It would be great for this bridge to be finished? The path goes to nowhere currently. There are not many opportunities to cross the river around this spot so it would be good to have this as an option.
13	Footpath width and condition	Lower North East Road, Campbelltown	Better pedestrian amenity is required in this area to provide place for people to walk to and around with currently all car parking.
14	Footpath width and condition	Silkes Road, Paradise	Access to the park is beautiful
15	Footpath width and condition, amenity	Jan Street, Newton	This location would be ideal to provide some open public urban (non-park) space which this area sorely lacks - plenty of car parking is available at shopping centre
16	Footpath width and condition, amenity, crossing facilities	Langman Road, Felixstow	This is a popular walk crossing for Campbelltown residents to access the Felixstow Reserve and the River Torrens paths. More of these traffic calming treatments would be good to install in Campbelltown.



Number	Types of Issue	Location of Pin	Detailed Comment
17	Footpath width and condition, amenity, route connectivity	Brookside Road, Athelstone	Missing section of walking / cycling path away from roadside footpath is needed for continuity and connection with existing paths.
18	Footpath width and condition	Hamilton Terrace, Paradise	New more pedestrian friendly location here is an improvement but needs to be 30 km/h. Lots people move between the cafe and the park, with children.
19	Road safety, Separation from vehicles	Montacute Road, Campbelltown	My Mum and children were nearly hit by a car crossing at the pedestrian lights after school at St Joseph Hectorville on Montacute Road near the church. A car went through a red light and nearly hit them and other parents and kids. I suggest a 25 km/h zone when kids are present on Montacute Road near St Joseph Hectorville, as cars do speed on Montacute road near the school as well as run red lights at the pedestrian crossing..
20	Route connectivity, amenity	Yaralinda Street, Dernancourt	Missing section of linear park trail where one is force up onto a footpath in a residential street.
21	Route connectivity, crossing facilities	Gladys Crescent, Athelstone	Walking / cycling path needed though this grassed park including crossing points at Gladys Crescent to connect to existing paths.
22	Street lighting for walking	Darley Road, Paradise	Very poor street lighting between Darley Road Bridge and River Torrens O-Bahn bridge. This is essential as it is a link between Paradise Interchange and homes across the river.
23	Street lighting for walking	Darley Road, Paradise	Lighting along this section of linear park trail is insufficient considering the increased traffic due to the park upgrade.
24	Street lighting for walking, amenity	Riverbank Circuit, Campbelltown	Insufficient lighting along linear park for walking / running and cycling at night. Makes me feel unsafe.



Pin Survey Comments about Cycling

Number	Types of Issue	Pin Location	Detailed Comment
1	Bicycle facilities at intersections	Church Road, Campbelltown	Introduce a wombat crossing to allow a level continuation for cyclists and pedestrians, whilst also slowing down cars. This will help make the crossing point more visible.
2	Bicycle facilities at intersections	Hill Street, Campbelltown	Please install a Wombat crossing here. This would act as a traffic calming device for the road and increase visibility for cyclists and pedestrians. It would provide road users with more warning of cyclists crossing.
3	Bicycle facilities at intersections	Gorge Road, Newton	The bitumen portion bicycle lane on the north side of Gorge Road is too narrow.
4	Bicycle facilities at intersections	Gorge Road, Newton	The Bicycle Parking at this shopping centre is abysmal. There is 1 tiny bike rack that cannot even accommodate 1 bicycle. The lack of facilities does not encourage people to cycle to this shopping centre because they cannot park their bicycles safely. If you want to encourage people to a healthier lifestyle such as walking, cycling or scootering (anything other than cars) then the facilities have to present for behaviour change.
5	Bicycle facilities at intersections	Graves Street, Newton	A good example of a suitable bicycle intersection - other than the bike box does not seem to have an effective bicycle detector (loop).
6	Bicycle facilities at intersections	Medical HQ Athelstone, Athelstone	There are no bicycle parking facilities at this shopping centre which doesn't encourage people to cycle to the shops as an alternative form of transport. I hope that bicycle parking facilities could be installed that are close to the entrance to make carrying shopping to and from a bike easier and thus improving ease of use and also security of bicycles parked. There is no point installing bicycle facilities on the outer edge of the carpark. Doing so, makes it more difficult to carry shopping to a bicycle and decreases bicycle security.
7	Bicycle facilities at intersections	Montacute Road, Hectorville	This signalised pedestrian crossing could be upgraded to a bicycle and pedestrian crossing to encourage cyclists to cross safely at Montacute Road at Piccadilly Crescent to access Clairville Road.
8	Bicycle facilities for young people	Hamilton Terrace, Paradise	Somewhere for kids to ride at thorndon park would be amazing please.
9	Bicycle lane/markings on road	Ann Street, Campbelltown	The sharrow marking on the street is directing cyclists to the concrete median at Chapel Street. This is an unsafe placement of the pavement marking.
10	Bicycle lane/markings on road	Mines Road, Campbelltown	This is a tight section for cyclists, that would benefit from allowing space for cyclists in conjunction with a kerb.
11	Bicycle lane/markings on road	Montacute Road, Newton	Bicycle lanes are missing near the intersection which makes cycling difficult / dangerous here



Number	Types of Issue	Pin Location	Detailed Comment
12	Bicycle lane/markings on road	Montacute Road, Newton	No bike lane through intersection, cyclists travelling east on Montacute Road regularly squeezed out by cars not overtaking safely. Bike box required at this intersection to place bike in centre of lane prior to passing through intersection. Cars parked in bike lane on other side of intersection also forcing bikes to be in the lane for longer.
13	Bicycle lane/markings on road	Rosedale Court, Newton	Bike lanes needed from the interchange to the Magill Road intersection, especially with multiple high schools on the route.
14	Bicycle lane/markings on road	Lower North East Road, Paradise	Really hard to turn right from Lower North East Road onto George Street on a bike. More markings and safety to do so.
15	Bicycle lane/markings on road	Gorge Road, Athelstone	Gorge Road is very popular with cyclists, but the bike lane ends here, which is both narrower than the wide road before it and on a hill. It's also a busy road for trucks, buses and cars. Cyclists often coast down 2-3 abreast very fast, but not faster than traffic, so there are some near misses to overtake. Then ride up slowly, being overtaken by large vehicles without adequate space.
16	Bicycle lane/markings on road	Gorge Road, Athelstone	This section of road turning a corner over a crest is very dangerous for cycling. Trucks often overtake whilst not being able to see what's coming towards them. I have had to jump up on a curb to avoid being hit by a truck overtaking me and have witnessed several near head on accidents whilst cars and trucks (mostly trucks) cannot seem to slow down for a few seconds to overtake safely. No bike lane available through this corner.
17	Bicycle lane/markings on road	Gorge Road, Athelstone	Bike lanes should be in force for 24 hrs a day, not just for a few hours on weekdays. There is likely more cycling traffic here on weekends and week days at least. Why does the convenience for people driving cars trump the safety of cyclist for but for just a few hours on some days only. There is a sea of other close parking options in this location.
18	Bicycle lane/markings on road	Maryvale Road, Athelstone	It would be good if Maryvale Road could have an on road bike lane, cars drive quickly along here and often won't leave enough space if an oncoming car is approaching
19	Bicycle lane/markings on road, bicycle facilities at intersections	Montacute Road, Campbelltown	Ability for cars to turn left on red light out of Hectorville Road creates unnecessary risk for cyclists using the bike lane. Cars either pull out completely, or enter the bike lane to look for other traffic. Surely they can wait 30 seconds for a green light?
20	Bicycle lane/markings on road, bicycle facilities at intersections	George Street, Paradise	Traffic island on left, with speed reduction bumps in the median, force motorists to close pass cyclists travelling east past Tracy Avenue. These traffic calming devices are ineffective and pushes bikes into conflict with cars. Not helped by the ridiculous 60km/h speed limit along here.



Number	Types of Issue	Pin Location	Detailed Comment
21	Bicycle lane/markings on road, bicycle facilities at intersections	George Street, Paradise	Traffic island pushes cyclists out into 60km/h traffic heading east bound. This traffic calming device seems to serve no purpose other than to force bikes into conflict with fast moving cars.
22	Bicycle lane/markings on road, bicycle facilities at intersections	Sunset Strip, Athelstone	Recent changes to sunset strip have created a cycling death trap on maryvale road. This is now a narrow, high speed chicane with no room. Given drivers in this area refuse to leave appropriate gaps for cyclists, infrastructure needs to accomodate their poor attitudes.
23	Bicycle lane/markings on road, bicycle facilities at intersections	Forest Road, Rostrevor	Ability for cars to turn left on red light out of Forest Ave creates unnecessary risk for cyclists using the bike lane. Cars either pull out completely, or enter the bike lane to look for other traffic. Surely they can wait 30 seconds for a green light?
24	Bicycle lane/markings on road, bicycle facilities at intersections	Forest Road, Rostrevor	The ability for motorists to turn left on a red signal endangers cyclists who are waiting at this intersection. This should be removed. I have had near misses with cars turning across me.
25	Bicycle lane/markings on road, bicycle facilities at intersections	Payneham Road, Glynde	As a bike user heading to the city via Lower North East Road and then Payneham Road, this is truly terrifying. It's so unclear where to best position my bike to navigate the intersection. This is an urgent priority for bike safety.
26	Bicycle lane/markings on road, bicycle facilities at intersections	Payneham Road, Felixstow	This is the most hostile intersection for cyclists in all of Adelaide. Cars travelling at full speed turning from Payneham Rd onto Lower North East Rd. No safe way for cyclists to enter Montacute Rd from Payneham Rd. No bike lane for the first ~100m of Payneham Rd for cyclists entering from Montacute Rd or Lower North East Rd
27	Bicycle lane/markings on road, paths for bicycle use	Lower North East Road, Campbelltown	The little island in the middle of the road for bikes to wait to cross isn't big enough for more than one person.
28	Bicycle parking	Lower North East Road, Campbelltown	This shopping precinct lacks bicycle parking infrastructure.
29	Bicycle parking	Lower North East Road, Campbelltown	No bike parking at Health @ Campbelltown.
30	Bicycle parking	Lower North East Road, Campbelltown	No bike parking at brand new medical centre. How does this get approval?
31	Bicycle parking	Jan Street, Newton	Bike parking near Tony and Mark's trolley area for lock up - we love fruit and veg!
32	Bicycle parking	Adelaide O-Bahn, Paradise	For bus commuters from Campbelltown and Paradise, it would be good to install a bicycle "cage" for secure parking on the southeast side of the O-Bahn interchange near the city bound platform. (Zone B).



Number	Types of Issue	Pin Location	Detailed Comment
33	Bicycle parking	Adelaide O-Bahn, Paradise	Improve the bike cage security: Theft is still an issue with locked bikes often being stolen from within the cage.
34	Bicycle parking	Darley Road, Paradise	Little to no bike parking
35	Bicycle parking	Gorge Road, Athelstone	The new medical centre provided no bicycle parking infrastructure.
36	Bicycle parking	Quondong Avenue, Athelstone	No obvious place to lock up bike to explore Black Hill Park
37	Bicycle paths (off-road)	Montacute Road, Campbelltown	This section of Fourth Creek Trail is narrow with a small collapsed edge in one spot. Needs to be widened so bougainvillea can be appreciated, not dreaded!
38	Consultation and promotion	Willow Drive, Paradise	I realise this land is probably privately owned, but it would be a great acquisition by the Council. There is nowhere along linear park to stop and buy a drink - imagine a cafe with bike hire facilities etc
39	Cyclist safety hazard	Ann Street, Campbelltown	Make most streets 40 km/h zoned for safer cycling and quiet street front community appeal. This will have a better outcome than the painted sharrow markers, that make a doubtful difference
40	Cyclist safety hazard	Heading Avenue, Campbelltown	Traffic from these side streets can enter Clairville Road at Heading Avenue at high speed/high angle for cyclists.
41	Paths for bicycle use	Ambrose Avenue, Campbelltown	In summer, this area is covered in caltrop and cyclists get many punctures here. It needs to be mulched and revegetated in order to prevent caltrops reoccurring. Caltrops have a significant impact on cyclists.
42	Paths for bicycle use	Willow Drive, Paradise	Dedicated bikeway needs to be implemented and promoted to avoid collisions between pedestrians and cyclists
43	Paths for bicycle use	Addison Avenue, Athelstone	The curb profile on Addison Avenue is bicycle friendly. Curb profiles with a steep rise of more than 70 mm are an additional cycling hazard - relating to pedal clearance.
44	Paths for bicycle use	Schulze Road, Athelstone	Traversing the roundabout via the footpath in an east/west direction it is hard to view oncoming traffic due to the fence on the corner house
45	Paths for bicycle use location	Lutana Grove, Dernancourt	Linear park path is in dire need of a replacement surface. Most other councils have replaced the concrete 'blocks' in the sections of linear park which they are responsible for.
46	Road maintenance	Kenwyn Drive, Campbelltown	This intersection is very uneven for cyclists turning left from Botanic Grove.
47	Route connectivity	Lower North East Road, Campbelltown	Is it possible to build an underpass here to connect an upgraded creek path down towards the Linear Park network? It is a difficult crossing point and an underpass would really help.



Number	Types of Issue	Pin Location	Detailed Comment
48	Route connectivity	George Street, Paradise	Lack of crossing for cyclists on George Street. The cycling route as denoted by sharrows continues on Tracey Street but for uses of the Third Creek Trail both walkers and cyclists there is not safe crossing.
49	Route connectivity	Lincoln Court, Paradise	Cyclists traveling towards Church Rd have poor visibility towards the court at the end of Lincoln Rd as they they cross lanes to join the shared path. The addition of a mirror would allow cyclists to see if there is any oncoming traffic and behave accordingly.
50	Route connectivity	Gorge Road, Athelstone	Bicycle parking facilities are not provided at this shopping centre
51	Route connectivity	St Bernards Road, Hectorville	Just south of the border but crossing for forth creek path is difficult here
52	Route connectivity	Lower North East Road, Dernancourt	Four curb cuts / ramps are needed to provide access from Lower North East Road across the footpath to the four active transport paths (connections)
53	Route connectivity, bicycle facilities at intersections	Albion Terrace, Campbelltown	The bicycle pedestrian crossing of Newton Road needs to be promoted and designed for the east-west bicycle route between Albion Terrace and Graves Street to provide an alternate route to the Newton Central shopping centre.
54	Route connectivity, bicycle facilities at intersections	Montacute Road, Campbelltown	The bike lane terminates on approach to the intersection and does not resume for some time after. No bike lane, when it is needed most. Cars turning left also get quite close to the kerb, leaving little to no room for bikes to turn left on the road.
55	Route connectivity, bicycle facilities at intersections	Newton Road, Campbelltown	The design of bicycle infrastructure at intersections and curb cuts needs to take account of the turning radius and length of the bicycles. There is a bollard in the middle of this path.
56	Route connectivity, bicycle facilities at intersections	Glynburn Road, Glynde	The Glynde Corner is tricky for a cyclist. I have to walk my bicycle across with the pedestrian crossing and signals.
57	Route connectivity, bicycle facilities at intersections	Payneham Road, Felixstow	This intersection is horrible in every direction as a cyclist. The other two pins already here cover montecute road and payneham, so I want to highlight how bad it is to continue along glynburn onto lower north east. In this case, the cycle lane dissapears right at the intersection, and a large traffic island juts out into the lane, forcing cyclists to merge into car traffic travelling at full speed IN THE MIDDLE OF THE INTERSECTION. It's got to be the most hostile intersection I've ever used, and it's the primary cycle route connecting the south western part of the council area with the north western part and the linear trail.
58	Route connectivity, bicycle lane/ markings on road	Lower North East Road, Campbelltown	Bike Lane ends abruptly at Mines Rd, before recontinuing opposite the hospital. Please linkup these sections. Whilst the road may not be wide enough in some areas, the bike path could briefly redirect onto the footpath with a ramp leading into the bike lane near the large Gum tree.



Number	Types of Issue	Pin Location	Detailed Comment
59	Route connectivity, bicycle lane/ markings on road	Lower North East Road, Campbelltown	The bike lane ends just before Mines Rd and starts again after a big gum tree. Please connect this section of bike path, and include a wide ramp onto the footpath at the gum tree pinch point area so that cyclists are safer.
60	Route connectivity, bicycle lane/ markings on road	Montacute Road, Newton	Why does the bicycle lane disappear at this point? This endangers cyclists as motorists believe that cyclists do not have the right to use the roundabout.
61	Route connectivity, bicycle lane/ markings on road	Darley Road, Paradise	Cycling on Darley Rd could be much improved given this is a direct link to the interchange - suggest bike lane is added.
62	Route connectivity, bicycle lane/ markings on road	Darley Road, Paradise	So dangerous and silly not to have a bike path connecting up to the interchange and paradise skate park. Dangerous for kids (and anyone on a bike).
63	Route connectivity, bicycle lane/ markings on road	George Street, Paradise	Strava heatmap shows that George St and Lower Athelstone Road are heavily used for cycling despite the obvious dangers of high vehicle traffic, parked cars and innappropriately high speed limit. From the online SA Property and Planning Atlas it appears there is many areas where properties on the southern side of the road enjoy a 7.5m setback from the road edge to their property boundary. This should be sufficient space for their off site car parking requirements so removing all parking from the south side of the road carriageway and introducing bike lanes on both sides of the road may then be possible.
64	Route connectivity, bicycle lane/ markings on road	Maryvale Road, Athelstone	There is NO safe way for cyclists to get from this side of campbelltown coucil area to linear park or paradise interchange. Maryvale, stradbroke and newtown roads are all cycling death traps, with high speeds and no bike lanes.
65	Route connectivity, bicycle lane/ markings on road, bicycle facilities at intersections	Darley Road, Paradise	No bike lane despite being considered a "primary" cycling route in the existing transport network.
66	Route connectivity, bicycle lane/ markings on road, paths for bicycle use	Campbell Road, Paradise	Consider adding separated bike lane linking from Newton shops to the Linear Park. Link from Campbell Rd along Robertson Ave, then across Lower North East Road and along Brian Grove.



Number	Types of Issue	Pin Location	Detailed Comment
67	Route connectivity, bicycle lane/ markings on road, paths for bicycle use	Darley Road, Paradise	No bicycle land in this section. The footpath area needs to take account of this.
68	Route connectivity, bicycle lane/ markings on road, paths for bicycle use	Darley Road, Paradise	Separated bike lanes along Darley would provide a safe link to Paradise Interchange, the Windsor Gardens Medical Centre and shops in Newton.
69	Route connectivity, bicycle lane/ markings on road, paths for bicycle use	Lincoln Road, Paradise	Pedestrian and cycling traffic continuing straight on from the shared path onto the roadway would far exceed that of vehicles exiting from the culdesac. It would be intuitive to treat this as a T junction and have a give way sign at least for trafficking coming from the south at least giving priority to east-west active transport users. I have witnessing cars imposing their current technical right of way with undue speed and little regard for active transport users exiting/entering this shared path.
70	Route connectivity, bicycle lane/ markings on road, paths for bicycle use	Maryvale Road, Athelstone	There is a great opportunity to add a separated cycleway along Maryvale Road making it safer for cyclists and less frustrating for motorists on this popular cycling route. The recent changes to the intersection at Sunset Strip have made it even more dangerous for cyclists along this road.
71	Route connectivity, bicycle lane/ markings on road, paths for bicycle use	Montacute Road, Hectorville	Parking in the bike lane at anytime of the day is dangerous because cyclists are forced into the traffic which is traveling at speed. The sign posted clearway signs do not deter people from parking in the bike lane thus endangering vulnerable road users. People are discouraged from cycling because the perceived dangers. If Bicycle lanes were exclusively for cycling (and speed limits lower)then more people would feel safe cycling.
72	Route connectivity, bicycle lane/ markings on road, paths for bicycle use, bicycle facilities at intersections	Darley Road, Paradise	There is no bicycle lane on Darley road which connects a major transport hub to the rest of the Council area and beyond. Also connects to Campbelltown Memorial Oval but does not provide safe cycling infrastructure to make cycling to the oval safe. Also the intersection with Lower North East Road and Darley road is extremely dangerous for cyclists traveling from all directions because of the lack of infrastructure.
73	Route connectivity, bicycle lane/ markings on road, paths for bicycle use, bicycle facilities at intersections	George Street, Paradise	George Street is extremely dangerous for cyclists because the speed of traffic is too high, the road architecture does not have a safe cycling lane, there is also the garden beds in the parking lane that create "squeeze" points when motorists are trying to pass cyclists. Adding further danger to the safety of cyclists is that George Street is a bus route. The use of sharrows on this road is completely misleading for both cyclists and motorists. It creates an illusion that this road is a safe cycling route.



Number	Types of Issue	Pin Location	Detailed Comment
			Attached is an image showing the sharrows, the narrowness of the lane, the garden bed in the parking lane, all leading to a hazard for any cyclist and frustration for motorists.
74	Route connectivity, Bicycle lane/ markings on road, Paths for bicycle use, Bicycle facilities at intersections	St Bernards Road, Hectorville	I realise my comment is outside the study area BUT this newly installed refuge island crossing on St Bernards Road is useless unless traffic is at a standstill (still dangerous) or traffic is light. This is meant to be a continuous link to the Fourth Creek Trail (which on the whole is good), An activated crossing between Denis Morrissey Park and The rest of the fourth creek trail would make it it excellent with an activated crossing, Linking the Denis Morrissey Park with the Horwood Avenue Playground and and all the way to Morialta Conservation Park.
75	Route connectivity, wayfinding and signage	Lower North East Road, Campbelltown	Connectivity from Ann St through Ne Rd shopping centre to Hambeldon Rd and across Newton Rd to the Newton Rd shops is engineered for vehicles rather than active transport options.
76	Route connectivity, wayfinding and signage	Silkes Road, Paradise	Make Silkes Road part of a premium north-south bicycle route between Tea Tree Plaza in Modbury via the O-Bahn bicycle trail and Magill Village on Magill Road connecting to the Norwood-Magill Bikeway to the City. Identify the route with consistent white on blue reflective signage along the entire route to be similar signage used in Burnside and Norwood.
77	Route connectivity, wayfinding and signage	The Dress Circle, Athelstone	There is excellent connectivity here to Highbury and Vista by bicycle. Ebike is recommended though. Small pathways between culdesacs and small parks are appreciated to provide linkage and avoid as much of Gorge Rd and Lower Athelstone as possible. Recommend signage be installed on key routes to encourage drivers to consider alternative transport mode. Refer Strava Heatmaps for routes already taken by many.
78	Route connectivity, wayfinding and signage	Clairville Road, Campbelltown	Clairville Road is an important cycling road in this area but is only average for cycling, lots of car parking
79	Route connectivity, wayfinding and signage	Graves Street, Newton	Liacos into Graves to Stradbroke has potential to be a good cycling link
80	Route connectivity, wayfinding and signage	Stradbroke Road, Newton	Stradbroke Rd should be improved for cyclists
81	Route connectivity, wayfinding and signage, bicycle lane/ markings on road, bicycle	Tracy Court, Athelstone	What codes or standards are applied, could be applied, or could be generated to assess the suitability of existing or potential cycling infrastructure? As things are, it's possible to pretend that white or green paint decoration of roads designed for cars or sinuous paths suitable for walking is sufficient. Instead, consider the Dutch model. I'd be happy to advise on specifics if I were asked. More



Number	Types of Issue	Pin Location	Detailed Comment
	facilities at intersections		importantly, the people signing off on infrastructure should regularly ride a bike on the infrastructure they have approved.
82	Route connectivity, wayfinding and signage, bicycle lane/ markings on road, paths for bicycle use	Schulze Road, Athelstone	No crossing points here for cyclists following the Fifth Creek trail. This trail has the potential to be a viable bike transport corridor with connection to the city from linear park all the way up to Maryvale Road.
83	Route connectivity, wayfinding and signage, paths for bicycle use	Manresa Court, Athelstone	The eastern end of Manresa Court is an opportunity to improve the cyclist access to St Ignatius' College Senior School from the east. A protected crossing to Addison Avenue over Maryvale Road would improve access for students to cycle to school. Provide clear signage for this connection for cyclists.
84	Route connectivity, wayfinding and signage, paths for bicycle use, bicycle facilities at intersections	Hambledon Road, Campbelltown	Why is there no bicycle, pedestrian crossing at the intersection of Hambledon Road and Newton Road? It is a essential link to Newton Shopping Centre. Newton Road is very busy and difficult to cross. Without a designated crossing there is no incentive to choose to walk or cycle to a major shopping centre. The bicycle and pedestrian crossing on Albion / Graves street seems misplaced because it leaves cyclists to Graves Street and then they have to Navigate to Newton Shopping Centre. This seems like a significant error in placement.
85	Route connectivity, wayfinding and signage, paths for bicycle use, bicycle facilities at intersections	Montacute Road, Campbelltown	Hard right angle to get on to footpath/bike path. Signage not super clear about which way to go to get on Fourth Creek Trail.
86	Route connectivity, paths for bicycle use	Clairville Road, Campbelltown	The Fourth Creek Trail is not suitable for road bicycles or commuters as it is a gravel path and is steep west of Clairville Road.
87	Route connectivity, paths for bicycle use	Hawthorn Crescent, Campbelltown	The design of bicycle path infrastructure curb cuts needs to take account of the turning radius and length of the bicycles. This section of Fourth creek trail has low radius turns and road signage posts in the midst of the pathway.
88	Route connectivity, paths for bicycle use	Lochiel Park Golf Course, Campbelltown	This section needs to link up properly from the shared path to Osborne St. This section often has caltrop and is unsealed, meaning that cyclists avoid it and enter the road at other less convenient points.
89	Route connectivity, paths for bicycle use	Osborne Street, Campbelltown	This section needs to link up properly from the shared path to Osborne St. This section often has caltrop and is unsealed, meaning that cyclists avoid it and enter the road at other less convenient points.



Number	Types of Issue	Pin Location	Detailed Comment
90	Route connectivity, paths for bicycle use	Poplar Crescent, Campbelltown	The curved concrete pedestrian bridge over Fourth Creek is too narrow and steep for commuter cyclists. Provide a safer commuter route via Hawthorn Crescent to James Street. I had to let a family with a pram to cross before I could walk my bicycle across this location.
91	Route connectivity, paths for bicycle use	Wyn Street, Campbelltown	Wyn street is marked with sharrows as a preferred cycle route, and should therefore be an effective north-south connector between montecute and Clairville (e.g. headed towards Newton shops). Despite this, it is deprioritised to east-west traffic with stop signs at each of the street crossings. This is a very poor example of prioritising active transit. A primary bicycle route should take priority over local traffic.
92	Route connectivity, paths for bicycle use bicycle use	Gorge Road, Newton	There is no curb cut / ramp to provide cycling access from Gorge Road to the active transport path connecting Young Street
93	Route connectivity, paths for bicycle use	Darley Road, Paradise	There are no bike lanes to and from a major transport interchange, Paradise, along this road. Horrible place to ride. Filled with traffic, parked cars in the door zone.
94	Route connectivity, paths for bicycle use	Gorge Road, Paradise	There is no kerb cut / ramp at the end of Schultz Court to allow appropriate bicycle access to Gorge Road
95	Route connectivity, bicycle facilities at intersections	James Street, Campbelltown	Drivers move in and out of car parks without checking or indicating. Cars often go well above school zone speed limit. Need alternative routes from bikeway.
96	Route connectivity, bicycle facilities at intersections	Coulls Road, Athelstone	The location of the crossing point here seems to be design for maximum difficulty for cycling east from Lower Athelstone Road onto the pathway to Bilney Rd. This is already a dangerous intersection for vehicle traffic so having to slow to near stop and swing wide to negotiate a 180 degree turn in this location is not ideal.
97	Route connectivity, bicycle facilities at intersections	Langman Road, Felixstow	This crossing is an example of good active transport infrastructure.
98	Street lighting for cycling routes	Ann Street, Campbelltown	This stretch also has no lighting: to minimise impact on residents, low height lights or lighting that brightens as users move through the space could be installed.



Pin Survey Comments about Parking

Number	Types of Issue	Pin Location	Detailed Comment
1	No Stopping (yellow line)	James Street, Campbelltown	More parking controls need to be in place. Motorists arriving for school pick up regularly ignore parking restrictions. They park on yellow lines and in no standing zones. At times, they will stand or park their cars in a way that blocks resident's driveways. Not only is this inconsiderate to residents, but the congestion at the James St Y-bend, where pedestrians always cross, poses a danger to school children.
2	No Stopping (yellow line)	Church Road, Paradise	Yellow Line required in front of drive ways. People park and cars hang over in drive ways. Potential crash hazard
3	No Stopping (yellow line)	Burton Road, Athelstone	The council should extend the yellow line at Hockley Terrace between Burton road and Gorge Road (both sides). A car came from Hockley Tce to Gorge Road needs to over take to the opposite line and the road is too narrow and have yellow hump in the middle, also if there is a car turning from Gorge Road at the same time, they can't see you because they are going up slope, it's too dangerous to park a car at that point.
4	No Stopping (yellow line), timed parking restriction	Botantic Grove, Campbelltown	Difficult to pass and see clearly when the gym is busy. So many cars parked. Consider single side parking only.
5	No Stopping (yellow line), timed parking restriction	Hart Street, Campbelltown	This is one example of many in the area where 3 homes were knocked down and replaced with 14 homes. Now there are so many cars parked on this tight road because no one wants to drive down the tight driveway to their garage that it's hard to get through, drivers are impatient and cars will get damaged.
6	Park 'n' Ride	Adelaide O-Bahn, Paradise	Not enough parking now at the interchange. The overflow parking behind the fire station is now closed due to more housing. Have to now park on the street.
7	Park 'n' Ride	Darley Road, Paradise	Car park is in poor condition. Lack of parking spaces is made worse by lost spaces due to tree roots. Large branches often fall onto/near cars during windy conditions.
8	Park 'n' Ride	Darley Road, Paradise	Please increase the parking at Paradise Interchange. I believe that the 'overflow' car park over the road behind the childcare centre has now been sold for a housing development which began building this week. The Adelaide Metro overflow parking area as seen in the attached photo has been fenced off. It's difficult for me to find a park after 8am.



Number	Types of Issue	Pin Location	Detailed Comment
9	Park 'n' Ride	Gameau Road, Paradise	Inadequate parking. All parks are often full before 8am, especially early in the week. The 2-storey park is a good start but feels incomplete and should be expanded with several additional stories, or a new multi-storey carpark should be constructed. As there is no rail to these suburbs and non-O-Bahn buses are so slow they encourage driving into the city, more should be done to make the O-Bahn more accessible to City of Campbelltown residents. Including major expansions to park 'n' ride facilities, to help account for the lack of dedicated public transport corridors in this area.
10	Park 'n' Ride	Walker Avenue, Paradise	Inadequate parking at Paradise Interchange. Suggest addition of extra level to multistorey carpark or create additional multistorey on opposite side of the Interchange. Often no parks available after 8am.
11	Parking along arterial roads	Gorge Road, Athelstone	Bike lane both in the morning and afternoon on both sides of Gorge Road on weekdays, which makes parking for visitors, carers and others very difficult, especially at this Maryvale Rd intersection area. It is great to have the bike lanes, however timing relevant to the flow of traffic seems more appropriate, that is Southern side in the mornings and Northern side in the afternoons on weekdays. This could free up one side of the road for parking during those times.
12	Parking at community centre/reserve/Parks	Lower North East Road, Campbelltown	The layout and the design of the carpark at the ARC does not provide for safe, convenient access for pedestrians from Lower North East Road.
13	Parking at community centre/reserve/Parks	Schulze Road, Paradise	There is not enough parking for this area, and no public transport lines go down this street. People park EVERYWHERE and it makes the intersections dangerous.
14	Parking at community centre/reserve/Parks, Park 'n' Ride	Lincoln Road East, Paradise	Parking on Lincoln Rd East fills up very quickly in the morning due to it being very close to the O-Bahn. This leaves very little space and time, if any at all, for visitors to the neighbourhood to park their cars in a convenient place.
15	Parking at shopping centre/precinct	Lower North East Road, Campbelltown	Campbelltown shops - carpark very badly designed and dangerous for all road users - and VERY ugly. I understand that the owners are uncooperative, but I suspect that only Council has any chance of achieving improvements.
16	Parking at shopping centre/precinct	Newton Gardens Newsagency, Newton	Reconfigure the car park at Newton Central to have a shared parking area for the Tony and Mark's fruit and veg market and cafe so that Jan Street can be closed as a shared street.



Number	Types of Issue	Pin Location	Detailed Comment
17	Parking controls and line marking	Kirkevue Road, Athelstone	Residents and their visitors regularly park within 10 metres of the intersection at Bradbrook Road and Kirkevue Road as well as opposite driveways causing other motorists to travel onto the wrong side of the road when approaching a blind intersection.
18	Parking in residential streets	Hill Street, Campbelltown	Not only Hill Street but every street that takes a lot of connecting traffic, cars parked on the road on the left and right sides cause bottlenecks, and smashed property. Parking should be limited to only one side of the road to enable better access.
19	Parking in residential streets	Frost Street, Newton	There needs to be less cars parked on this street thus making the street really hard to navigate, and given the Council and/or Plan SA (or Renewal SA or whatever they're called) have allowed construction of more of those tiny, bunched together two storey dwellings on this street recently (one of which is being built at the moment), there is going to be more cars parked on the street. We do not need more condensed housing development!!!!
20	Parking in residential streets	Adele Avenue, Paradise	With the creation of subdivisions, the road is now full of cars that are parked on both sides of the road. The road is not wide enough and a passing car can barely get through. Also, with cars parked close the the corner, a car entering adele ave cannot see a car driving from the opposite direction along Adele. This will cause an accident one day.
21	Timed parking restriction	James Street, Campbelltown	Consider introducing time limits to parking. Motorists leave their cars in James St all day. I assume this is to catch the bus, or to work at the school. This means visitors or tradespeople can't find a park in the street.
22	Timed parking restriction	Lower North East Road, Campbelltown	Allowing parking here after 6pm (Lower North East Road), northbound, creates significant traffic and cycling issues - 6pm is still peak hour! It is 7pm only a 100m earlier.
23	Timed parking restriction	Mines Road, Campbelltown	Proper road guttering with indents for parking is needed.

Appendix B Stage 2 Community Engagement Report, August 2025

Transport Plan (Northern Section)

Transport Plan Study (Northern Section)



Campbelltown Transport Plan (Northern Section) Stage 2 Community Engagement

Campbelltown City Council

Community Engagement Report
25 August 2025
Ref: 241688

tonkin 

Building exceptional
outcomes together



Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Draft Report	John Devney	James Arnold	John Devney	16 July 2025
B	Draft Final Report	John Devney	James Arnold	John Devney	24 July 2025
C	Final Report	John Devney	James Arnold	John Devney	25 August 2025



Contents

Project: Campbelltown Transport Plan (Northern Section) |
Stage 2 Community Engagement
Client: Campbelltown City Council
Ref: 241688

Executive Summary	i
Overview	i
Key Findings from the Community Consultation	i
Next Steps.....	iv
Abbreviations	v
Glossary of Terms.....	v
1 Introduction.....	1
1.1 Background	1
1.2 Study Area	1
2 Engagement Approach and Plan	2
2.1 Engagement Approach	2
2.2 Stage 2 Community Consultation.....	3
3 Community Consultation Feedback	4
3.1 Community Engagement Response Summary.....	4
3.2 Submissions from the Community.....	6
3.3 Community Engagement Results by Transport Mode	9
4 Conclusions and Next Steps	18
4.1 Key Findings from the Community Consultation	18
4.2 Next Steps	20

Tables

Table 3.1 Online Engagement Responses for the Stage 2 Consultation	4
Table 3.2 Summary of the Comments from the Stage 2 Consultation Submissions	6
Table 3.3 Survey Questions and Results for the Traffic Initiatives.....	11
Table 3.4 Survey Questions and Results for the Public Transport Initiatives	13
Table 3.5 Survey Questions and Results for the Walking Initiatives	14
Table 3.6 Survey Questions and Results for the Cycling Initiatives	15
Table 3.7 Survey Questions and Results for the Parking Initiatives.....	17



Figures

Figure 1 Overall Support for the Initiative in the Transport Plan (Online Pinpoint Survey).....	ii
Figure 2 Level of Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey	iii
Figure 1.1 Study Area for the Campbelltown Council Transport Plan (Northern Section)	1
Figure 2.1 Promotional Flyer and Poster for the Campbelltown Transport Plan Stage 2 Consultation	3
Figure 3.1 Contribution Activity of the Online Pin Survey Comments for the Stage 2 Consultation.....	5
Figure 3.2 Stage 2 Engagement Page Visits and Online Survey Contributions by Date.....	5
Figure 3.3 Number of Comments by Transport Mode from the Stage 2 Consultation Submissions	6
Figure 3.4 Overall Support for the Initiative in the Transport Plan	9
Figure 3.5 Positive Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey	10
Figure 3.6 Negative Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey.....	10
Figure 3.7 Survey Results of the Traffic Initiatives	11
Figure 3.8 Survey Results of the Public Transport Initiatives	12
Figure 3.9 Survey Results of the Walking Initiatives	13
Figure 3.10 Survey Results of the Cycling Initiatives.....	15
Figure 3.11 Survey Results of the Parking Initiatives	16
Figure 4.1 Level of Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey	18

Appendices

Appendix A – Stage 2 Draft Action Plan Survey Form
Appendix B – Stage 2 Promotional Materials
Appendix C – Community Submissions



Executive Summary

Overview

The northern section of the Campbelltown City Council (CCC) includes the suburbs of Paradise, Athelstone, Campbelltown, and Newton. The study was undertaken to provide Council with a longer-term assessment of the traffic, transport, walking, cycling, and on-street parking issues in the study area. This will enable the Council to respond to issues raised by residents and local businesses more proactively and to manage and improve the local transport networks for all users.

Of the five transport modes, a total of 278 comments were provided from the Stage 1 community engagement activities held in October and November 2024 that identify the issues and opportunities in the study area. These comments were analysed to develop the initiatives in the draft Transport Plan that were provided for the Stage 2 community consultation conducted in June 2025.

The results from the online surveys and the community submissions are provided in this Stage 2 engagement summary report. The findings in this report provide the basis for the analysis and prioritisation of the actions in the Transport Plan under the five transport mode categories for:

- Roads and Traffic
- Public Transport
- Walking
- Cycling
- Parking

Key Findings from the Community Consultation

The Stage 2 consultation of the proposed actions in the draft Transport Plan was conducted from Tuesday 10 June to Monday 30 June 2025 with the following responses:

- 85 Social Pinpoint contributions to the online survey.
- 9 formal email and letter submissions were received.

The results of the general questions in the online survey for “Do you support the initiatives in the Transport Plan” are shown in Figure 1 with:

- 62% (53 responses) support for the Transport Plan initiatives.
- 15% (13 responses) are neutral with no strong view.
- 23% (19 responses) disagree with some part of the Transport Plan.

These survey responses do not include the 9 email and letter submissions.

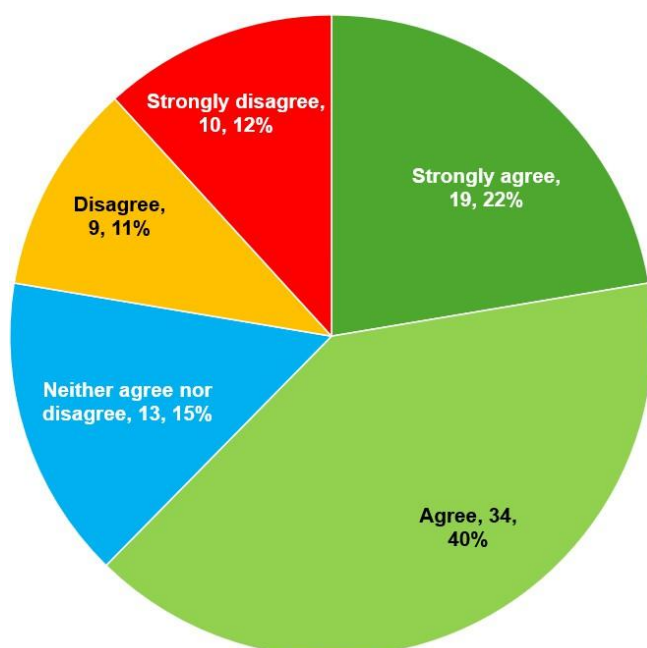


Figure 1 Overall Support for the Initiative in the Transport Plan (Online Pinpoint Survey)

The comments from the nine submissions were reviewed and are grouped by transport mode as follows:

• **Roads and Traffic**

- Road intersection safety, in particular at Newton Road, Hambledon Road and Clairville Road is dangerous and needs to be included in the Transport Plan.
- Support for the speed limit reductions on the sub-arterial roads.
- Support for the 40 km/h speed limit in Campbelltown.
- Concern for Kiss and Drop zone in James Street, Campbelltown at East Marden Primary School.
- Concern for larger private vehicles on the roads in Campbelltown.

• **Public Transport**

- Bus frequency and hours
 - Extend the services on Routes 530 and 578 into the evenings similar to Routes 178 and H30.
 - Support for the Go Zone extension to Athelstone and Newton with a frequency every 10 minutes.
- Bus routes and network
 - Extend Routes 178 and H30 to Paradise on all trips. However, a resident in Montacute Road does not support Route 178 to be changed a Go Zone service frequency along the eastern end of Montacute Road.
 - Use articulated buses on the O-Bahn services in the peak hours.
- Bus service reliability
 - Adjust Route 579 timetable to improve running time and reliability at Paradise Interchange.
 - Implement a clearway on Darley Road in the AM peak to improve bus service reliability.
 - Implement policies to reduce late running bus services.
 - Remove bus stop 25A from the timetables on the O-Bahn bus routes (500 series) to improve service reliability and reduce travel times to the City.
- Improve the safety at Paradise interchange at night with better lighting.
- Review the amenity, lighting and access to bus stops in Campbelltown to improve safety after dark.

• **Walking**

- Walk network connectivity to provide a complete footpath network and improvements to walkability to shopping, schools and parks to consider the hilly terrain.



• Cycling

- Bicycle lane safety for separated bicycle lanes on arterial roads and to discourage traffic on Graves Street for space for bicycle lanes to be installed.
- Bicycle parking at shopping areas.
- Cycling route or network
 - Advocates for a connected bicycle network with safety as a priority.
 - Provided ideas for a safer cycling route to The ARC.
 - Provides ideas for new bicycle routes in Campbelltown, Newton and Paradise.
- Cyclist crossing supported for a safe crossing of Lower North East Road to The ARC.
- E-scooters and e-bikes with safety concerns about the increased usage of e-scooters and e-bikes on local streets.
- Support for bicycle route signage and wayfinding with multiple ideas for the locations to install cyclist wayfinding.

• Parking

- Development impacts with concerns about on-street parking demand with a new infill subdivision near Thorndon Park. Infill development creates parking issues on residential streets. Consider parking on one side of the street only.
- On-street parking management with better use of private garages for car parking to reduce the demand for residents to park on local streets.
- Parking in reserves with ideas to manage the parking demand at The ARC, especially on busy days.
- Parking in residential streets with a review parking policy in narrow streets, in particular in the 40 km/h speed areas.

The results of the level of support for the initiatives in the draft Transport Plan are shown in Figure 2. This graph shows more positive support for the initiatives than negative feedback. The Traffic initiatives T1, T2A, T2B and T2C are for slower speed limits had the highest negative scores. Most of the other initiatives had positive support ranging from 70 to 90 per cent.

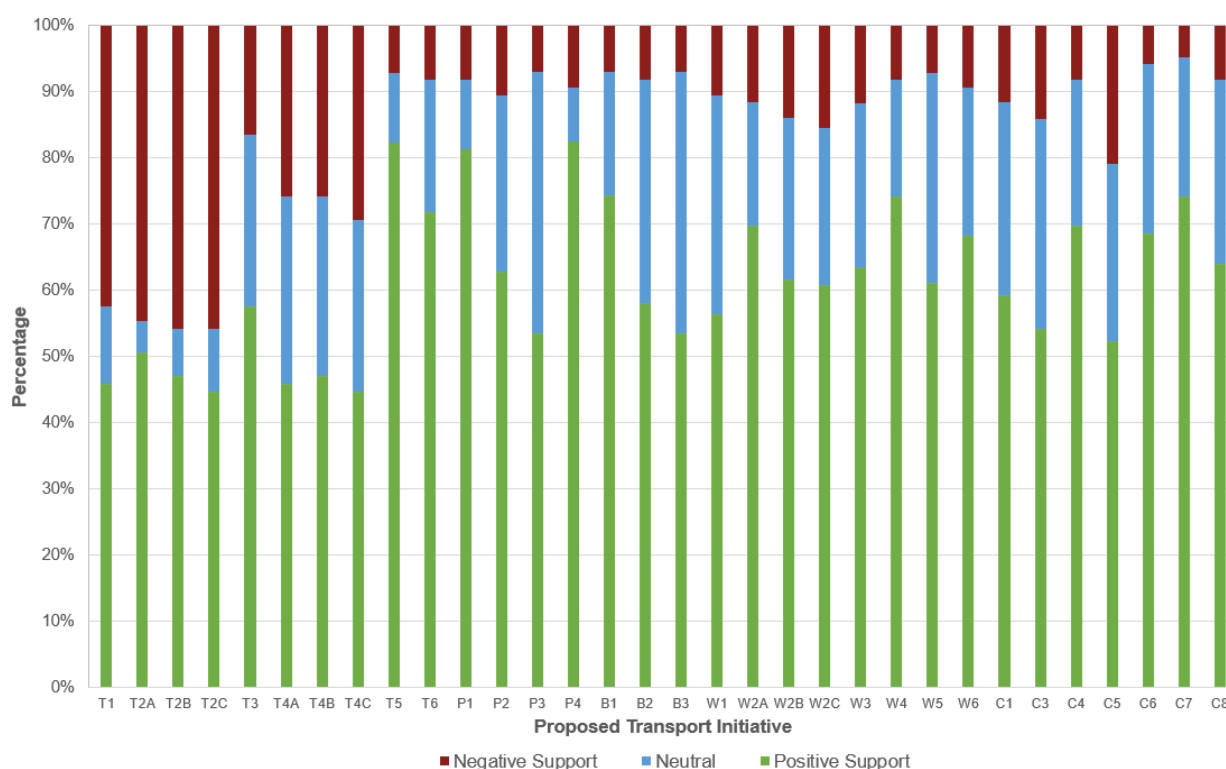


Figure 2 Level of Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey



Next Steps

The following activities will be undertaken to develop the draft Transport Plan in 2025.

Development of the final Transport Plan

Based on the Stage 2 consultation results, a Multi-Criteria Analysis (MCA) methodology will be developed to assess the priorities and timings (short, medium and long-term) for the proposed interventions and policies to address the issues for transport over the next 10 years.

A draft final Transport Plan will be prepared for presentation to Council by staff and for final adoption of the Transport Plan with the staged and prioritised action plan of initiatives to address the issues identified for traffic, public transport, walking, cycling and parking.



Abbreviations

Abbreviation	Description
Bike Adelaide	Local bicycle advocacy group based in Adelaide.
BUG	Bicycle User Group
CCC	Campbelltown City Council
DIT	Department for Infrastructure and Transport
PTSA	Public Transport South Australia, a division of DIT established in 2024

Glossary of Terms

Term	Description
Active Transport	Active transport incorporates cycling, walking and other physically active ways of travelling that can be undertaken alone or combined with public transport.
Public Transport	Trains, trams and buses operated under contract to the State Government.
Bicycle infrastructure Lanes and Paths	<ul style="list-style-type: none">• A bicycle lane is a painted lane along the edge of a collector or arterial road.• A separated bicycle lane is along the edge of a road and has a physical feature separating bicycles and vehicles.• A shared path is available for pedestrians and bicycles and is typically provided through parks and reserves.
40 km/h speed limit area	A 40 km/h speed limit area is a measure to support and reinforce the traffic calming treatments. It can be applied to an entire suburb or a precinct within a suburb. Applications for speed limit changes must be approved by DIT according to the <i>Speed Limit Guideline for South Australia</i> , DIT, October 2023.
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.
Kiss and Drop zone	A formal drop-off and pick-up area at a school that can be off-road on the school ground or on the adjacent local streets near the school entrances. A two-minute stopping limit is typically applied during the school in the AM (typically from 8:00 am to 9:00 am) and PM (typically from 2:30 pm to 3:30 pm).
On-demand transport	On-demand transport is a flexible bus service designed to improve connections to transport hubs and popular destinations like shopping centres and community centres. For example, on-demand bus transport services operate in Gawler and Mount Barker for local trips instead of the regular fixed-route timetabled bus routes.



Term	Description
Road network hierarchy	<p>The Road network comprises a hierarchy of roads and streets:</p> <ul style="list-style-type: none">• Arterial road (State maintained road)• Sub-arterial road• Primary Collector road• Secondary Collector road• District Road• Local Road (street)
Sharrow	<p>A sharrow is a bicycle pavement marking along a local street indicating shared use of the traffic lane with bicycles and vehicles and providing route guidance for cyclists.</p>
Traffic calming devices	<p>Traffic calming treatments in local streets includes the following measures:</p> <ul style="list-style-type: none">• Slow points with narrowed sections of roadway• Chicanes where the traffic must slow down to weave around kerbside build-outs• Flat top road humps along mid-block sections• Speed humps or road cushions with a 20 km/h speed limit• Pavement treatments with different colours and textures• Mini-roundabouts at intersections



1 Introduction

This section provides the background for the preparation of the Transport Plan for Campbelltown City Council, defines the study area and details the overall approach for the stakeholder and community engagement activities, which will assist in identifying and understanding the issues and opportunities and contribute to the development of the solutions for the Transport Plan.

1.1 Background

In the Campbelltown City Council's 2024-2025 Annual Business Plan and Budget, Council allocated funds for the development and preparation of a Transport Plan for the Northern section of the Council north of Montacute Road. The aim of the Transport Plan is to manage and improve traffic flows and reduce traffic congestion and to conduct better integrated transport planning for all modes, including traffic, public transport, walking, cycling and parking management across the entire Council area. The Transport Plan will be developed in collaboration with stakeholders and the wider community to identify, confirm and address the key issues and identify potential solutions. The Transport Plan will provide an action plan with a range of initiatives to address, where possible, the issues identified through the stakeholder and community engagement activities.

1.2 Study Area

The study area for Campbelltown Council's Transport Plan (Northern Section) is shown in Figure 1.1. It includes the four suburbs of Campbelltown, Paradise, Newton and Athelstone that are north of Montacute Road and south of the River Torrens.

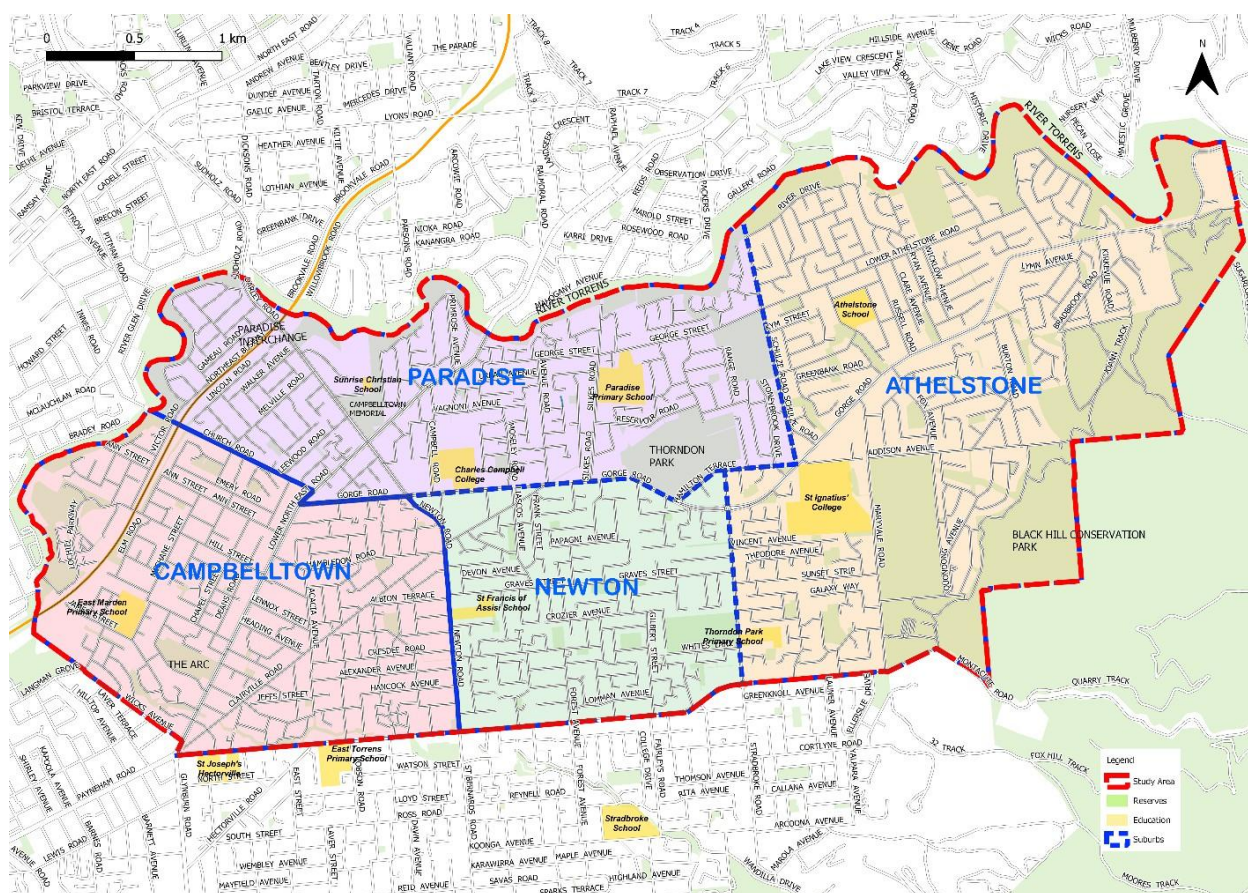


Figure 1.1 Study Area for the Campbelltown Council Transport Plan (Northern Section)



2 Engagement Approach and Plan

2.1 Engagement Approach

The approach to stakeholder and community engagement followed Council's Community Engagement Policy for Level 3 engagement, which comprises of **Consulting, Involving and Collaborating**. The Tonkin team supported Council's Engagement team with the two consultation rounds, namely:

- **Stage 1 - Issues and Opportunities** to develop the draft Transport Plan. This phase includes the following:
 - After discussions with Council staff, an existing conditions report was prepared to summarise:
 - the land use and demographic analysis,
 - statistics and maps of the traffic and roads,
 - analysis of crash records,
 - on-street and off-street parking,
 - public transport buses via the O-Bahn or local routes), and
 - the walking and cycling networks within Campbelltown City Council.
 - Meetings with key stakeholders based on a stakeholder registration list confirmed by Council staff.
 - An online survey with a questionnaire and pin location map to collect the issues and opportunities and views for the future transport system in the Campbelltown City Council.
 - Maps and text for the promotional materials, including posters, corflutes and signs to advertise the community engagement activities, venues and time for the consultation.
 - Issues and opportunities workshop with representatives from the key stakeholders and community to brainstorm the issues and opportunities for the future transport system.
 - Following this a consultant's report on engagement outcomes will be provided to Council. This will accompany a Staff report to Council that includes the engagement outcomes and the draft Transport Plan for endorsement for consultation.
- **Stage 2 draft Transport Plan** to prepare the prioritised staged action plan including:
 - The draft Transport Plan will be released to the community and stakeholders for feedback.

Council staff designed the materials using Campbelltown City Council's branding guidelines and conducted the advertising and promotional activities.

The Tonkin team:

- provided the content for the social media posts and Council newsletter,
- designed the pin map survey and supporting information using the Social Pinpoint engagement software package and to monitor and manage the community submissions,
- managed and conducted the community drop-in session, workshops and Council forums, and
- managed and conducted the stakeholder engagement meetings.



2.2 Stage 2 Community Consultation

2.2.1 Activities for the Stage 2 Consultation

Council staff designed and created the Connect 2 Campbelltown webpage that included:

- A description of the Transport Plan scope and timing and the Stage 1 consultation materials.
- Consultation period from Tuesday 10 June 2025 to Monday 30 June 2025.
- Links to the draft Transport Plan (Northern Section) dated 27 May 2025.
- An online survey that used the Social Pinpoint engagement software was managed by Tonkin staff. The questionnaire with 32 multiple choice questions of most of the initiatives in the draft action plan. The scoring for the questions was from 5) Strongly agree, 4) Agree, 3) Neither agree nor disagree, 2) Disagree and 1) Strongly disagree. A general question was included about the level of support for the Transport Plan. A copy of the transport survey is included in **Appendix A**. A hard copy version was printed by Council and available at the Council office.
- Formal submissions via email or letter.

2.2.2 Promotion for the Stage 2 Consultation

Council staff prepared and designed all promotional materials with the following methods:

- Information on the Connect 2 Campbelltown website.
- Council designed and prepared a flyer and poster with a QR code to promote the Social Pinpoint survey on the Connect 2 Campbelltown webpage as shown in Figure 2.1. Copies are included in **Appendix B**.
- Emails to community reference groups and key stakeholders, including schools in the study area.
- Social media on Facebook and Instagram at <https://www.facebook.com/CampbelltownSA/> # and <https://www.instagram.com/campbelltownsa/>



Figure 2.1 Promotional Flyer and Poster for the Campbelltown Transport Plan Stage 2 Consultation



3 Community Consultation Feedback

The results of the community consultation activities conducted for Stage 2, including the survey results and summaries of the email submissions are provided in this section.

3.1 Community Engagement Response Summary

The consultation was promoted by Council via:

- A public notice in The Advertiser on Tuesday 10 June 2025
- Social media posts:
 - 3 stories
 - 5 posts across Facebook and Instagram
- Electronic promotion on Digital TV screen at Council office, My Local Services App on a JOLT screen
- Connect 2 Campbelltown newsletters on
 - 13 June 2025, sent to 1,569 registered subscribers (64 per cent open rate) and
 - 24 June 2025, sent to 1,568 registered subscribers (64 per cent open rate)
- Signage in the Council area was installed as follows:
 - Banner locations
 - Paradise Motors at the corner of George Street and Lower North East Road.
 - Newton Road on the corner of Clairville Road in front of Rebel Sport.
 - Corflute locations
 - Thorndon Park Gate
 - Campbelltown Memorial Oval Fence
- A3 signage (laminated posters) at the 10 bus stops highlighted on the attached map
- Hard copy surveys and posters at Council Office, Campbelltown Library, The ARC Campbelltown and Lochiel Golf Course Café

The total number of responses to the engagement page, online survey and email submissions and letters provided during the Stage 2 consultation from Tuesday 10 June 2025 to Monday 30 June 2025 are provided in Table 3.1.

Table 3.1 Online Engagement Responses for the Stage 2 Consultation

Activity	Number of Responses or Contacts
Social media with total impressions	3,856
Social media reach	3,437
Submissions and survey responses	
Submissions from 15 June to 30 June 2025	9
Online Social Pinpoint survey	85

The contribution activity graph for the online survey is provided in Figure 3.1. Two noticeable peaks in activity can be viewed in the days in the first week and in the final days of the survey period.

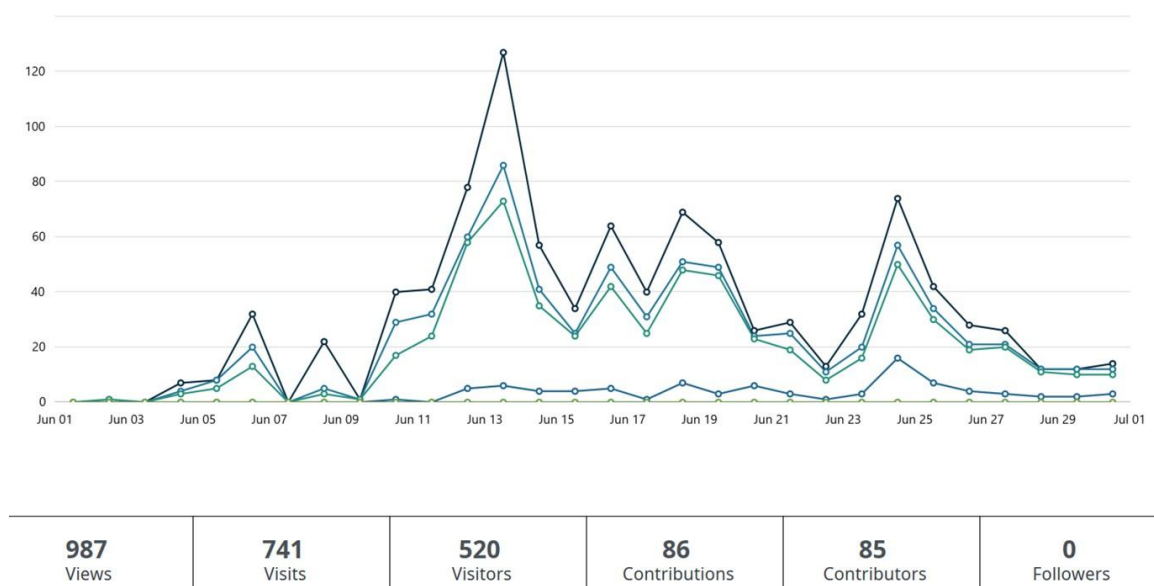


Figure 3.1 Contribution Activity of the Online Pin Survey Comments for the Stage 2 Consultation

The number of visits to the Social Pinpoint webpage with the draft Transport Plan and the number of contributions to the online survey is shown in Figure 3.2. The maximum visits to the survey site occurred on Friday 13 June with 73 and on 24 June with 58. The maximum contributions were submitted on 24 June with 16 responses.

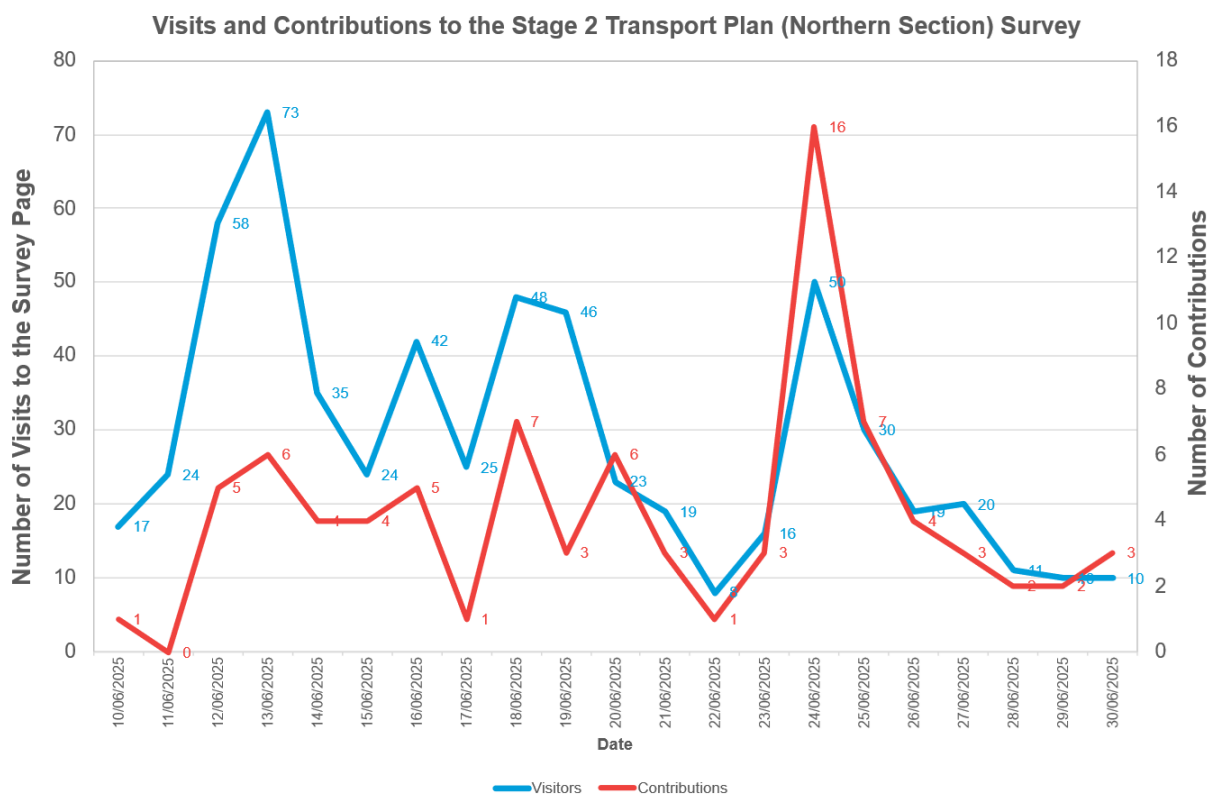


Figure 3.2 Stage 2 Engagement Page Visits and Online Survey Contributions by Date



3.2 Submissions from the Community

A total of nine email and letter submissions were received with a total of 42 comments. The detailed verbatim comments from these submissions are included in **Appendix C**.

The comments from the submissions were tabulated by transport mode as shown in Figure 3.4 with 60 per cent the feedback related to providing for safer infrastructure for cyclists and for Council to advocate for improved public transport as an option to using private vehicles.

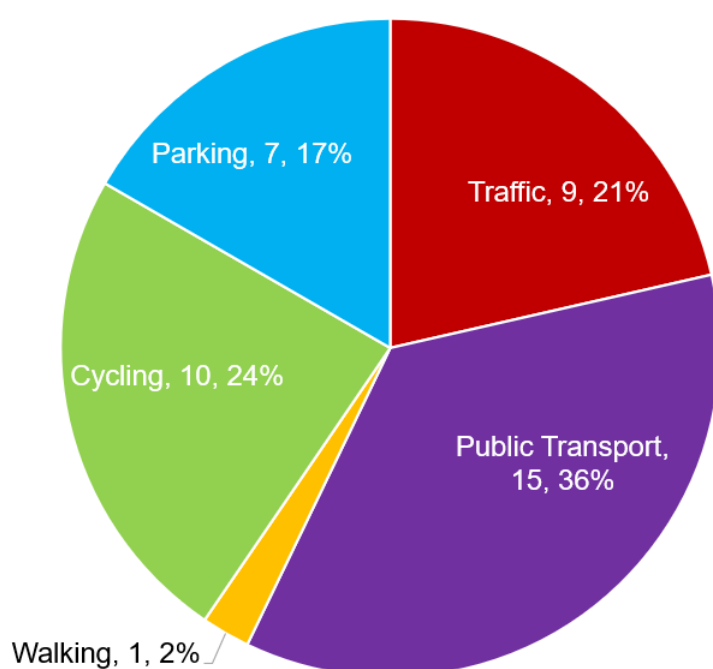


Figure 3.3 Number of Comments by Transport Mode from the Stage 2 Consultation Submissions

The 42 comments in the nine submissions are summarised by transport mode and type of comment in Table 3.2.

Table 3.2 Summary of the Comments from the Stage 2 Consultation Submissions

Transport Comment Type	Comments from the Submissions
Roads and Traffic	
General comment	<ul style="list-style-type: none">• General support for the Transport Plan with some suggestions about cycling and pedestrian safety.• Support for the Transport Plan, except for the wayfinding signage for cycling.
Road hierarchy and planning	<ul style="list-style-type: none">• Does not support any change to the road classification for Montacute Road east of Stradbroke Road. Concerned that a change to an Arterial road class would increase freight traffic along Montacute Road with noise and amenity issues for residents.• Concern for larger private vehicles on the roads in Campbelltown.



Transport Comment Type		Comments from the Submissions
Road intersection safety		<ul style="list-style-type: none"> Intersection at Newton Road, Hambledon Road and Clairville Road is dangerous and needs to be included in the Transport Plan. Review intersection capacity at Lower North East Road and George Street, Paradise.
School travel safety		<ul style="list-style-type: none"> Concern for Kiss and Drop zone in James Street, Campbelltown at East Marden Primary School.
Traffic speed		<ul style="list-style-type: none"> Support for 40 km/h speed limit in Campbelltown. Support for the speed limit reductions on the sub-arterial roads.
Public Transport		
Bus customer information		<ul style="list-style-type: none"> Provide detailed information about how to use the bus network for transfers.
Bus frequency and hours		<ul style="list-style-type: none"> Extend the services on Routes 530 and 578 into the evenings similar to Routes 178 and H30. Support for the Go Zone extension to Athelstone and Newton with a frequency every 10 minutes.
Bus interchange or stop safety		<ul style="list-style-type: none"> Improve safety at Paradise interchange at night with better lighting. Review the amenity, lighting and access to bus stops in Campbelltown to improve safety after dark.
Bus routes and network		<ul style="list-style-type: none"> Extend Routes 178 and H30 to Paradise on all trips. Use articulated buses on the O-Bahn services in the peak hours. One resident does not support Route 178 to be changed a Go Zone service frequency along the eastern end of Montacute Road.
Bus service reliability		<ul style="list-style-type: none"> Adjust Route 579 timetable to improve running time and reliability at Paradise Interchange. Implement a clearway on Darley Road in the AM peak to improve bus service reliability. Implement policies to reduce late running bus services. Remove bus stop 25A from the timetables on the O-Bahn bus routes (500 series) to improve service reliability and reduce travel times to the City.
Long term public transport planning		<ul style="list-style-type: none"> Advocates for long term planning for public transport. Suggested long term rail line between Adelaide and Murray Bridge would service the Campbelltown area.
Public transport governance		<ul style="list-style-type: none"> Support for government bus contracts.
Walking		
Walk network connectivity		<ul style="list-style-type: none"> Advocates for a complete footpath network and improvements to walkability to shopping, schools and parks to consider the hilly terrain.
Cycling		
Bicycle lane safety		<ul style="list-style-type: none"> Advocates for separate bicycle lanes on arterial roads.



Transport Comment Type	Comments from the Submissions
	<ul style="list-style-type: none"> Discourage traffic on Graves Street for space for bicycle lanes to be installed.
Bicycle parking	<ul style="list-style-type: none"> Support for bicycle parking at shopping areas.
Cycling route or network	<ul style="list-style-type: none"> Advocates for a connected bicycle network with safety as a priority. Provided ideas for a safer cycling route to The ARC. Provides ideas for new bicycle routes in Campbelltown, Newton and Paradise.
Cyclist crossing	<ul style="list-style-type: none"> Provides ideas for a safe crossing of Lower North East Road to The ARC.
E-scooters and e-bikes	<ul style="list-style-type: none"> Safety concerns about the increased usage of e-scooters and e-bikes on local streets.
Signage and wayfinding	<ul style="list-style-type: none"> Provided multiple ideas for the locations to install cyclist wayfinding. Support for bicycle route signage and wayfinding.
Parking	
Development impacts	<ul style="list-style-type: none"> Concerns about on-street parking demand with a new infill subdivision near Thorndon Park. Infill development creates parking issues on residential streets. Consider parking on one side of the street only.
On-street parking management	<ul style="list-style-type: none"> Better use of private garages for car parking to reduce the demand for residents to park on local streets.
Parking in parks/reserves	<ul style="list-style-type: none"> Provided ideas to manage the parking demand at The ARC, especially on busy days. Provided many ideas to manage the car parking demand at The ARC.
Parking in residential streets	<ul style="list-style-type: none"> High parking demand at the ARC in Campbelltown needs to be managed. Need to review parking policy in narrow streets, in particular in the 40 km/h speed areas.



3.3 Community Engagement Results by Transport Mode

A total of 86 survey responses were received with the online survey. No hardcopy survey forms were completed and returned. Of the 86 respondents, 45 or 52 per cent were male and 41 or 48 per cent were female. A total of 61 respondents or 71 per cent live in the study area with the most of the remaining 25 respondents living in other parts of Campbelltown City Council or the Eastern Suburbs. The percentages in the tables and charts in this report were rounded to the nearest whole number and therefore they may not total to 100 per cent for the multiple-choice questions.

The community engagement feedback from the questionnaire survey is summarised by transport mode in this section. The results of the general question in the survey for “Do you support the initiatives in the Transport Plan” are shown in Figure 3.4 with:

- 62% (53 responses) support for the Transport Plan initiatives
- 15% (13 responses) are neutral with no strong view
- 23% (19 responses) disagree with some part of the Transport Plan

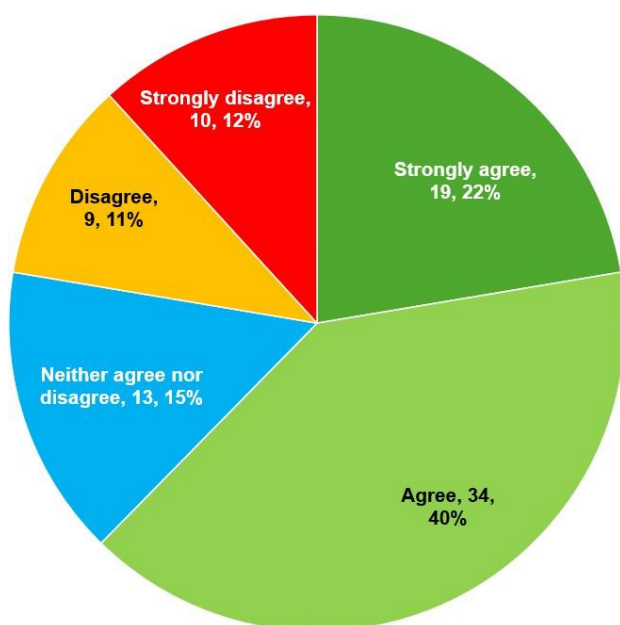


Figure 3.4 Overall Support for the Initiative in the Transport Plan

The survey questions were identified using a reference code that include the transport mode with:

- T for Traffic initiatives
- B for Buses or public transport initiatives
- W for Walking initiatives
- C for Cycling initiatives
- P for Parking initiatives.

The levels of positive support for the initiatives in the draft Transport Plan are shown in Figure 3.5. The Traffic initiatives for slower speed limits had the lowest positive scores ranging from 45 to 58 per cent. Most of the other initiatives had positive support ranging from 52 to 83 per cent.

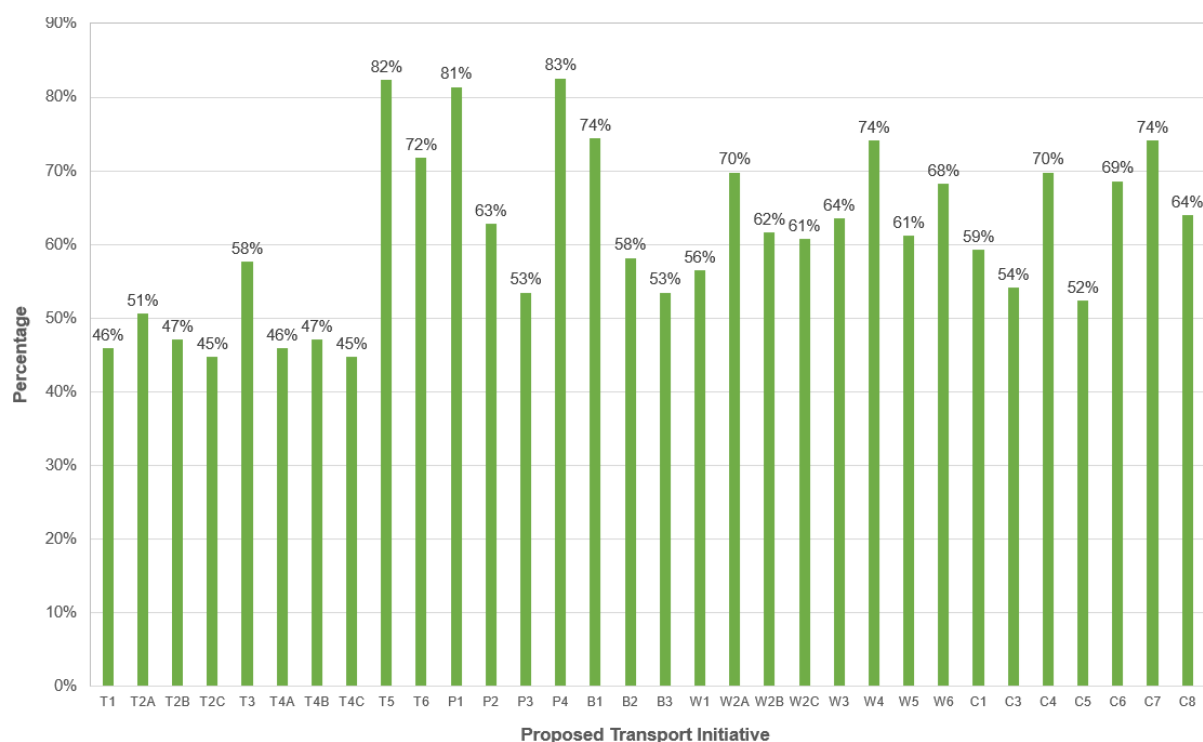


Figure 3.5 Positive Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey

The levels of negative support for the initiatives in the draft Transport Plan are shown in Figure 3.6. The Traffic initiatives T1, T2A, T2B and T2C are for slower speed limits had the highest negative scores between 40 and 46 per cent. Most of the other initiatives had negative support ranging from 5 to 30 per cent.

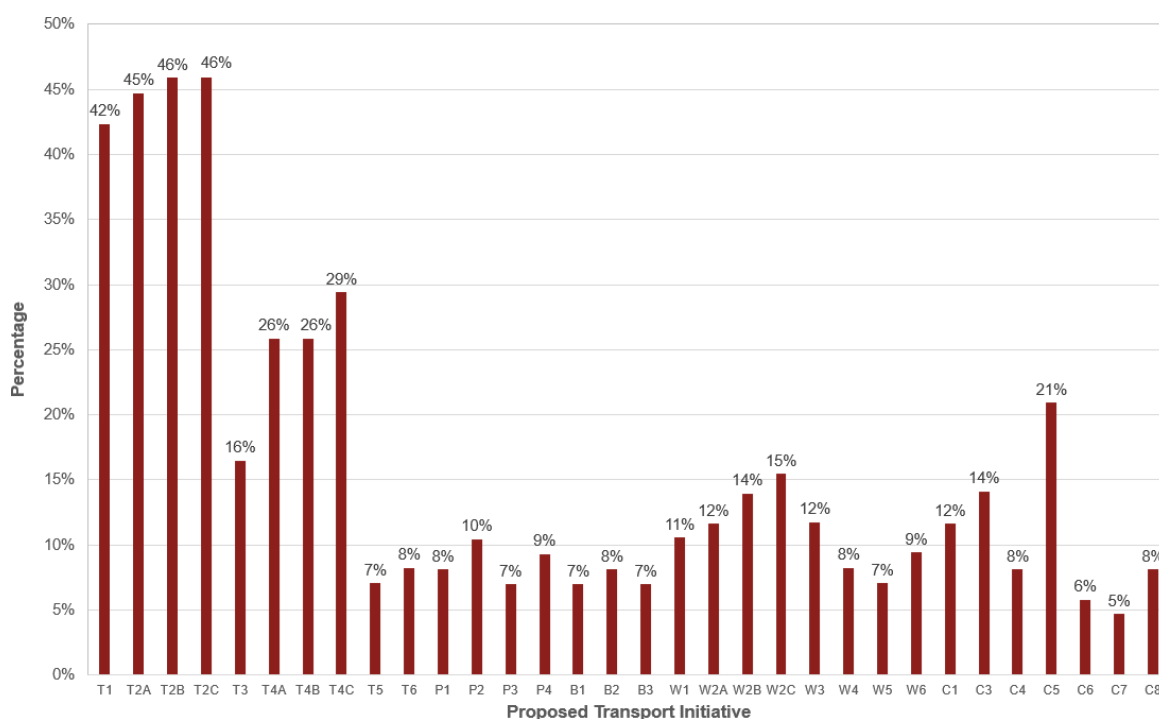


Figure 3.6 Negative Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey



3.3.1 Roads and Traffic

The results of the scoring from 1 to 5 for the roads and traffic initiatives in the draft action plan are shown in Figure 3.7 with the survey questions and detailed results provided in Table 3.3. The initiatives received support ranging from 45 per cent to 82 per cent.

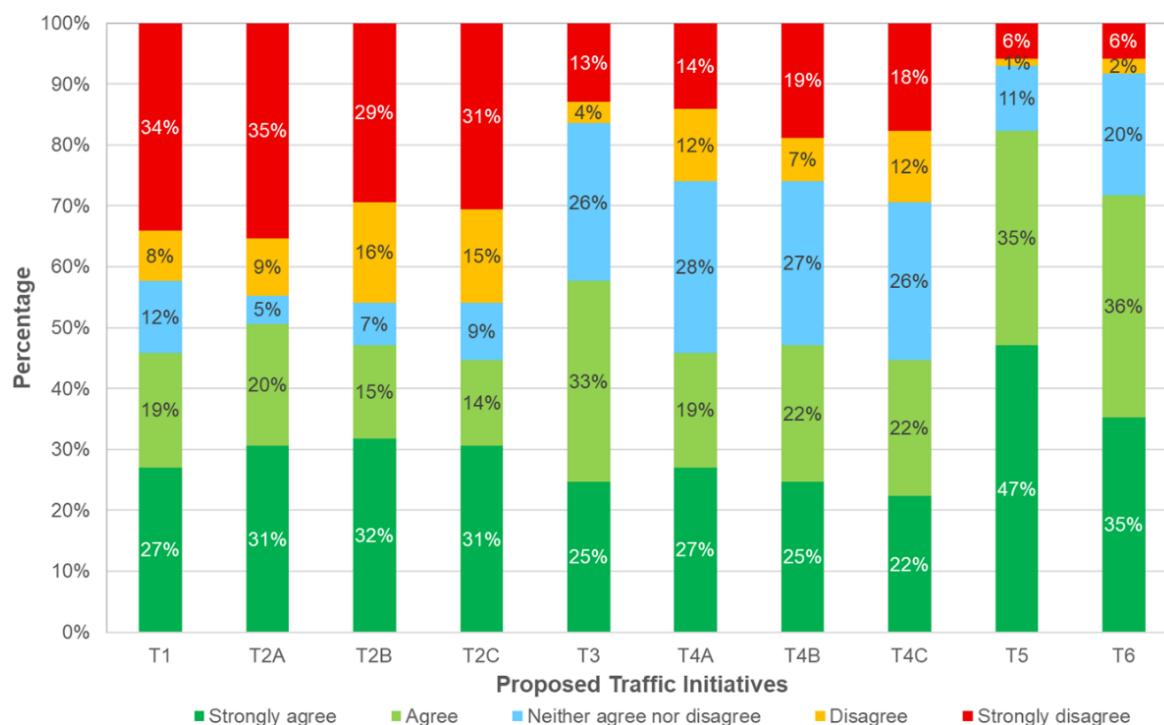


Figure 3.7 Survey Results of the Traffic Initiatives

Table 3.3 Survey Questions and Results for the Traffic Initiatives

Survey Question Description	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
T1: 40 km/h speed for parts of Campbelltown and Paradise	23 (27%)	16 (19%)	10 (12%)	7 (8%)	29 (34%)
T2A: 50 km/h in Stradbroke Road	26 (31%)	17 (20%)	4 (5%)	8 (9%)	30 (35%)
T2B: 50 km/h in George Street/Lower Athelstone Road	27 (32%)	13 (15%)	6 (7%)	14 (16%)	25 (29%)
T2C: 50 km/h in Maryvale Road	26 (31%)	12 (14%)	8 (9%)	13 (15%)	26 (31%)
T3: Council road hierarchy review	21 (25%)	28 (33%)	22 (26%)	3 (4%)	11 (13%)



Survey Question Description	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
T4A: Traffic calming devices in Addison Avenue, Athelstone	23 (27%)	16 (19%)	24 (28%)	10 (12%)	12 (14%)
T4B: Traffic calming devices in Church Road, Campbelltown and Paradise	21 (25%)	19 (22%)	23 (27%)	6 (7%)	16 (19%)
T4C: Traffic calming devices in Avenue Road, Paradise	19 (22%)	19 (22%)	22 (26%)	10 (12%)	15 (18%)
T5: Kiss and Drop safety review at all schools during the AM drop-off and PM pick-up times	40 (47%)	30 (35%)	9 (11%)	1 (1%)	5 (6%)
T6: Intersection traffic safety review in Lower North East Road at Hill Street, Campbelltown	30 (35%)	31 (36%)	17 (20%)	2 (2%)	5 (6%)

3.3.2 Public Transport

The results of the scoring from 1 to 5 for the public transport initiatives in the draft action plan are shown in Figure 3.8 with the survey questions and detailed results provided in Table 3.4. All initiatives have over 55 per cent to 74 per cent support.

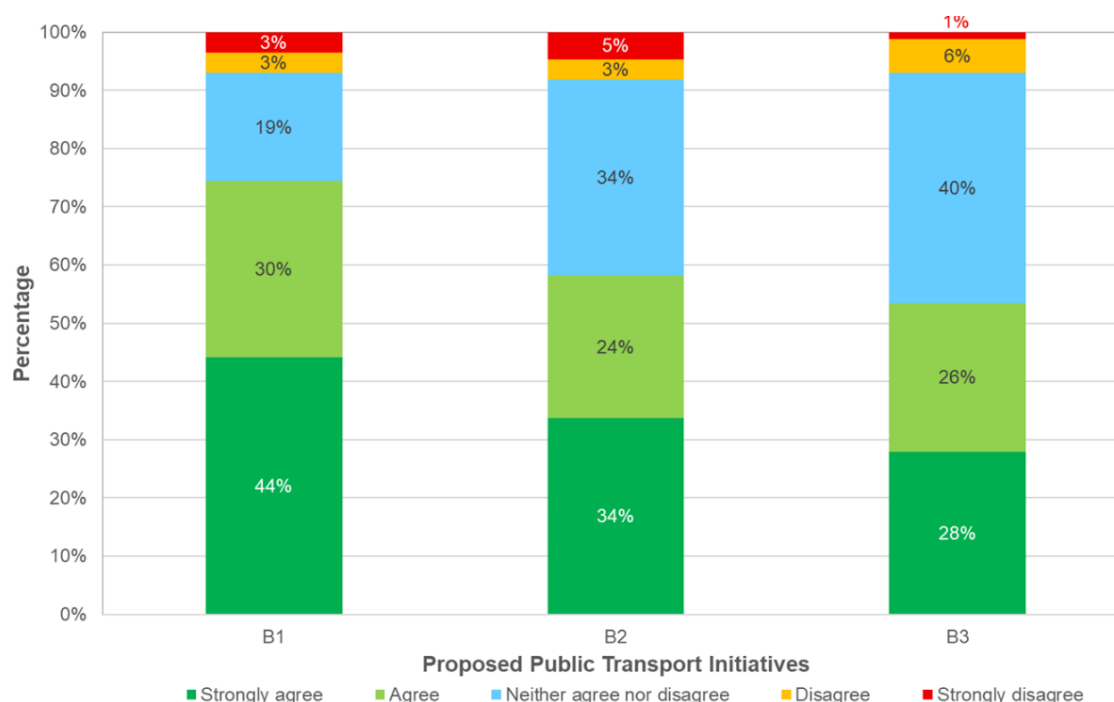


Figure 3.8 Survey Results of the Public Transport Initiatives



Table 3.4 Survey Questions and Results for the Public Transport Initiatives

Survey Question Description	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
B1: Go Zone bus corridor extension in Route 178 to Paradise	38 (44%)	26 (30%)	16 (19%)	3 (3%)	3 (3%)
B2: Additional bus services in Route 178 in Athelstone	29 (34%)	21 (24%)	29 (34%)	3 (3%)	4 (5%)
B3: Additional bus services in Addison Avenue and Quondong Avenue, Athelstone	24 (28%)	22	34 (40%)	5 (6%)	1 (1%)

3.3.3 Walking

The results of the scoring from 1 to 5 for the walking initiatives in the draft action plan are shown in Figure 3.9 with the survey questions and detailed results provided in Table 3.5. All initiatives received support ranging from 67 per cent to 84 per cent.

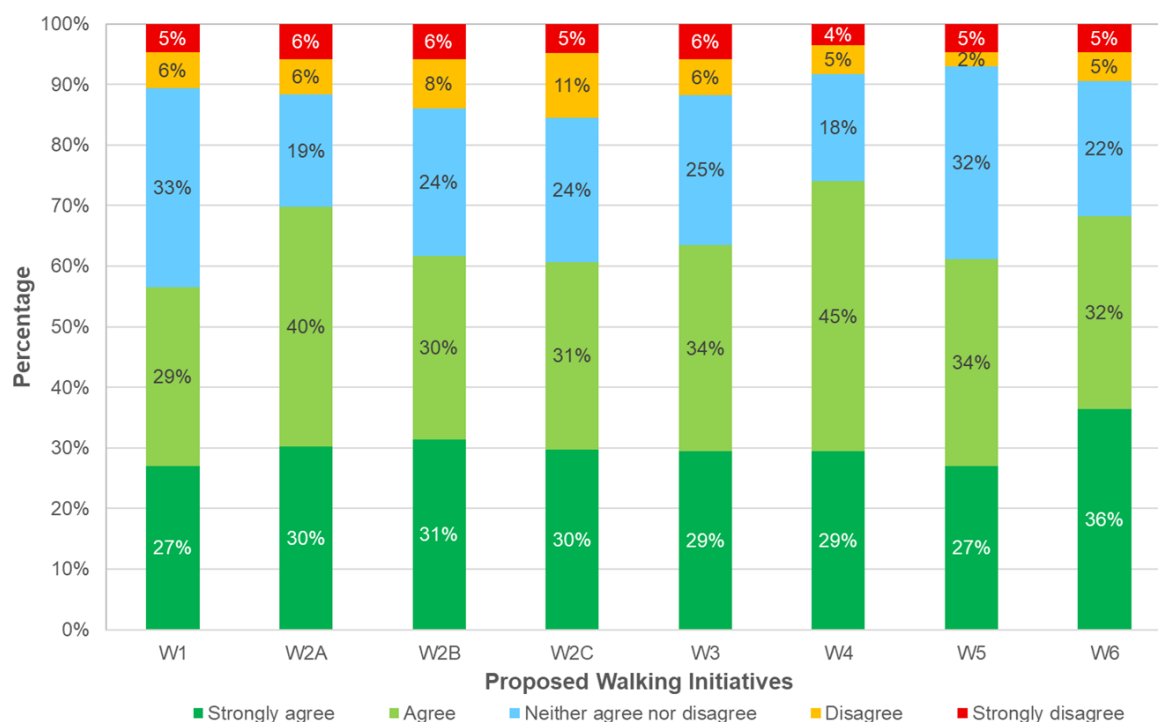


Figure 3.9 Survey Results of the Walking Initiatives



Table 3.5 Survey Questions and Results for the Walking Initiatives

Survey Question Description	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
W1: Safer pedestrian crossing in Montacute Road at Piccadilly Crescent, Campbelltown	23 (27%)	25 (29%)	28 (33%)	5 (6%)	4 (5%)
W2A: Safer walk routes for students to Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School.	26 (30%)	34 (40%)	16 (19%)	5 (6%)	5 (6%)
W2B: Safer walk routes for students to Montacute Road at Piccadilly Crescent for St Joseph's School, Hectorville.	27 (31%)	26 (30%)	21 (24%)	7 (8%)	5 (6%)
W2C: Safer walk routes for students to Montacute Road east of Hectorville Road for East Torrens Primary School.	25 (30%)	26 (31%)	20 (24%)	9 (11%)	4 (5%)
W3: Safer pedestrian crossing to Gorge Road at Manresa Court, Athelstone	25 (29%)	29 (34%)	21 (25%)	5 (6%)	5 (6%)
W4: Safer pedestrian crossing to Montacute Road west of Stradbroke Road, Newton	25 (29%)	38 (45%)	15 (18%)	4 (5%)	3 (4%)
W5: Safer pedestrian crossing to Gorge Road/Maryvale Road, Athelstone	23 (27%)	29 (34%)	27 (32%)	2 (2%)	4 (5%)
W6: Council strategic master plan updates	31 (36%)	27 (32%)	19 (22%)	4 (5%)	4 (5%)



3.3.4 Cycling

The results of the scoring from 1 to 5 for the cycling initiatives in the draft action plan are shown in Figure 3.10 with the survey questions and detailed results provided in Table 3.6. All initiatives received support ranging from 54 per cent to 74 per cent.

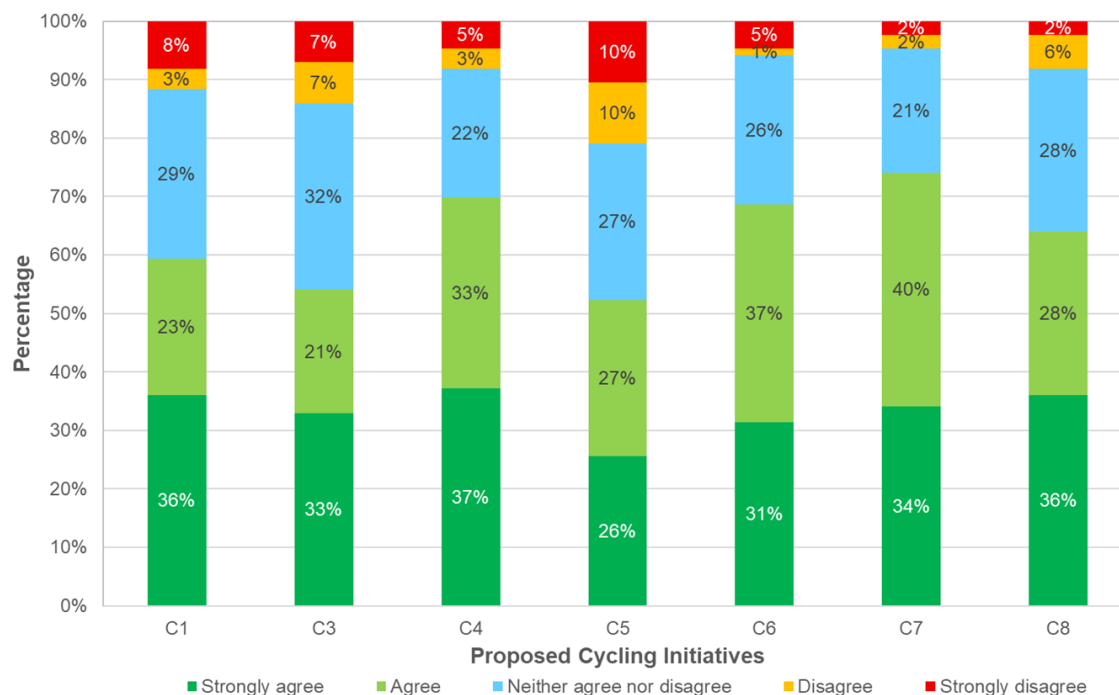


Figure 3.10 Survey Results of the Cycling Initiatives

Table 3.6 Survey Questions and Results for the Cycling Initiatives

Survey Question Description	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
C1: Review Council bicycle plan	31 (36%)	20 (23%)	25 (29%)	3 (3%)	7 (8%)
C3: New cyclist crossing at Stradbroke Road between Graves Street in Newton and Emanuel Street in Athelstone	28 (33%)	18 (21%)	27 (32%)	6 (7%)	6 (7%)
C4: New signage and wayfinding on Primary bicycle routes	32 (37%)	28 (33%)	19 (22%)	3 (3%)	4 (5%)
C5: New cyclist crossing at Maryvale Road near Sunset Strip and Foxfield Oval, Athelstone	22 (26%)	23 (27%)	23 (27%)	9 (10%)	9 (10%)



Survey Question Description	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
C6: New bicycle parking at Paradise O-Bahn interchange on the south side with access from Lincoln Road	27 (31%)	32 (37%)	22 (26%)	1 (1%)	4 (5%)
C7: New bicycle parking at Campbelltown Shopping Centre on Lower North East Road	29 (34%)	34 (40%)	18 (21%)	2 (2%)	2 (2%)
C8: Review Council bicycle plan	31 (36%)	24 (28%)	24 (28%)	5 (6%)	2 (2%)

3.3.5 Parking

The results of the scoring from 1 to 5 for the parking initiatives in the draft action plan are shown in Figure 3.11 with the survey questions and detailed results provided in Table 3.7. All initiatives received support ranging from 53 per cent to 83 per cent.

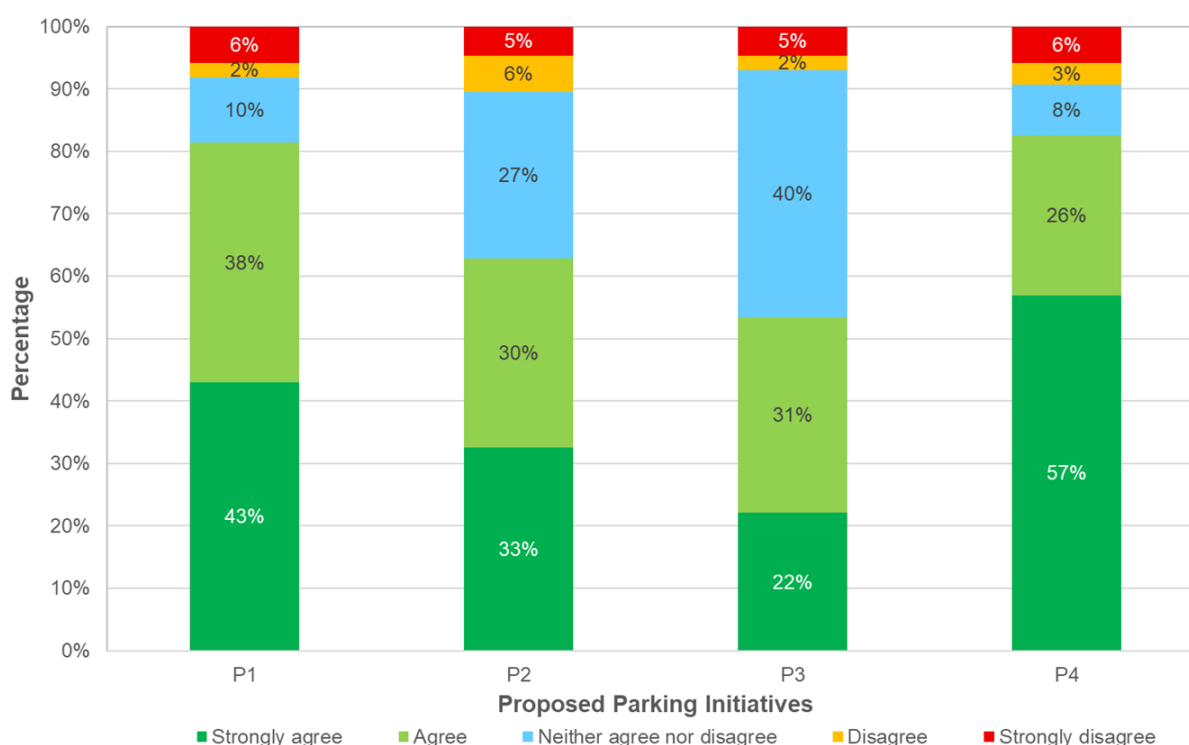


Figure 3.11 Survey Results of the Parking Initiatives



Table 3.7 Survey Questions and Results for the Parking Initiatives

Survey Question Descript	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
P1: Review on-street parking demand at Paradise O-Bahn interchange	37 (43%)	33 (38%)	9 (10%)	2 (2%)	5 (6%)
P2: Review on-street parking demand at The ARC car park and in Botanic Grove, Campbelltown	28 (33%)	26 (30%)	23 (27%)	5 (6%)	4 (5%)
P3: Review on-street parking demand in Hill Street, Campbelltown	19 (22%)	27 (31%)	34 (40%)	2 (2%)	4 (5%)
P4: Council-wide parking strategy	49 (57%)	22 (26%)	7 (8%)	3 (3%)	5 (6%)



4 Conclusions and Next Steps

The results from the online survey are provided in this Stage 2 engagement summary report. The findings in this report provide the basis for the development of the Transport Plan under the five transport mode categories for:

- Roads and Traffic (T for Traffic)
- Public Transport (B for Bus)
- Walking (W for Walking)
- Cycling (C for Cycling)
- Parking (P for Parking)

An overview of the support for the initiatives in the draft action plan from the online survey is shown in Figure 4.1.

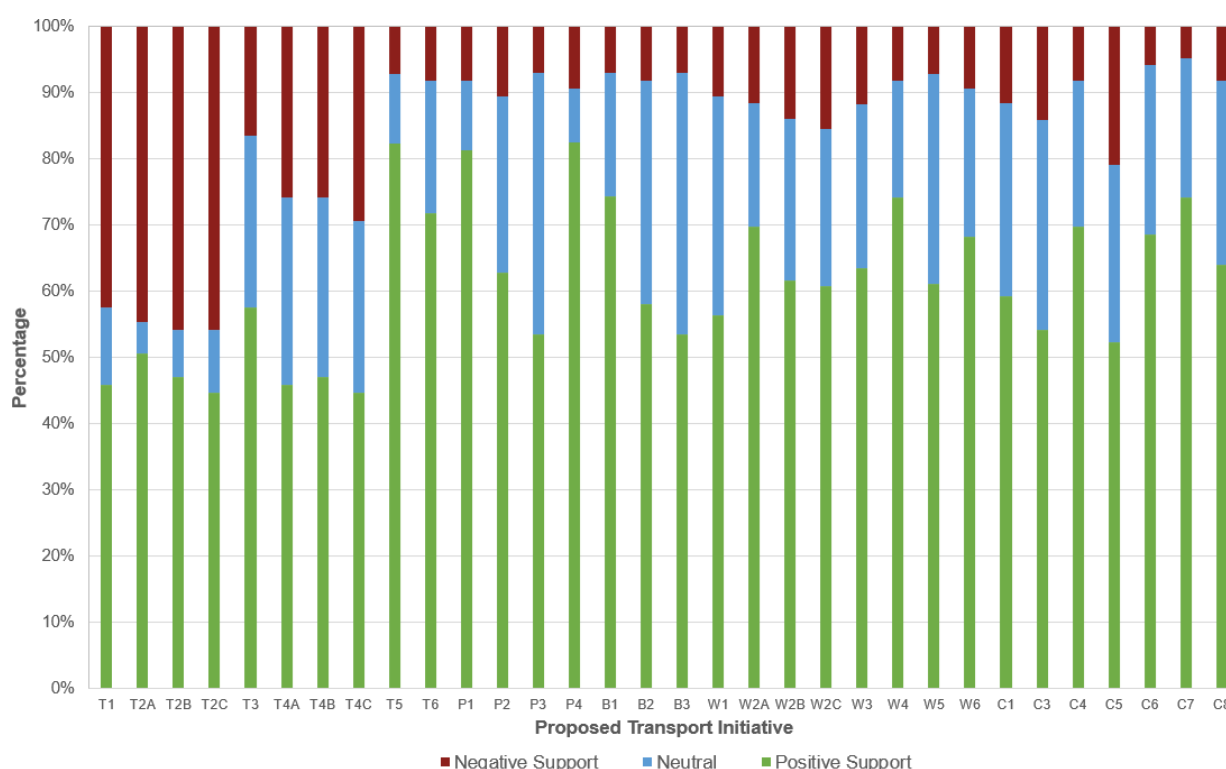


Figure 4.1 Level of Support for the Transport Plan Initiatives from the Stage 2 Consultation Survey

4.1 Key Findings from the Community Consultation

The comments from the nine submissions were reviewed and are grouped by transport mode as follows:

4.1.1 Roads and Traffic

The comments on the proposed draft roads and traffic actions from the consultation are:

- Road intersection safety, in particular at Newton Road, Hambledon Road and Clairville Road is dangerous and needs to be included in the Transport Plan.
- Support for the speed limit reductions on the sub-arterial roads.
- Support for the 40 km/h speed limit in Campbelltown.
- Concern for Kiss and Drop zone in James Street, Campbelltown at East Marden Primary School.
- Concern for larger private vehicles on the roads in Campbelltown.



4.1.2 Public Transport

The comments on the proposed draft public transport actions from the consultation are:

- Bus frequency and hours
 - Extend the services on Routes 530 and 578 into the evenings similar to Routes 178 and H30.
 - Support for the Go Zone extension to Athelstone and Newton with a frequency every 10 minutes.
- Bus routes and network
 - Extend Routes 178 and H30 to Paradise on all trips. However, a resident in Montacute Road does not support Route 178 to be changed a Go Zone service frequency along the eastern end of Montacute Road.
 - Use articulated buses on the O-Bahn services in the peak hours.
- Bus service reliability
 - Adjust Route 579 timetable to improve running time and reliability at Paradise Interchange.
 - Implement a clearway on Darley Road in the AM peak to improve bus service reliability.
 - Implement policies to reduce late running bus services.
 - Remove bus stop 25A from the timetables on the O-Bahn bus routes (500 series) to improve service reliability and reduce travel times to the City.
- Improve the safety at Paradise interchange at night with better lighting.
- Review the amenity, lighting and access to bus stops in Campbelltown to improve safety after dark.

4.1.3 Walking

The comments on the proposed draft walking actions from the consultation are to improve the walk network connectivity to provide a complete footpath network and improvements to walkability to shopping, schools and parks to consider the hilly terrain.

4.1.4 Cycling

The comments on the proposed draft cycling actions from the consultation are:

- Bicycle lane safety for separated bicycle lanes on arterial roads and to discourage traffic on Graves Street for space for bicycle lanes to be installed.
- Bicycle parking at shopping areas.
- Cycling route or network
 - Advocates for a connected bicycle network with safety as a priority.
 - Provided ideas for a safer cycling route to The ARC.
 - Provides ideas for new bicycle routes in Campbelltown, Newton and Paradise.
- Cyclist crossing supported for a safe crossing of Lower North East Road to The ARC.
- E-scooters and e-bikes with safety concerns about the increased usage of e-scooters and e-bikes on local streets.
- Support for bicycle route signage and wayfinding with multiple ideas for the locations to install cyclist wayfinding.

4.1.5 Parking

The comments on the proposed draft parking actions from the consultation are:

- Development impacts with concerns about on-street parking demand with a new infill subdivision near Thorndon Park. Infill development creates parking issues on residential streets. Consider parking on one side of the street only.
- On-street parking management with better use of private garages for car parking to reduce the demand for residents to park on local streets.
- Parking in reserves with ideas to manage the parking demand at The ARC, especially on busy days.
- Parking in residential streets with a review parking policy in narrow streets, in particular in the 40 km/h speed areas.



4.2 Next Steps

4.2.1 Development of the draft Transport Plan

Based on the Stage 2 consultation results, a Multi-Criteria Analysis (MCA) methodology will be developed to assess the priorities and timings (short, medium and long-term) for the proposed interventions and policies to address the issues for transport over the next 10 years.

4.2.2 Finalisation and Adoption of the Transport Plan

A draft final Transport Plan will be prepared for presentation to Council by staff and for final adoption of the Transport Plan with the staged and prioritised action plan of initiatives to address the issues identified for traffic, public transport, walking, cycling and parking.



Appendix A – Stage 2 Draft Action Plan Survey Form

Draft Transport Plan (Northern Section)



Stage 2 Community Consultation

Complete the attached survey and return it via:

- Mail: Council's Office, 172 Montacute Road, Rostrevor 5073
- Email: mail@campbelltown.sa.gov.au

The survey can also be completed online:

Closes: 4pm, Monday 30 June 2025

A safe, sustainable,
vibrant **Community**



CAMPBELLTOWN
CITY COUNCIL

Campbelltown Transport Plan (Northern Section) Stage 2 Community Consultation

Campbelltown City Council is developing a Transport Plan for the Northern section of the Council. The purpose of the Transport Plan is to create an integrated transport network which improves the overall efficiency, sustainability, accessibility and safety across all transport modes in the study area with staged action plan of initiatives.

Stage 1 consultation was held late last year. Participants were invited to identify issues associated with Roads and Traffic, Public Transport, Parking, Walking and Cycling in the Northern part of our City by providing feedback online, attending a drop-in session or sending us correspondence. The outcomes of this consultation are available in a public report (available via the Connect 2 Campbelltown website or viewing at Council's Office or Campbelltown Library).

Following Stage 1 consultation, draft initiatives for the Transport Plan were developed and refined. The initiatives were then discussed with Council at a CEO Briefing Session and endorsed for Stage 2 consultation.

This Stage 2 consultation survey is designed to enable you to provide your views on endorsed initiatives for Roads and Traffic, Public Transport, Parking, Walking and Cycling as well as the draft Transport Plan. All questions are optional. Alternatively, you are welcome to email us (mail@campbelltown.sa.gov.au) or send a letter addressed to Community Engagement Officer, Campbelltown City Council, 172 Montacute Road, Rostrevor SA 5073. Please title your correspondence 'Transport Plan feedback'. All submissions will be managed in accordance with the Council's Public Consultation Policy and feedback de-identified before being presented to Council for consideration. It is estimated that the survey will take about 5 minutes to complete.

Enquiries: Michele Williams, Community Engagement Officer (8366 9366 or via email to miwilliams@campbelltown.sa.gov.au)

Consultation closes: 4pm, Monday 30 June 2025.

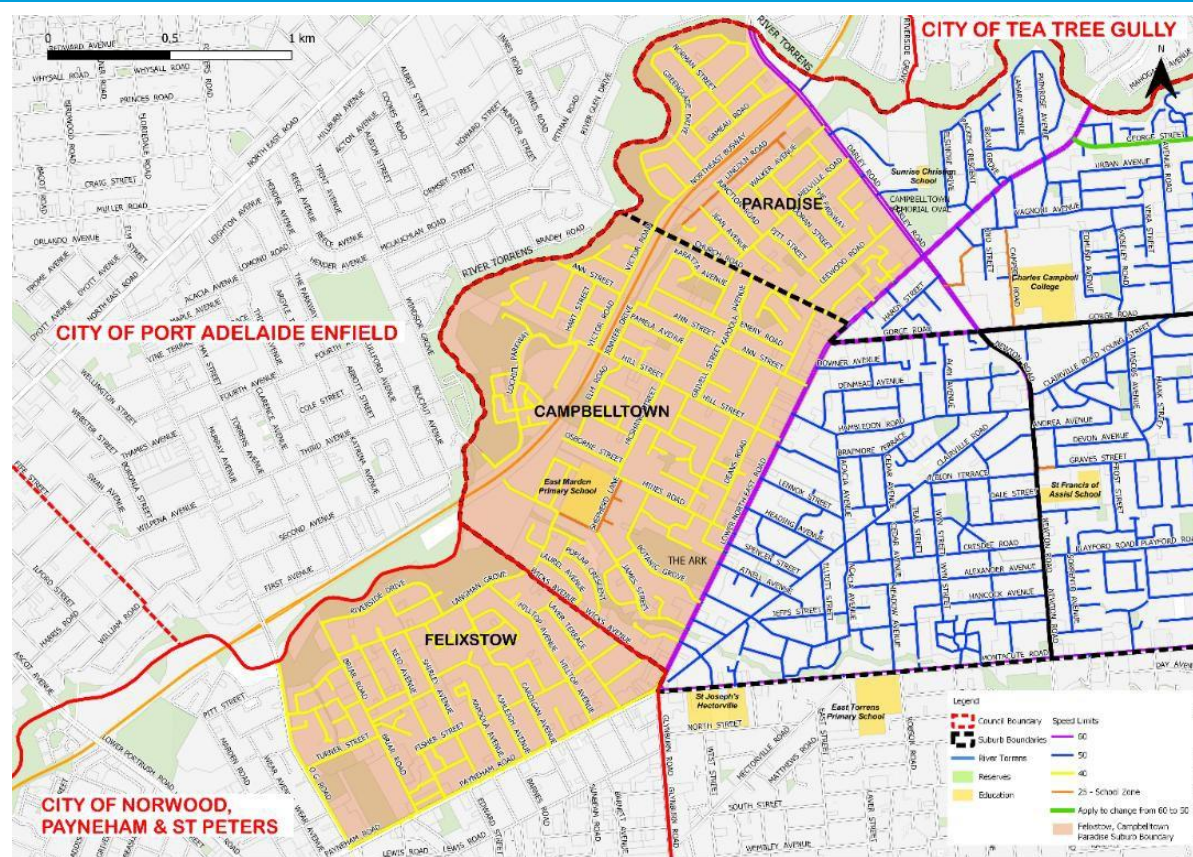
The questions in the survey refer to the initiatives in the draft Transport Plan that are identified with an ID number for each initiative that has a letter code prefix for:

- T for Traffic
- P for Parking
- B for Public Transport (buses)
- W for Walking
- C for Cycling

1. Roads and Traffic

The proposed initiatives to address the issues with traffic and road safety are provided as follows. Please indicate your level of support for each initiative that interests you.

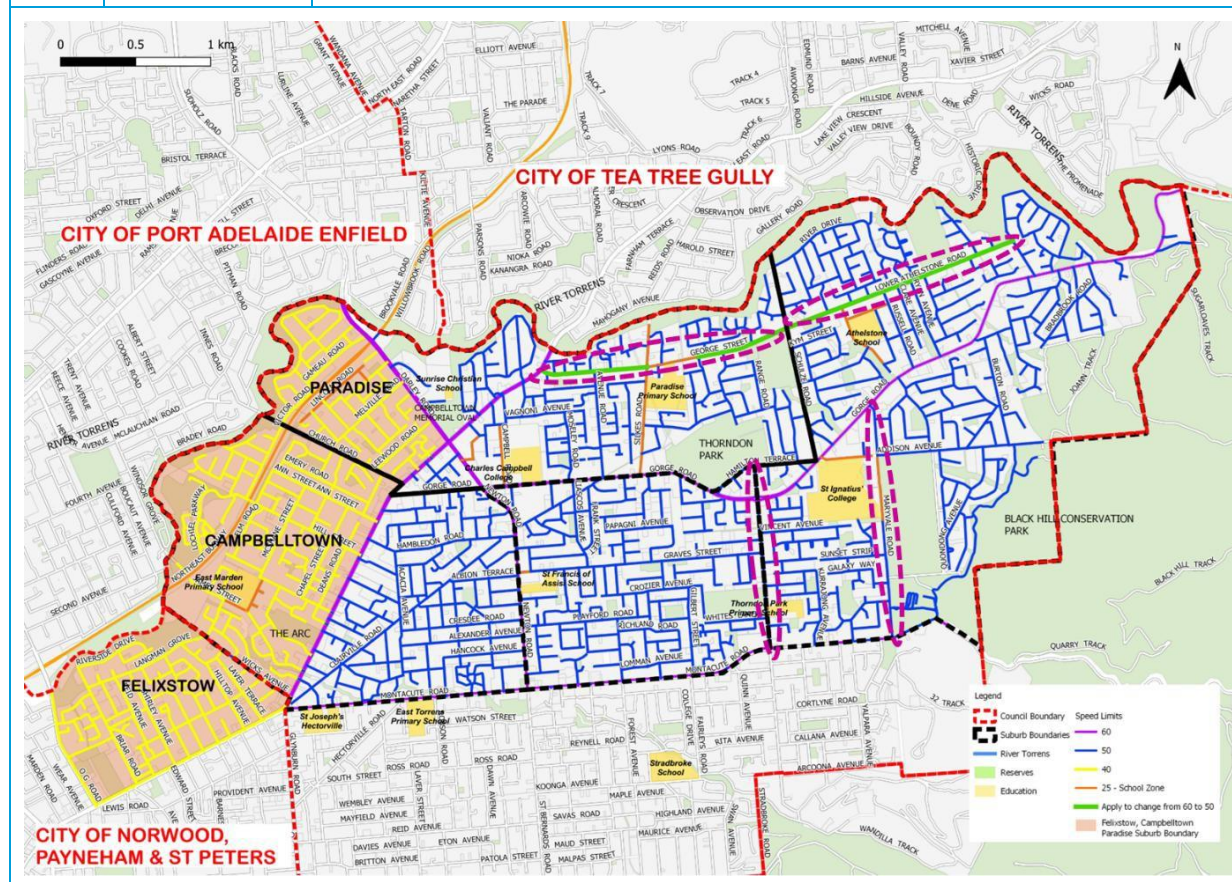
ID	Type of Issue	Initiative Description
T1	Traffic speed	Investigate the implementation of 40 km/h speed limits in part of Campbelltown and Paradise as well as Felixstow (proposed in collaboration with the City of Norwood, Payneham & St Peters and the Department for Infrastructure and Transport). The area for the proposed 40 km/h area wide speed limit is shown on the map.



Circle one from the list with your view

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

ID	Type of Issue	Initiative Description
T2	Traffic speed	<p>Investigate the reduction of the signed speed limit from 60 km/h to 50 km/h on:</p> <ul style="list-style-type: none"> Stradbroke Road between Montacute Road and Hamilton Terrace, Athelstone. George Street/Lower Athelstone Road between Lower North East Road and Coulls Road. Maryvale Road between Montacute Road and Gorge Road, Athelstone. <p>The locations of these roads are indicated on the map.</p>



Stradbroke Road between Montacute Road and Hamilton Terrace, Athelstone.	
Circle one from the list with your view	<ul style="list-style-type: none"> Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

George Street/Lower Athelstone Road between Lower North East Road and Coulls Road.

Circle one from the list with your view

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

Maryvale Road between Montacute Road and Gorge Road, Athelstone.

Circle one from the list with your view

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

ID	Type of Issue	Initiative Description
T3	Road hierarchy and planning	Investigate changing the Council road hierarchy to align with current traffic volumes and proposed speed limit changes. A Council road hierarchy categorises roads based on their function, level of service and usage and helps Council plan and manage the road network considering the needs of the community.
Circle one from the list with your view		<ul style="list-style-type: none">• Strongly agree• Agree• Neither agree nor disagree• Disagree• Strongly disagree

ID	Type of Issue	Initiative Description
T4	Traffic speed	Investigate traffic calming treatments for safer traffic movements along Addison Avenue, Athelstone.
Circle one from the list with your view		<ul style="list-style-type: none">• Strongly agree• Agree• Neither agree nor disagree• Disagree• Strongly disagree

ID	Type of Issue	Initiative Description
T4	Traffic speed	Investigate traffic calming treatments for safer traffic movements along Church Road, Campbelltown/Paradise.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
T4	Traffic speed	Investigate traffic calming treatments for safer traffic movements along Avenue Road, Paradise.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
T5	School travel safety	Review traffic movements at all schools during the AM drop-off and PM pick-up times.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
T6	Traffic volumes in local streets	Review intersection safety and efficiency at the intersection of Lower North East Road at Hill Street, Campbelltown.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

2. Parking

The proposed initiatives to address the issues with parking are provided as follows. Please indicate your level of support for each initiative that interests you.

ID	Type of Issue	Initiative Description
P1	O-Bahn commuter parking overflow on local streets	Review on-street parking management near the Paradise O-Bahn interchange .
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
P2	On-street parking management	Review the parking demand at The ARC Campbelltown and in Botanic Grove, Campbelltown .
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

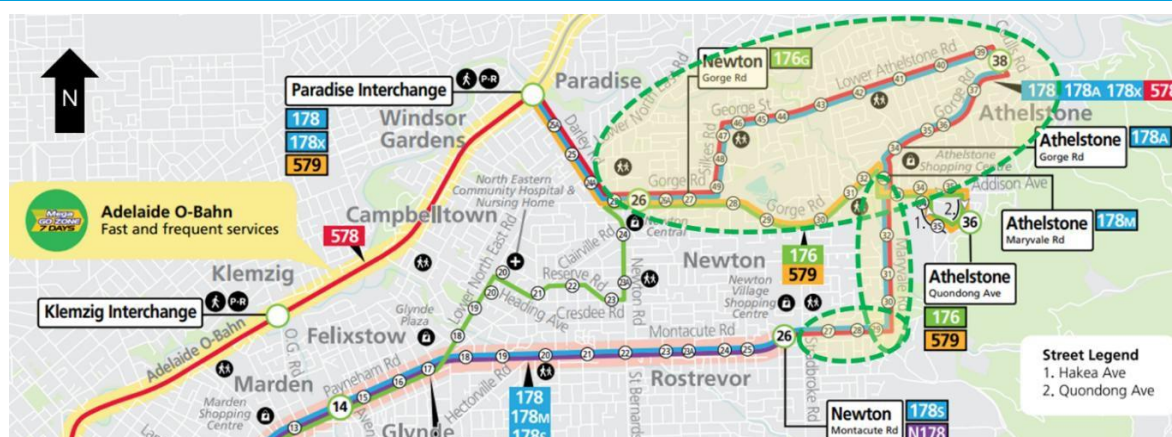
ID	Type of Issue	Initiative Description
P3	On-street parking management	Review on-street parking in Hill Street, Campbelltown .
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
P4	Need for consistency in parking management policies in the Council area	Develop a Council-wide parking strategy, to include parking in narrow streets, shopping precincts, bus interchanges, and the impacts of infill residential development.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

3. Public Transport

The proposed initiatives to address the issues with public transport are provided as follows. Please indicate your level of support for each initiative that interests you.

ID	Type of Issue	Initiative Description
B1	Bus frequency and hours	Lobby to the Department for Infrastructure and Transport (DIT) for a Go Zone service frequency and hours on Route 178 to Athelstone, east of Stradbroke Road to Lower Athelstone Road and George Street as shown on the map. A Go Zone is a high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times.

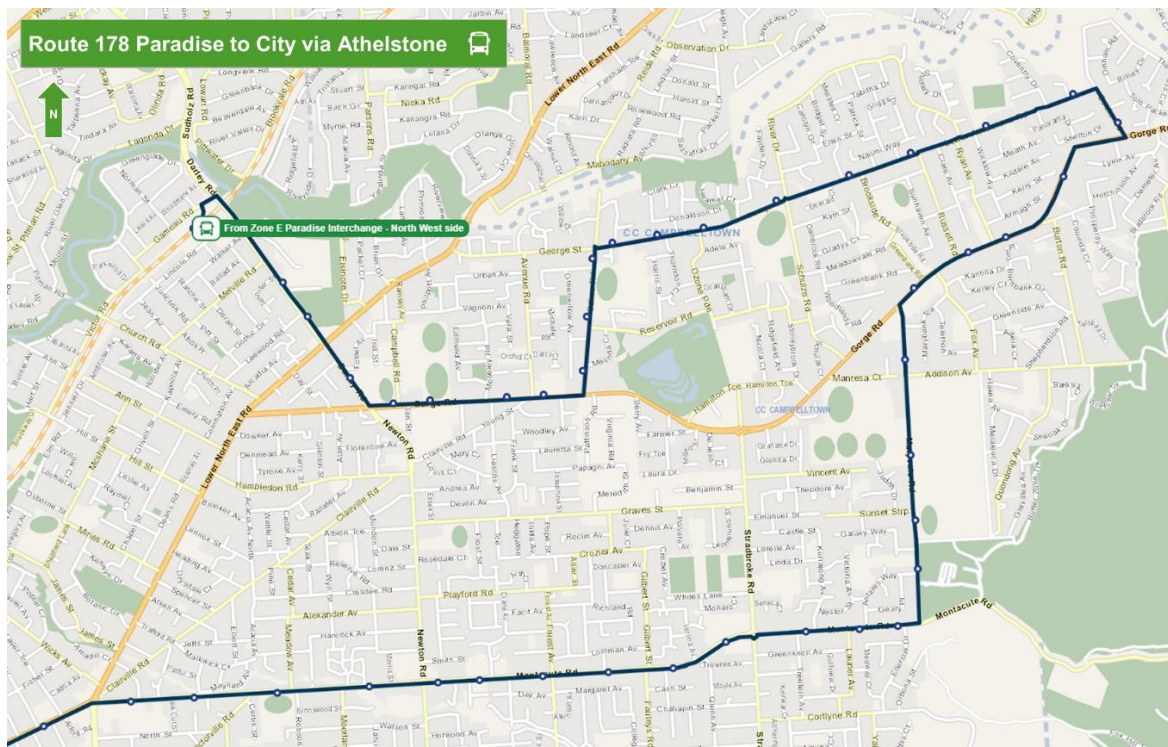


Source: Adelaide Metro Route 178 bus timetable with Go Zone area proposed with annotations added

Circle one from the list with your view

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

ID	Type of Issue	Initiative Description
B2	Bus frequency and hours	Lobby to the Department for Infrastructure and Transport (DIT) for earlier bus services on Route 178 on Sundays.

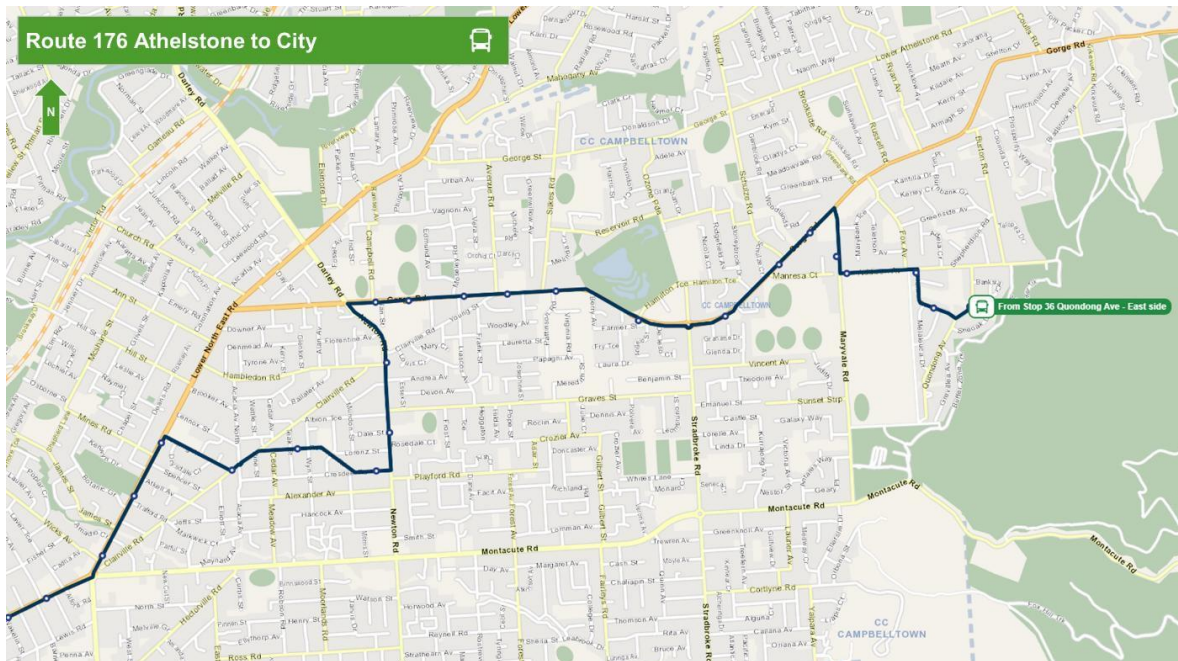


Source: Adelaide Metro Route 178 bus timetable

Circle one from the list with your view

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

ID	Type of Issue	Initiative Description
B3	Bus routes and network	Investigate options for a local bus service to include the section of Athelstone that is on Route 176 (Addison Avenue and Quondong Avenue).



Source: Adelaide Metro Route 176 bus timetable

<p>Circle one from the list with your view</p>	<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree
---	--

4. Walking

The proposed initiatives to address the issues with walking are provided as follows. Please indicate your level of support for each initiative that interests you.

ID	Type of Issue	Initiative Description
W1	Walk safety at crossing	Advocate to the Department for Infrastructure and Transport (DIT) for a safety review at the Pedestrian Actuated Crossing (PAC) on Montacute Road at Piccadilly Crescent, Campbelltown.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
W2	Walk safety at crossing	Consult and implement the school zone speed limit policy from the Department for Infrastructure and Transport (DIT) that is given in the Speed Limit Guideline for South Australia (2023) and the actions in the State Road Safety Action Plan 2025 – 2027 at the following crossings:
Stradbroke Road, Athelstone for the PAC at Thorndon Park Primary School .		
Circle one from the list with your view	<ul style="list-style-type: none">Strongly agreeAgreeNeither agree nor disagreeDisagreeStrongly disagree	
Montacute Road at Piccadilly Crescent for St Joseph’s School, Hectorville .		
Circle one from the list with your view	<ul style="list-style-type: none">Strongly agreeAgreeNeither agree nor disagreeDisagreeStrongly disagree	
Montacute Road east of Hectorville Road for East Torrens Primary School .		
Circle one from the list with your view	<ul style="list-style-type: none">Strongly agreeAgreeNeither agree nor disagreeDisagreeStrongly disagree	

ID	Type of Issue	Initiative Description
W3	Pedestrian crossing connectivity	Lobby to the Department for Infrastructure and Transport (DIT) for safer pedestrian access to St Ignatius' College at Gorge Road / Manresa Court and consider a 25 km/h school zone.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
W4	Walk safety at crossing	Lobby to the Department for Infrastructure and Transport (DIT) for safer pedestrian access and a crossing to Newton Village on Montacute Road west of Stradbroke Road.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
W5	Walk safety at crossing	Review pedestrian crossing options at the intersection of Gorge Road/Maryvale Road and liaise with the Department for Infrastructure and Transport (DIT).
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
W6	Plan alignment	Update the existing Council strategic master plans related to walking to better align with the Transport Plan and State planning.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

5. Cycling

The proposed initiatives to address the issues with cycling are provided as follows. Please indicate your level of support for each initiative that interests you.

ID	Type of Issue	Initiative Description
C1	Cycling routes for a connected bicycle network	Develop a bicycle network hierarchy of routes when reviewing the current Bicycle Plan. An example of a bicycle network route hierarchy is provided in the following table.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

C1 – Example of a Bicycle Network Route Hierarchy

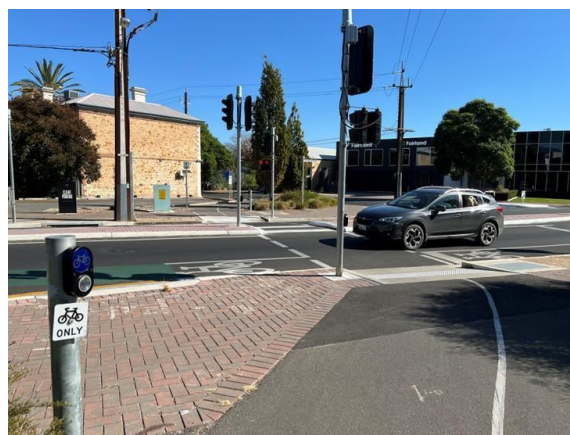
Class	Definition	Types of Cycling Trips	Examples
Primary	Regional cycling routes for longer distance cycling beyond the study area with higher level of priority	Recreational and commuters for trips longer than 5 km	River Torrens Linear Park trail from Athelstone, Paradise and to Adelaide CBD
Secondary	District cycling routes connecting activity centres, schools, parks and reserves within the study area	Trips less than 5 km to shopping centres, schools, parks and the O-Bahn bus interchange	Routes mostly along Collector roads
Tertiary	Local cycling routes to shopping centres, schools and parks via local streets	Cycling trips to local destinations; local recreational cycling	Local streets

ID	Type of Issue	Initiative Description
C2	Unsafe cyclist crossing	The Department for Infrastructure and Transport (DIT) has approved through the State Bicycle Fund to install a new Bicycle Pedestrian Actuated Crossing (BPAC) at Lower North East Road at The ARC Campbelltown . The examples on the next page show the type of infrastructure that will be installed during 2025/2026.

Examples of Bicycle Pedestrian Actuated Crossings



BPAC on Glynburn Road at Beulah Road on the City to Magill Bikeway



BPAC on Fullarton Road at Beulah Road on the City to Magill Bikeway

ID	Type of Issue	Initiative Description
C3	Unsafe cyclist crossing	Investigate pedestrian crossing options on Stradbroke Road between Graves Street in Newton and Emanuel Street in Athelstone.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
C4	Unclear route signage for cyclists	Improve wayfinding signage on primary bicycle routes: <ul style="list-style-type: none"> • Access to the River Torrens Linear Park Trail. • Paradise to Campbelltown route via Silkes Road and Clairville Road. • Campbelltown to Athelstone route via Graves Street and Emanuel Street.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
C5	Unsafe cyclist crossing	Investigate new crossing options at Maryvale Road near Sunset Strip and Foxfield Oval, Athelstone.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
C6	Insufficient secure bicycle parking for O-Bahn bus commuters	Lobby to the Department for Infrastructure and Transport (DIT) for secure bicycle parking at the Paradise O-Bahn interchange on the south side with access from Lincoln Road.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
C7	Insufficient bicycle parking at smaller precincts	Advocate for the installation of bicycle racks within smaller privately-owned precincts that have local shops, cafés and restaurants.
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

ID	Type of Issue	Initiative Description
C8	Integrated bicycle network	Update the existing Campbelltown Bicycle Plan 2018 to align with the Transport Plan and the Department for Infrastructure and Transport (DIT) Active Travel and Personal Mobility Strategy that is part of the State Transport Strategy (March 2025).
Circle one from the list with your view		<ul style="list-style-type: none"> • Strongly agree • Agree • Neither agree nor disagree • Disagree • Strongly disagree

6. Draft Transport Plan document

Draft Transport Plan (Northern section)	
After considering the initiatives in the draft Transport Plan (Northern Section), do you support this Plan being adopted by Council?	
Circle one from the list with your view	<ul style="list-style-type: none">• Strongly agree• Agree• Neither agree nor disagree• Disagree• Strongly disagree

7. Participant information

Thank you for your feedback and comments.

To enable us to consider your feedback as per our Public Consultation Policy, please provide the following information. This detail will be deidentified before your feedback is incorporated into the Community Engagement Outcomes Report.

Your Name:

Your Address: Suburb:

Email (optional):

Please provide your email address if you would like to know the outcome of this consultation.

Note: Readers should not assume that any of the proposals will be approved. Council will decide on the direction to be taken only after considering all submissions.

Please be aware that information contained in any submission may be referred to publicly or published or disclosed by applications under the Freedom of Information Act 1991.



Appendix B – Stage 2 Promotional Materials

Stage 2 Flyer

Draft Transport Plan (Northern Section)



Do you walk, cycle, drive or catch a bus?

Our Draft Transport Plan for Athelstone, Campbelltown, Newton and Paradise proposes a range of initiatives aimed at making the way you travel safer and easier.

We'd love to hear what you think!



connect2.campbelltown.sa.gov.au

Consultation closes: **4pm, Monday 30 June 2025**

A safe, sustainable,
vibrant **Community**



CAMPBELLTOWN
CITY COUNCIL



Stage 2 Poster

Draft Transport Plan (Northern Section)



Stage 2 Community Consultation

Council invites community feedback on the Draft Transport Plan (Northern Section) covering the suburbs of Athelstone, Campbelltown, Newton and Paradise.



connect2.campbelltown.sa.gov.au

Closes: 4pm, Monday 30 June 2025

A safe, sustainable,
vibrant **Community**



CAMPBELLTOWN
CITY COUNCIL



Appendix C – Community Submissions

A total of nine community submissions via email or letter were received from 12 June 2025 to 30 June 2025. A summary of the comments for each submission grouped by transport mode and type of comment in the following table.

Comment	Transport Mode	Type of Comment	Summary
Submission #1 Campbelltown resident (received on 12 June 2025)			
1	Traffic	Traffic speed	Support for 40 km/h speed limit in Campbelltown.
2	Traffic	School travel safety	Concern for Kiss and Drop zone in James Street, Campbelltown at East Marden Primary School.
3	Cycling	Signage and wayfinding	Support for bicycle route signage and wayfinding.
4	Cycling	Bicycle parking	Support for bicycle parking at shopping areas.
5	Parking	Parking in residential streets	High parking demand at the ARC in Campbelltown needs to be managed.
Submission #2 Campbelltown resident (received on 13 June 2025)			
6	Parking	Parking in residential streets	Need to review parking policy in narrow streets, in particular in the 40 km/h speed areas.
7	Parking	Development impacts	Infill development creates parking issues on residential streets. Consider parking on one side of the street only.
Submission #3 Campbelltown resident (received on 15 June 2025)			
8	Traffic	General comment	Support for the Transport Plan, except for the wayfinding signage for cycling.
9	Cycling	Cycling route or network	Provided ideas for a safer cycling route to The ARC.
10	Cycling	Cyclist crossing	Provides ideas for a safe crossing of Lower North East Road to The ARC.
11	Parking	Parking in parks/reserves	Provided many ideas to manage the car parking demand at The ARC.
12	Cycling	Signage and wayfinding	Provided multiple ideas for the locations to install cyclist wayfinding.
13	Traffic	Road hierarchy and planning	Concern for larger private vehicles on the roads in Campbelltown.
14	Public Transport	Long term public transport planning	Advocates for long term planning for public transport.
15	Cycling	E-scooters and e-bikes	Safety concerns about the increased usage of e-scooters and e-bikes on local streets.



Comment	Transport Mode	Type of Comment	Summary
Submission #4 Campbelltown resident (received on 15 June 2025)			
16	Traffic	General comment	General support for the Transport Plan with some suggestions about cycling and pedestrian safety.
17	Cycling	Cycling route or network	Advocates for a connected bicycle network with safety as a priority.
18	Cycling	Bicycle lane safety	Advocates for separate bicycle lanes on arterial roads.
19	Walking	Walk network connectivity	Advocates for a complete footpath network and improvements to walkability to shopping, schools and parks to consider the hilly terrain.
Submission #5 Campbelltown resident (received on 17 June 2025)			
20	Parking	Parking in parks/reserves	Provided ideas to manage the parking demand at The ARC, especially on busy days.
21	Parking	Development impacts	Concerns about on-street parking demand with a new infill subdivision near Thorndon Park.
Submission #6 Athelstone resident (received on 25 June 2025)			
22	Public Transport	Bus frequency and hours	Support for the Go Zone extension to Athelstone and Newton with a frequency every 10 minutes.
23	Public Transport	Bus frequency and hours	Extend the services on Routes 530 and 578 into the evenings similar to Routes 178 and H30.
24	Public Transport	Bus routes and network	Use articulated buses on the O-Bahn services in the peak hours.
25	Public Transport	Bus routes and network	Extend Routes 178 and H30 to Paradise on all trips.
26	Cycling	Bicycle lane safety	Discourage traffic on Graves Street for space for bicycle lanes to be installed.
27	Public Transport	Bus service reliability	Remove bus stop 25A from the timetables on the O-Bahn bus routes (500 series) to improve service reliability and reduce travel times to the City.
28	Public Transport	Bus service reliability	Implement a clearway on Darley Road in the AM peak to improve bus service reliability.
29	Public Transport	Bus interchange or stop safety	Review the amenity, lighting and access to bus stops in Campbelltown to improve safety after dark.
30	Parking	On-street parking management	Better use of private garages for car parking to reduce the demand for residents to park on local streets.



Comment	Transport Mode	Type of Comment	Summary
31	Traffic	Roads and traffic	Support for the speed limit reductions on the sub-arterial roads.
32	Public Transport	Bus interchange or stop safety	Improve the safety at Paradise interchange at night with better lighting.
33	Public Transport	Bus customer information	Provide detailed information about how to use the bus network for transfers.
34	Public Transport	Long term public transport planning	Suggested long term rail line between Adelaide and Murray Bridge would service the Campbelltown area.
35	Public Transport	Public transport governance	Support for government bus contracts.
36	Public Transport	Bus service reliability	Implement policies to reduce late running bus services.
37	Public Transport	Bus service reliability	Adjust Route 579 timetable to improve running time and reliability at Paradise Interchange.
38	Traffic	Road intersection safety	Review intersection capacity at Lower North East Road and George Street, Paradise.
Submission #7 Bike Adelaide (received on 26 June 2025)			
39	Cycling	Cycling route or network	Provides ideas for new bicycle routes in Campbelltown, Newton and Paradise.
Submission #8 Athelstone resident (received on 29 June 2025)			
40	Public Transport	Public transport	Does not support Route 178 to be changed a Go Zone service frequency along the eastern end of Montacute Road.
41	Traffic	Road hierarchy and planning	Does not support any change to the road classification for Montacute Road east of Stradbroke Road. Concerned that a change to an Arterial road class would increase freight traffic along Montacute Road with noise and amenity issues for residents.
Submission #9 Newton resident (received on 30 June 2025)			
42	Traffic	Road intersection safety	Intersection at Newton Road, Hambledon Road and Clairville Road is dangerous and needs to be included in the Transport Plan.

Sequence	Suburb	Transport Mode	Type of Comment	Summary	Detailed Verbatim Comments
1	Campbelltown	Traffic	Traffic speed	Support for 40 km/h speed limit in Campbelltown.	Writing to provide strong support for the trial 40 km/h zone in the area selected of Campbelltown. Including around east Marden primary school.
2	Campbelltown	Traffic	School travel safety	Concern for Kiss and Drop zone in James Street, Campbelltown at East Marden Primary School.	Writing to express concern about new kiss and drop on James Street and implications for increased traffic on the southern side of East Marden Primary School. How many cars will turn into this street and where will they go?
3	Campbelltown	Cycling	Signage and wayfinding	Support for bicycle route signage and wayfinding.	Writing to express support for wayfinding signage.
4	Campbelltown	Cycling	Bicycle parking	Support for bicycle parking at shopping areas.	Writing to express support for new bicycle parking at shopping areas. Also - could we please request that prior to design and parking choice the council consults with me as a representative of Campbelltown BUG to ensure the parking meets Australian standards and is as functional as possible?
5	Campbelltown	Parking	Parking in residential streets	High parking demand at the ARC in Campbelltown needs to be managed.	Writing to advise as a resident very close to ARC parking in street in the area works well. It is infrequent there is major overflow but when it is needed there is plenty of on street car parking available within a 400m area. I am not clear why a review would be necessary. Also expressing a strong preference that absolutely none of Botanic Grove reserve is taken for additional car parking when so much on street parking is available and we are losing green space at a rapid rate. Locals would deem this a serious issue. Will the parking review for the ARC include a review of how alternative transport mode networks have been invested in to reduce car parking needs?
6	Campbelltown	Parking	Parking in residential streets	Need to review parking policy in narrow streets, in particular in the 40 km/h speed areas.	There is one essential omission to my mind and that is not just reducing speed limits, but on all the narrow streets in the proposed 40 km/h sector have parking on one side of the street only with centre line on the road being moved accordingly to have 2 decent lanes so that traffic can move in both directions freely without being hemmed in by vehicles parked on both sides of the road, which is really hazardous. If this were implemented then it would not be necessary to reduce the speed limit from 50 km/h to 40 km/h. There are some sections where parking should be eliminated altogether, especially on bends and curves when they are near t-junctions.
7	Campbelltown	Parking	Development impacts	Infill development creates parking issues on residential streets. Consider parking on one side of the street only.	People on the parking side would need to be educated to put their bins on the non-parking side of the street. This would also decrease the amount of driving the waste disposal trucks would need to do and would reduce fuel costs and emissions. The housing infill in this district has been over the top and is the cause of the parking problem. Due to time delays in planning permission and projects getting started there are still many tight projects being built with minute yards and tiny garages which contribute markedly to the parking issues and to the cramped roads. The solution is parking on one side of the street only.
8	Not specified	Traffic	General comment	Support for the Transport Plan, except for the wayfinding signage for cycling.	Thanks for the opportunity to engage in the Survey. I was amazed. I entered Strongly Agree for all items, except the wayfinding signage question in the Cycling section. I'm impressed that the Council is particularly focused on getting transport to and from one of its own houses, the ARC, in order. The following statements may expand on my agreement and explain the exception, kind of acting as requests for confirmation and clarification respectively. These use the ARC as an example but could be applied to a broader context even if not used near the ARC. Such as near schools and green space parks.
9	Not specified	Cycling	Cycling route or network	Provided ideas for a safer cycling route to The ARC.	Local road crossings and road parking limits will greatly improve safety. For example, I cycle to and from the ARC 3-5 times a week. To reduce the risk of a violent and painful death or injury, I've started using the Kenwyn Drive accessway instead of access via Lower North East Road. However, close to the ARC the drive is commonly lined on both sides with vehicles that are not being driven, meaning that vehicles wider than 1 m attempting passage have to straddle the mid-line of the road. This risks head-on collisions between vehicles, especially given the usual speed of vehicles rounding the sharp left-hand bend heading to the ARC. I'm writing from the experience of many very close calls just after departing the ARC by bicycle. My suggestion for this case would be to yellow-line the southwest and northwest side of Kenwyn Drive from the ARC to Bosville Grove, leaving parking adjacent to local houses on the east side. Once people get the idea, the number of vehicle entries with intent to park on Kenwyn Drive near the ARC would reduce. A bonus would be fewer hazardous three-point U-turns at the dead-end of Kenwyn Drive. To assist those still tempted to cross into the path of oncoming traffic, the yellow-lining should be complemented with centre-line markings and a reduced speed limit. There might even be room for a footpath that connects to a footpath network. In effect, those attempting to park on Kenwyn to access the ARC should be thoroughly discouraged.
10	Not specified	Cycling	Cyclist crossing	Provides ideas for a safe crossing of Lower North East Road to The ARC.	If a crossing is installed on Lower North East Road near the ARC, that would encourage a lot of people, including those traveling by bus. For me, I'd still have to weigh up the odds of surviving any travel on Lower North East Road. Currently, the lights at Ann Street are my go-to. It depends on how well the Clairville bike route is done. In Japan, pedestrians and cyclists are offered bridges over busy roads and intersections. In Australia, there's one over the main highway in Wollongong near the University campus.

Sequence	Suburb	Transport Mode	Type of Comment	Summary	Detailed Verbatim Comments
11	Not specified	Parking	Parking in parks/reserves	Provided many ideas to manage the car parking demand at The ARC.	<p>Parking at the ARC's onsite carpark is a mess. The ARC is a victim of its own success. I'd add that a lot of people consider free vehicle parking to be an entitlement rather than a privilege. I'd encourage the Council to take effective action, fixing the local problem and setting an example for other locales and future developments at this and other sites. To those who complain about not being able to find a car park there, I laugh and say there is an enormous car park at the ARC, taking up far more real estate than the building. Adding more car parking spaces will only make the imbalance more preposterous. So, here are some radical suggestions:</p> <ol style="list-style-type: none">1. Double-white line the parking spaces so there is a ~300 mm no-go zone between spaces (Have a look behind Norwood Mall or anywhere in WA)2. Mark the length extent of parking spaces, setting a limit for how far vehicles can protrude into the ARC-internal roadway3. We see that 1 and 2 put a stop to the notion that vehicles can be as large as a small Bushmaster and still safely use standard carparks. I've seen large Utes parked on the bark gardens - make it stop. Offer paid large-vehicle parking spaces at the least convenient locations.4. Make it safer and more convenient for pedestrians and cyclists to travel to and from the ARC5. Instigate 1-way travel for motorised vehicles, possibly leaving more area for parking spaces6. Make both a footpath and cycle lane on the middle section. PV-panel shaded as appropriate.7. Mark and sign accessways for pedestrians and cyclists8. Increase the number of sheltered bicycle parking spaces9. Prevent vehicles stopping for drop-off and pick-up in the loop close to the front entrance from blocking that loop, though that might mean moving the present drop-off zone closer to the entrance, making a designated two-vehicle bay there. Or by merely asking the entitled to be entitled somewhere else.10. Convert the most convenient parking spaces into meter-paid spaces, spaces for the disabled exempted.11. Encourage parking in the lower or upper carparks12. Place PV-panel roofing over the upper and lower carparks - shade for vehicles and renewable energy for the ARC13. Open the rear access door, taking whatever security precautions are needed14. Discourage parking at the mid-level, already a narrow passageway.15. Prevent parking opposite the internal T-junction intersection 50 m northwest of Lower North East Road and in the vicinity of the nearby ARC-internal pedestrian crossing16. Gradually (or suddenly) removing parking spaces until none remain.17. Install roof-top parking. OK, so it's a bit late for that. Maybe at the next site to be built. With PV panels on top of that.
12	Not specified	Cycling	Signage and wayfinding	Provided multiple ideas for the locations to install cyclist wayfinding.	<p>Regarding the cycling wayfinding:</p> <ol style="list-style-type: none">1. If wayfinding signage is used as a way to divert cyclists - from the routes taken by other vehicles - to routes that are meandering and far longer or include additional hazards, that won't work.2. Please understand that cyclists are pretty good at finding and remembering the safest way - if a cycle route has so many breaks, turns, give-ways, deviations, traffic lights, intersections, roundabouts, and other obstacles and safety hazards that special guiding signage is needed, then people like me will simply revert to present arterial routes.3. Please let people like me and groups like Adelaide BUG know what you are planning to do about cycleways and ask for feedback.4. Remove all "Cycle Lane End" signs. A great way to reduce signage costs, maintain consistency, and reduce confusion and misunderstandings. Cycleways should be continuous and end naturally at destinations. To put this in perspective, how well would "All Car Lanes End" signage be tolerated?5. The Linear Park Trail is not Linear. It is extremely wiggly with slopes and tight curves partnered with defensive militant pedestrian armies and many very happy dogs. Attempts to encourage or force me, and perhaps many other cyclists, to use this way for anything other than a very cautious cruise may fail dismally.6. On the other hand, a dedicated near-linear track next to, but not too close to, the O-Bahn would be something I'd pay a Toll for, at least until it's fully paid for.7. A person who will ride on designated cycleways frequently (like, daily) should be part of the chain of sign-off before implementation8. What Standards or Codes for cycleways will be used? I ask knowing that there are very few available, so it is a hint to develop some. How may I help?9. The present sharrrows, painted in the middle of vehicle lanes, are a waste of time and money. Not in the least because they are quickly worn out by the passage of vehicle tyres.
13	Not specified	Traffic	Road hierarchy and planning	Concern for larger private vehicles on the roads in Campbelltown.	Metro roads were designed for cars many decades ago. If they need to be redesigned, it should not be for SUVs, utes, or pick-ups, lest we all have to be forced into an arms race that leads to full-size bushmasters, and eventually tanks. Already, larger vehicles don't fit in the car lanes.
14	Not specified	Public Transport	Long term public transport planning	Advocates for long term planning for public transport.	Regarding alignment with State and Federal planning objectives: Yay, but where are the long-term plans for trams, trains, and subways? Otherwise we'll have twice as many vehicles on the same roads in 25 years and look back at Now wondering why such a path was chosen. No job takes as long as the one that is never started. The present obsession with the South Road will not solve the long-term problems. We can do better than NSW and VIC.
15	Not specified	Cycling	E-scooters and e-bikes	Safety concerns about the increased usage of e-scooters and e-bikes on local streets.	A final point, please recognise that a motorised or enginised bicycle is a motorcycle. e-bike is a modern euphemism, moped the older version. Likewise for e-scooter. In my opinion, the problem is that having an accelerator disconnects the user from effort, making speeding or sudden changes in speed too easy.

Sequence	Suburb	Transport Mode	Type of Comment	Summary	Detailed Verbatim Comments
16	Not specified	Traffic	General comment	General support for the Transport Plan with some suggestions about cycling and pedestrian safety.	Overall, I strongly support the plan, well done. However, a few comments (given that the survey did not include a free comments section) I was pleased to see the plan start with three focus areas that I support. I do question some of the features in the mapping tool used (mapbox) This tool provides a very small map on the screen. This small map that cannot easily be enlarged or made full screen. The map provides a layer select dialog box that obscures most of the map while the dialog is up. When the layer select dialog box is minimised, it leaves no legend/text to say what layers have been selected, or the colour of the layers selected.
17	Not specified	Cycling	Cycling route or network	Advocates for a connected bicycle network with safety as a priority.	I was disappointed to see that cycling was not a focus area. I believe there should have been 4 focus areas, with the fourth being “Provide an accessible and cycling friendly City”. No, cycling as a sub-point to a broad “encourage” focus area is not the same as a separate “provide” focus area.
18	Not specified	Cycling	Bicycle lane safety	Advocates for separate bicycle lanes on arterial roads.	I believe it is imperative to provide arterial cycling with separate lane for cyclists (all the way, and not disappearing at the difficult parts of the road)
19	Not specified	Walking	Walk network connectivity	Advocates for a complete footpath network and improvements to walkability to shopping, schools and parks to consider the hilly terrain.	1) There is no mention of smaller roads with no footpath on either side of road and homeowner vegetation right up to the road edge. This forces pedestrians onto road. 2) Some of the maps showing walkable access to shopping, schools and parks, included roads with no footpaths and vegetation right up to the road edge. These maps are misleading as these are not roads we should be claiming as “walkable” 3) Some of the maps showing walkable access to shopping, schools and parks, included that have quite a steep incline. These maps are misleading as the “walkable” distance should be less when steep inclines are included.
20	Not specified	Parking	Parking in parks/reserves	Provided ideas to manage the parking demand at The ARC, especially on busy days.	I recently started the survey mentioned and got frustrated re the design. I scrapped it but someone mentioned perhaps I should just email with my opinion.RE ARC, Parking on a Saturday in particular and on other days when there are special events on parking is at a premium. I understand ARC are considering some options, but I just wanted to mention that any removal of parking spaces in the surround streets would be detrimental. There are a few motorcycle dedicated parks on the Northern road adjacent to the swimming pools that are rarely used since the bike parks nearer the front entrance have become available. These could be converted to two, perhaps three ranking parks for cars. Perhaps smaller cars. The area currently trees and ground cover bark along the northern fences closer to the Eastern end may be able to be utilised as well. Occasionally on a busy day I have seen 4x4’s parked there. There may be logistic issues.
21	Not specified	Parking	Development impacts	Concerns about on-street parking demand with a new infill subdivision near Thorndon Park.	Re Subdivision in the Area near the REZZ Hotel. I have seen plans for this subdivision.. houses I think dedicated to first home buyers, 8 metre frontage, narrow roads and the houses with only one undercover carpark. Parking in the street would seem to be impractical and if allowed would impede traffic access and possibly inability to pass for larger vehicles, perhaps ambulances and fire trucks. Parking for visitors or two car families would therefore be on the main streets south and east, quite some distance from the homes. Parking in REZZ carpark would no doubt be frowned upon. I understand the need for more housing and presumably more revenue for Council but this development as it currently stands seems detrimental to the overall presentation of a Campbelltown area.
22	Athelstone	Public Transport	Bus frequency and hours	Support for the Go Zone extension to Athelstone and Newton with a frequency every 10 minutes.	I support a Go Zone for Athelstone and Newton. I would like over the years reduce the intervals from 15 minutes to 10 minutes in the long term to create more capacity and make the bus system more reliable.
23	Athelstone	Public Transport	Bus frequency and hours	Extend the services on Routes 530 and 578 into the evenings similar to Routes 178 and H30.	Make Routes 530 and 578 buses go later after 6 pm from the City to Athelstone and Newton like Routes 178 and H30. Not everyone finishes at 5 pm or need to get to the City from the outer suburbs to get home to Athelstone and Newton. I can be a long wait.
24	Athelstone	Public Transport	Bus routes and network	Use articulated buses on the O-Bahn services in the peak hours.	Have all buses that go along the O-Bahn between 7 am and 9 am and 5 pm and 7 pm, articulated buses to increase the capacity and for less cars at the interchange, less people standing on the bus and alos so people can get on and off quickly. Sometimes, people need to get off the bus so people can alight and then need to get back on.
25	Athelstone	Public Transport	Bus routes and network	Extend Routes 178 and H30 to Paradise on all trips.	Make Routes 178 and H30 do the whole route all the time a sometimes they stop at Newton Shops on Montacute Road and the elderly and school children are unable to get to Athelstone.
26	Athelstone	Cycling	Bicycle lane safety	Discourage traffic on Graves Street for space for bicycle lanes to be installed.	If doing bike lanes along Graves Street, need to get more cars off the road for flow and safety. Also review bikes on footpaths and need more speed limit.
27	Athelstone	Public Transport	Bus service reliability	Remove bus stop 25A from the timetables on the O-Bahn bus routes (500 series) to improve service reliability and reduce travel times to the City.	Make bus routes with 500's (530, 556, 557, 578 and 579) do not pick-up at bus stop 25A on Darley Road, in the morning peak. People should walk to Paradise interchange or catch Route H20. As it slows down the buses going to the City. I missed a connection by a minute because the bus driver was picking people up at stop 25A.
28	Athelstone	Public Transport	Bus service reliability	Implement a clearway on Darley Road in the AM peak to improve bus service reliability.	Darley Road should be a clearway in the morning.
29	Athelstone	Public Transport	Bus interchange or stop safety	Review the amenity, lighting and access to bus stops in Campbelltown to improve safety after dark.	Review bus stops in the Campbelltown area so that stop can be seen (such as cut trees and add lights to see the stop in the dark. Mark the bus zone so that cars do not park there.

Sequence	Suburb	Transport Mode	Type of Comment	Summary	Detailed Verbatim Comments
30	Athelstone	Parking	On-street parking management	Better use of private garages for car parking to reduce the demand for residents to park on local streets.	Need to get cars off the road and increase car garages for car parking. This will help safety and flow because sometimes cars drive in the middle of the road because of all of the parked cars.
31	Athelstone	Traffic	Roads and traffic	Support for the speed limit reductions on the sub-arterial roads.	With the planned change to the speed limits, Council needs to let people know as a lot are not aware. The speed limit change should not impact the flow of traffic.
32	Athelstone	Public Transport	Bus interchange or stop safety	Improve the safety at Paradise interchange at night with better lighting.	Make Paradise interchange safer with pedestal lights between the platform and the multideck car parks. Bus drivers do not stop to check for people and I fear someone will be killed.
33	Athelstone	Public Transport	Bus customer information	Provide detailed information about how to use the bus network for transfers.	Teach people about the feeder and connecting buses at Paradise interchange as it would reduce the demand for car spaces at the Park and Ride and help people catch the feeder and connector buses so people get out of the way.
34	Athelstone	Public Transport	Long term public transport planning	Suggested long term rail line between Adelaide and Murray Bridge would service the Campbelltown area.	My idea for public transport is an East-West rail line between Adelaide Airport and Murray Bridge. This would reduce traffic on the South Eastern Freeway and reduce traffic volumes and improve traffic flows in the Campbelltown area. Ideally, it should aim to take 30 to 45 minutes from Adelaide Airport to Murray Bridge.
35	Athelstone	Public Transport	Public transport governance	Support for government bus contracts.	Bring back the bus system into public hands
36	Athelstone	Public Transport	Bus service reliability	Implement policies to reduce late running bus services.	Publish which buses are running late regularly (ie, later than 15 minutes and apply fines for buses later than 20 minute). I waited 30 minutes for a bus. Buses were "chasing" each other because one bus was late.
37	Athelstone	Public Transport	Bus service reliability	Adjust Route 579 timetable to improve running time and reliability at Paradise Interchange.	Make buses leave on time at Paradise interchange for Route 579 when it is running late at night.
38	Athelstone	Traffic	Road intersection safety	Review intersection capacity at Lower North East Road and George Street, Paradise.	Look into the intersection of Lower North East Road and George Street, Paradise for more space for right turns or a slip lane.
39	Bike Adelaide	Cycling	Cycling route or network	Provides ideas for new bicycle routes in Campbelltown, Newton and Paradise.	<p>I'm from Bike Adelaide, an advocacy group for commuter and everyday cycling in a community context. I've completed the survey but I have a few additional points to raise about cycling in this area. Firstly, you have an excellent asset in the Torrens Linear Path from Athelstone to the City and beyond. It follows that you might develop "north-south" routes that allow access to the Linear Path. One of those is Ashbrook Rd to Briar Rd, recognising that there is a PAC at Briar Rd. Unfortunately it does require riding on the footpath for a short distance between Ashbrook and the crossing. The next connection is at the ARC, where a PAC is proposed to cross Lower North East Rd. The could connect to the Linear Path by riding through ARC or down Mines Rd. Travelling east, crossing Lower N-E Rd to reach Clairville Rd, Albion Terrace Graves and Emanuel Sts. This route undoubtedly needs a lot of work but has potential. These are all secondary roads but need lower speed limits, 40 kms per hour, chevrons and suitable signage to indicate a route through to St Ignatius' College and the Athelstone shops. Finally, there is another connection via Silkes Rd and Willow Drive to the Linear Path from Graves St. This is a route worth considering. Attention would be drawn to the crossing of Gorge Rd at Pattinson Rd and Silkes Rd with at least a refuge in the middle of the road, if not a PAC. You have already flagged this route, recognising it runs past Paradise Primary School.</p> <p>My experience in other council areas, leads me to suggest that suitable cycling routes be decided upon early and then ideas for improving them can develop over time as funding becomes available.</p>

Sequence	Suburb	Transport Mode	Type of Comment	Summary	Detailed Verbatim Comments
40	Athelstone	Public Transport	Public transport	Does not support Route 178 to be changed a Go Zone service frequency along the eastern end of Montacute Road.	<p>We strongly oppose the implementation of a Go Zone service for Route 178 east of Stradbroke Road to Athelstone (Proposed Initiative ID B1 in Table 5.4 of the Draft Consultation shown below and Figure 1). We are strongly against this proposal due to the noise pollution from doubling the bus frequency that we would have to endure. We live along this easterly section of Montacute Rad and chose to live here because it is a sub-arterial road and not in a Go Zone area. The buses are especially noisy here as they accelerate up the hill.</p> <p>I also believe that the current bus patronage on this part of Route 178 does not warrant implementation of a Go Zone. For example, based on the 2023 bus boardings (Figure 2), there were between 0 and 1,000 boardings per year at seven of the nine bus stops on this part of the route i.e. along Montacute Road and Maryvale Road (to Addison Avenue, Stop #27-#32). Assuming a best-case scenario of 999 passengers annually, this is an average of less than 3 people per day boarding at these bus stops. I strongly believe that this does not warrant the extra noise pollution we would be subjected to from doubling the current frequency of buses passing through our neighbourhood. The proposed Go Zone would mean 88 buses per day between 7:30 am to 6:30 pm (i.e. 44 buses in each direction, every 15 minutes over 11 hours). Furthermore, there is already effectively a Go Zone along Montacute Road and Maryvale Road during peak hour. For example, during morning peak hour, at Stop 29 (corner Maryvale and Montacute Roads) there is currently a bus to Paradise Interchange every 15 minutes in the morning peak hour (8:10, 8:28, 8:43, 8:55 am) and every half an hour before and after that. In the evening peak hour, the service is even more frequent with a bus every 13-15 minutes between 3:28 pm and 6:32 pm (13 buses) from Paradise Interchange.</p> <p>Of the 10 Pin Survey comments in the "Public Transport in the Stage 1 Stakeholder and Community Engagement – Final document" only two focused on Route 178 and its service in the south-eastern part of Athelstone; most of the issues raised were in the area north of Addison Avenue and Gorge Road i.e. the north-eastern part of Athelstone. I believe that two comments from the public should not warrant the implementation of a new Go Zone in this southern part of Athelstone considering the number of people who would be negatively affected by this change, especially when the highest number of boardings are in northern Athelstone on Lower Athelstone Road (which makes sense as passengers travel from here to Paradise). I also believe that the two comments are misinformed. Specifically, Comment #7 (on Judith Drive) incorrectly stated there is only a bus every half an hour ("Bus route 178. Past Newton would like to see the Go Zone extended, otherwise buses are only every half an hour"). However, as outlined above, during morning and afternoon peak hours, Route 178 is effectively already a Go Zone with a bus every 15 minutes. Regarding Comment #8 on Kurrajong Ave, "Infrequent daytime service and early cut off time p.m. No service beyond Maryvale Rd after 6pm approx. and no service up to top of Addison Ave. Weekend transport is poor. Nil on Sun and hourly on Sat. daylight hours." This is misinformed. On Saturdays, there is a 178 bus every 30 minutes on Maryvale Road (i.e. the closest bus stop to Kurrajong Ave) between 8:00 am and 6:40 pm to Paradise Interchange and then a bus every hour until 11:30 pm. This is also the same timetable for Sundays. The same timetable operates in the same direction to the city, with an extra service along Maryvale Road after midnight at 12:20 am on Saturday night/Sunday morning. Finally, I believe that those who live along the proposed Go Zone area should be better consulted (for example by mail) as this change has the potential to significantly affect the value of our homes, but more importantly our day-to-day wellbeing and the enjoyment we take from living in this neighbourhood. Thank you for considering this feedback.</p>
41	Athelstone	Traffic	Road hierarchy and planning	Does not support any change to the road classification for Montacute Road east of Stradbroke Road. Concerned that a change to an Arterial road class would increase freight traffic along Montacute Road with noise and amenity issues for residents.	<p>It is unclear from the Draft Plan how changing the Council road hierarchy (Proposed Initiative T3 below) would affect us because our road, Montacute Road (east of Stradbroke Road) seems to be misidentified compared to what is on the Campbelltown Council website. According to the Road Hierarchy Map available under the "Roads and Traffic" tab on the Campbelltown Council website (accessed 20 June, 2025), it shows that the road is a Sub-arterial Road (please see orange arrow in the map below):</p> <p>Figure 1. Road Hierarchy Map. Source: Roads and Traffic website of Campbelltown Council https://www.campbelltown.sa.gov.au/development/infrastructure-and-maintenance/roads-and-traffic</p> <p>Similarly, on the Existing Transport Map available on the consultation page for the Draft Plan, the road is also shown as Sub-arterial (Figure 2): Figure 2. Existing Transport Map Source: Transport Plan Study (Northern Section) website https://cctps.mysocialpinpoint.com.au/transportmap However, in the Draft Plan itself, it states that this section of Montacute Road is an Arterial road (Figure 3, below); in contradiction to what is shown on the Council website in Figure 1. Figure 3. Page 28 of Draft Campbelltown Council Transport Plan (Northern Section) Similarly in Table 3.10 of the Draft Plan, the road is again identified as an Arterial road:</p> <p>Figure 4. Existing Road Hierarchy in Study Area. Source: Table 3.10 in Draft Campbelltown Council Transport Plan (Northern Section) I understand that it might seem like a small pedantic issue, but it is unclear what the consequences are of our road being mislabelled. Presumably, there would be flow-on effects if it were to become an Arterial road, the speed limit would never be revised to 50 kmph and freight would also increase – something that neighbours and I oppose. However, without the correct classification, I believe we cannot be properly consulted. Do we assume it is Council's plan to make this road Arterial? With less than 4,000 vehicles per day (Figure 3.13 in the Draft Plan), it seems sensible to be assigned the classification of Sub-Arterial, or "Major Collector" based on the criteria in Table 3.1 of the Draft Plan. I believe this should be clarified before any proposed changes to the Road Hierarchy are implemented.</p>
42	Newton	Traffic	Road intersection safety	Intersection at Newton Road, Hambledon Road and Clairville Road is dangerous and needs to be included in the Transport Plan.	<p>The "Rebel Sports" intersection at Newton/Hambledon Clairville Roads is a death trap and needs to be urgently reviewed and fixed. If it's addressed elsewhere or in progress, that all good, otherwise it needs to be included in the plan</p>