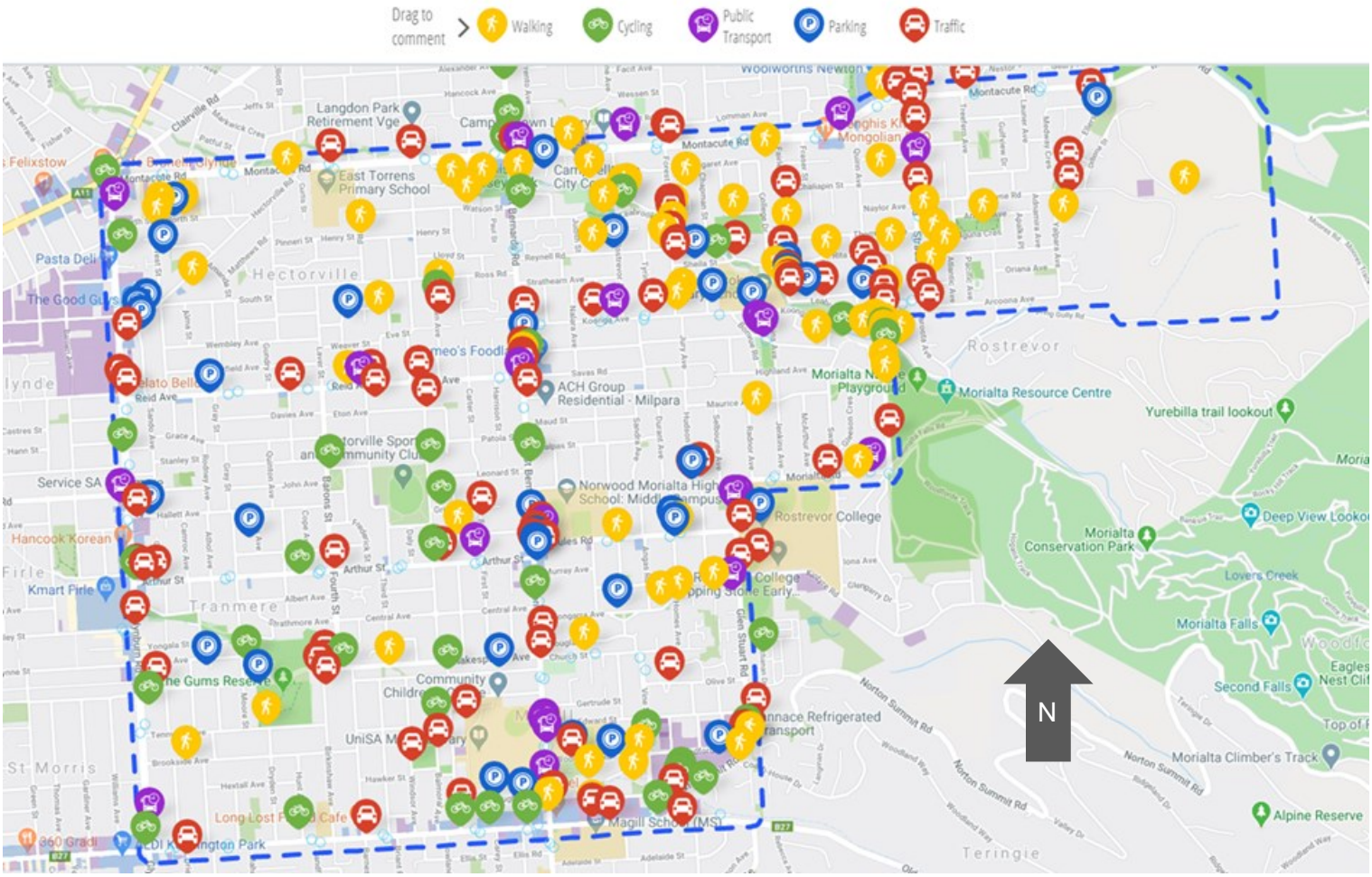
Campbelltown Transport Plan (Southern Section)



Final Report

27th October 2020

GTAconsultants

Providing a quality lifestyle

CAMPBELLTOWN CITY COUNCIL

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Executive Summary

A transport plan, CTP (Campbelltown Transport Plan), was developed for the southern section of the CCC (Campbelltown City Council) includes the suburbs of Hectorville, Rostrevor, Tranmere and Magill.

Summary from the First Stage Community Consultation in March 2020

The purpose of the first stage community consultation was to determine the issues for traffic, transport and parking in the study area. 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 stakeholder meetings, an online survey and from email submissions from the community from Monday 17 February to Tuesday 10 March 2020. A detailed breakdown of the Stage 1 community consultation is included in Appendix A.

Safety for transport in the study area is the most popular issue with over 53 per cent of the comments from the respondents in the online survey and email submissions about traffic and road safety, and pedestrian and cyclist safety. Transport efficiency comprised about 32 per cent of the comments with the remaining 15 per cent of comments about amenity issues.

The most popular issues for **traffic (T)** and road safety provided in the community survey are:

- High traffic speeds on local streets exceeding the posted 50 km/h speed limit
- Unwanted through traffic on local streets
- Safety at intersections, in particular at Moules Road/St Bernards Road/Arthur Street
- Traffic congestion on the arterial roads during peak periods

The most popular issues for **on-street parking (P)** provided in the community survey are:

- Parking across driveways or too close to intersections
- Insufficient parking to service activity centres, such as Service SA in Glynburn Road
- On-street parking from residents who do not have driveway space

The most popular issues for **public transport (B)** provided in the community survey are:

- Bus network with slow, indirect and unreliable services to City with long walks to stops
- Insufficient bus services (frequency and hours of service) during off-peak periods
- Need for safe access to bus stops along footpaths and lack of shelters at bus stops

The most popular issues for **walking (W)** provided in the community survey are:

- Lack of footpaths on one or both sides of local streets
- Poor quality footpath conditions requiring maintenance
- Missing sections of footpaths to local parks and reserves
- Poor crossings and walk connectivity to parks and schools

The most popular issues for **cycling (C)** provided in the community survey are:

- Unsafe routes with narrow bicycle lanes on arterial roads
- Roundabouts and blind spots for cyclists on local streets
- Insufficient safe crossing points for cyclists over arterial roads
- Poor bicycle network wayfinding and signage

Campbelltown Transport Plan

Based on the community comments, a review of the existing transport conditions and discussions with the Council staff, a range of initiatives to improve the safety, efficiency and amenity for traffic, on-street parking, public transport, walking and cycling in the study area were developed. The initiatives in the CTP for the southern section of Campbelltown are given in Table E.1.

Table E.1: Proposed Initiatives in the Campbelltown Transport Plan (CTP)

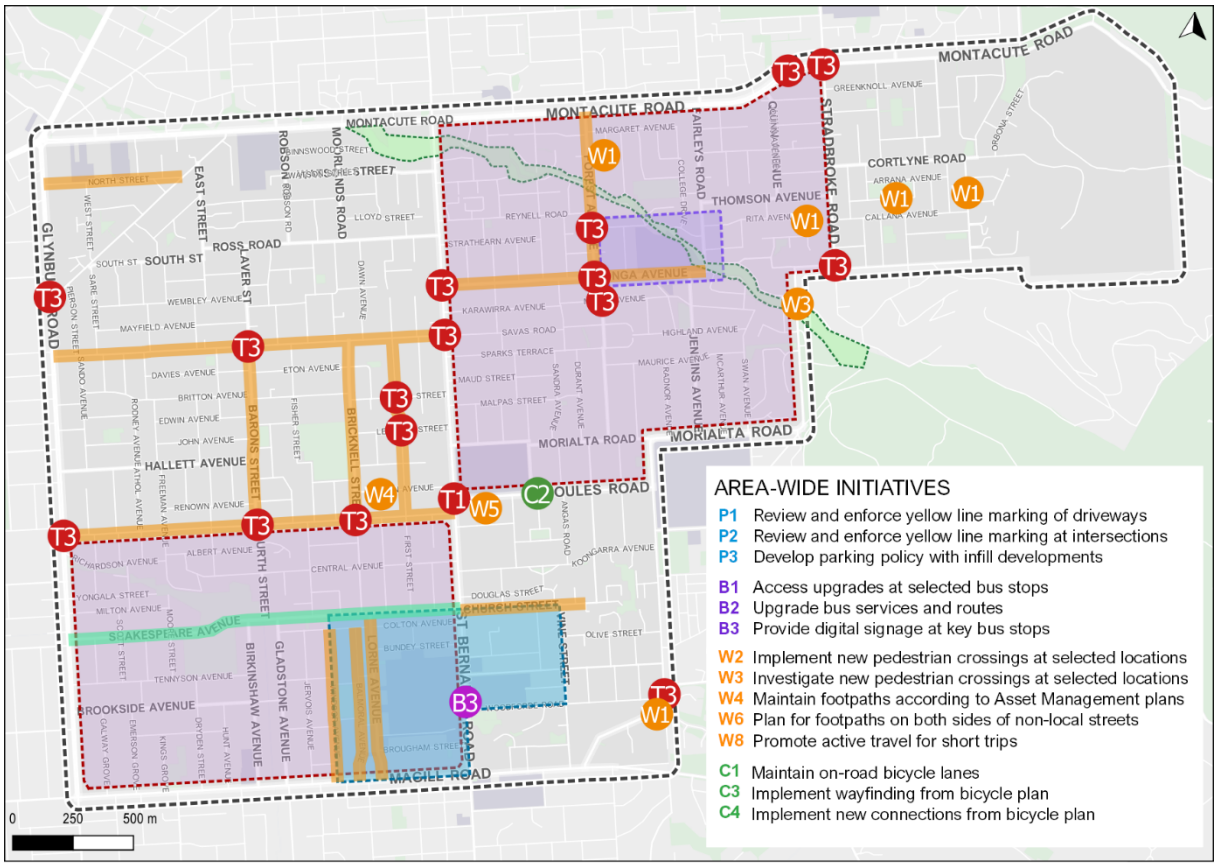
Label	Location	Initiative Description	Responsibility
T1	St Bernards Road at Moules Road and Arthur Street	Redesign of the St Bernards Road/Moules Road/Arthur Street intersections	DIT with Council
T2	Shakespeare Avenue	Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road	Council
T3	selected locations as suggested in the report	Investigate safety and sight distance issues at selected intersections	Council
T4	selected locations as suggested in the report	Investigate traffic management requirements on local and collector streets	Council
T5	Trial 1: all local streets in Rostrevor Trial 2: all local streets south of Arthur Street in Tranmere and Magill	Trial 40 km/h speed limit zones	Council
P1	all driveways on local Council-maintained streets with yellow line marking where requested	Review and enforce no parking across driveways with yellow line marking	Council
P2	all intersections with yellow line marking where requested	Review and enforce no parking at intersections with yellow line marking	Council
P3	Council-wide policy	Develop planning policy to manage parking and access to new infill developments	DIT
P4	local streets in the University of South Australia, Magill campus area	Continue to manage the on-street parking at University of SA Magill campus	Council

Label	Location	Initiative Description	Responsibility
P5	local streets surrounding Stradbroke Primary School	Investigate on-street parking issues near the Stradbroke Primary School	Council
B1	selected locations where requested	Upgrade access to bus shelters at selected locations	Council
B2	selected locations (to be determined)	Upgrade bus services and routes	DIT
B3	Bus stops with high passenger activity and at shops or key attractors (to be determined)	Provide upgraded bus stop information and digital signage at key bus stops	DIT
W1	selected locations as specified in Section 5	Investigate the provision of new footpaths that are not already in the Council footpath plan	Council
W2	selected locations as specified in Section 5	Implement new pedestrian crossings at selected locations	Council
W3	selected locations as specified in Section 5	Investigate new pedestrian crossings at selected locations	Council
W4	along certain roads as specified in Section 5	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	Council
W5	St Bernards Road at Moules Road and Arthur Street	Redesign pedestrian crossings at the St Bernards Road/ Moules Road/Arthur Street intersections	DIT
W6	selected locations (to be determined)	Plan for footpaths on both sides of non-local streets	Council
W7	Fourth Creek linear trail and connecting streets	Plan, design and implement the upgrade along the Fourth Creek linear trail	Council
W8	policy for all residents, schools and businesses in the study area	Promote more active travel for short trips	Council/DIT
C1	along certain roads where requested	Maintain on-road bicycle lanes	Council/DIT
C2	along certain roads where requested	Implement new on-road bicycle lanes	Council/DIT

Label	Location	Initiative Description	Responsibility
C3	according to the 2018 Campbelltown Bicycle Plan	Implement wayfinding for cyclists from bicycle plan and PAMP	Council
C4	according to the 2018 Campbelltown Bicycle Plan	Implement sections of bicycle plan for new connections	Council

The locations of the proposed initiatives in the CTP are shown in Figure E.1.

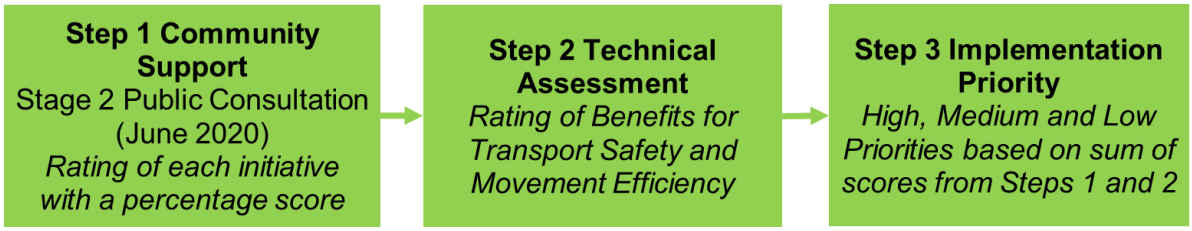
Figure E.1: Locations of the Proposed Initiatives in the CTP



Assessment of the Transport and Parking Initiatives

A three-step assessment approach was developed and applied to determine the level of community support, technical assessment of the benefits for transport safety and movement efficiency and the priorities for the Council to consider for the short, medium and long term. This approach is shown in Figure E.2. The community interest rating in Step 1 was provided from the results of the Stage 2 community consultation with an average weighted score given from 1 to 5. The technical assessment in Step 2 was determined by professional engineering and planning judgement with scores from 1 to 3. The implementation priority for each initiative was based on the ranking of the sum of the three scores in Steps 1 and 2.

Figure E.2: Three-Step Assessment Framework for the Initiatives in the CTP



Summary from the Second Stage Community Consultation in June 2020

Following to the findings from Stage 1 community consultation, the draft Transport Plan was developed with a range of initiatives to address the issues identified by the community, key stakeholders, Council staff and the Elected Members. The Stage 2 community consultation was conducted to obtain the views about the initiatives in the draft Transport Action Plan. The draft Transport Plan was issued on the Council website for public comment from Tuesday 9 June to Tuesday 30 June 2020. A total of 96 responses were received to the online survey and 11 formal email submissions. A total of 42 detailed comments were provided in the survey. The average scores out of five were calculated for each initiative.

Key findings from the community consultation for the draft Transport Plan are:

- 76 per cent of the respondents are local residents and 10 per cent are passing through the study area.
- Generally positive feedback to the Transport Plan, however speed limits on streets is a very controversial issue.
- Some of the comments were from the Stradbroke Road speed limit review consultation held in April 2020.
- Only one comment was received about the now cancelled bus plan that the State Government had on consultation for two weeks.
- The upgrade of St Bernards Road/Moules Road/Arthur Street is the number one hotspot to be addressed for traffic and road safety with scores over 4 for T1 and W5.
- The community is divided on the 40 km/h speed zone trials (T5) for Magill/Tranmere and Rostrevor with a score of 2.99 and extreme views for and against it.
- P3 Develop planning policy to manage parking and access to new infill developments has a high score of 4.09.
- W4 Maintain existing footpaths along selected sections has a high score of 4.01.
- Public transport improvements have the lowest priority scores less than 3.6.

Other suggestions from the community consultation conducted in June 2020 are included in Appendix B.

Project Priorities

The implementation priorities of the proposed initiatives were grouped into high, medium and low projects with the ranking determined by the sum of the three scores from Steps 1 and 2. The results of the assessment of the initiatives in the CTP are provided the following list::

Initiatives for a High Priority in the Short Term (1 to 2 years)

- W2 Implement new pedestrian crossings at selected locations
- W3 Investigate new pedestrian crossings at selected locations
- T1 Redesign of the St Bernards Road/Moules Road/Arthur Street intersections
- W5 Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections
- C2 Implement new on-road bicycle lanes
- C4 Implement sections of bicycle plan for new connections
- W1 Investigate the provision of new footpaths that are not already in the Council footpath plan
- W6 Plan for footpaths on both sides of non-local streets
- W7 Plan, design and implement the upgrade along the Fourth Creek linear trail (existing project)

Initiatives for a Medium Priority

- P3 Develop planning policy to manage parking and access to new infill developments
- W8 Promote more active travel for short trips
- C1 Maintain on-road bicycle lanes
- P5 Investigate on-street parking issues near the Stradbroke Primary School
- T3 Investigate safety and sight distance issues at selected intersections
- T4 Investigate traffic management requirements on local and collector streets
- P2 Review and enforce no parking at intersections with yellow line marking
- C3 Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP
- W4 Maintain footpaths according to the agreed service levels defined in the Asset Management plans
- B2 Upgrade bus services and routes

Initiatives for a Lower Priority

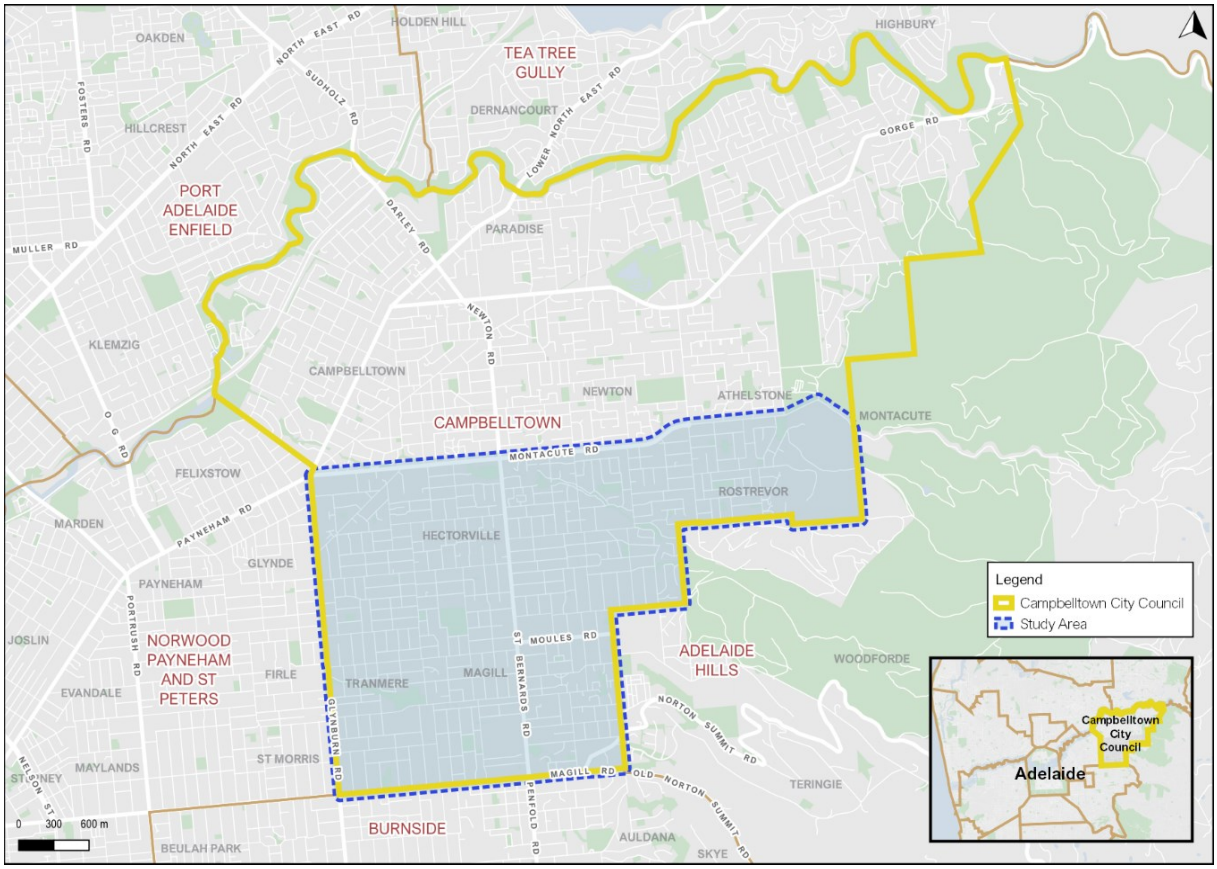
- T2 Investigate Shakespeare Avenue traffic calming
- T5 Trial 40 km/h speed limit zones
- P1 Review and enforce no parking across driveways with yellow line marking
- B1 Upgrade access to bus shelters at selected locations
- B3 Provide upgraded bus stop information and digital signage at key bus stops
- P4 Continue to manage the on-street parking at University of South Australia, Magill campus

1. Introduction

1.1 Background

The southern section of the CCC includes the suburbs of Hectorville, Rostrevor, Tranmere and Magill. The study area for the Campbelltown Southern Section transport plan with the adjacent local government areas is shown in Figure 1.1. It is generally bounded by the arterial roads of Montacute Road to the north, Glynburn Road to the west, Magill Road to the south and to the eastern boundary of CCC.

Figure 1.1: Study Area for the Campbelltown Southern 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 so that Council can respond to issues from residents and local businesses more proactively and to manage and improve the local transport networks for all users.

The two major district shopping centres are located at Newton Village Shopping Centre in Montacute Road and Firle Plaza in Glynburn Road. These centres, that are located on the northern and western periphery of the study area respectively, are important because they generate a significant travel demand from the residents who live the study area. Three Romeo's Foodland local supermarkets that service the residents in the study area are the located along St Bernards Road, Rostrevor, in the Magill Village along Magill Road and on Payneham Road, Felixstow that is convenient for Hectorville residents. Towards the south-east corner of the study area, the Magill campus of the University of South Australia and Magill Village precinct are key trip attractors.

1.2 Study Scope and Purpose

The CTP will be used to assist the Council and other key stakeholders in the study area to:

- Provide assessment of current and possible future traffic impact of population growth and new developments
- Provide a traffic improvement strategy, including a list of infrastructure improvements, by:
  - Investigating traffic management issues on all Council roads,
  - Investigating traffic flow and parking on Council classified Major and Minor collector roads and on local roads as determined by Council Customer Requests and Staff knowledge.
  - Investigating options for public realm revitalisation
  - Incorporating impact from possible future developments along transport corridors
  - Review current Council road classifications and suggest any appropriate changes required
  - Incorporate environmental best practice and deliver improved community safety for all road users

The CTP was developed by:

- Identifying the issues, constraints and opportunities through an online survey and discussion with key stakeholders
- Developing a list of transport improvement initiatives, including the following:
- Road infrastructure and network improvements to improve traffic performance and safety
- Additional or reconfigured parking provision
- Public transport infrastructure
- Pedestrian and bicycle infrastructure and end-of-trip facilities
- Public realm revitalisation
- Preparing an action and implementation plan for the short, medium and long-term time frames.

1.3 Report Structure

This technical report for the CTP is structured as follows:

- **Section 2 Planning Context** includes a summary of the most recent State Government and Council planning documents and policies relevant to the Campbelltown (Southern Section). It also includes the existing and proposed developments and land use changes in the local area.
- **Section 3 Existing Conditions** provides an overview of the existing transport network including roads, parking, public transport, walking and cycling facilities in the study area.
- **Section 4 Issues and Opportunities** provides a summary of the comments from key stakeholders and the community from the online survey. It provides a discussion of key issues and opportunities in the study area for road network, parking, public transport, land use, walking and cycling.
- **Section 5 Campbelltown Local Area Transport 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** is a high-level evaluation of the proposed transport initiatives to determine a list of priority projects for the short, medium and long term.
- **Section 7 References** provides the documents and internet sources in the preparation of this transport plan.
- **Appendix A with a summary of the community consultation of the issues and opportunities from the online survey conducted in February and March 2020.**
- **Appendix B with a summary of the community consultation of a review of the draft Transport Plan conducted in June 2020.**
- **Appendix C with the high-level cost estimates for the planning and infrastructure initiatives in the action plan that require Council involvement.**

2. Planning Context

2.1 Relevant Planning Documents

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

- Campbelltown City Council Development Plan Consolidated 26 September 2019
- Campbelltown Strategic Plan 2010 – 2020, Updated in 2016
- Campbelltown Economic Development Plan 2020
- Campbelltown Social Plan 2020
- Campbelltown Transport Plan 2006-2016
- Campbelltown Bicycle Plan, GTA Consultants, February 2018
- Campbelltown Parking Policy, July 2019
- Chain of Trails Master Plan, September 2014
- Footpath Development and Maintenance Policy, July 2019
- Pedestrian Access and Mobility Plan, Tonkin, August 2014
- Magill Village Masterplan report, October 2013

State Government Strategies and Other Transport Plans

- The 30 Year Plan for Greater Adelaide, May 2017
- The Road Safety Action Plan, Department for Planning, Transport and Infrastructure (DIT), 2013-2016
- Woodforde Land Development (Hamilton Hill) Transport Management Plan, Tonkin, September 2017
- Woodforde - Hamilton Hill Parking Assessment, GTA Consultants, January 2018
- Draft Road Management Plan for St Bernards Road, Penfold Road, Department of Transport, Energy and Infrastructure, October 2010

The status of the CCC policies and plans that were reviewed in the development of the CTP are provided in Table 2.1.

Table 2.1: Status of Council Planning Policies and Plans

Report Name and Date of Last Update	Status of the Policy or Plan
Towards 2020 - Strategic Plan 2010-2020, revised November 2016	This strategic policy plan will be under review starting in 2020.
Campbelltown Economic Development Plan 2020, adopted April 2018	This strategic policy plan will be under review starting in 2020.
Campbelltown Social Plan 2020, adopted October 2015	This strategic policy plan will be under review starting in 2020.
Campbelltown Environment Plan 2020, adopted October 2015	This strategic policy plan will be under review starting in 2020.
Campbelltown Transport Plan 2006-2016	Council to update this transport plan.
Campbelltown Parking Policy, July 2019	
Campbelltown Bicycle Plan, February 2018	
Campbelltown Pedestrian Access and Mobility Plan (PAMP), August 2014	

2.2 Future Developments

The status of the existing and future transport infrastructure projects within the study area are summarised in Table 2.2.

Table 2.2: Existing and Future Transport Infrastructure Projects in the Study Area

Timeframe	Project Status
Chain of Trails Master Plan, September 2014	Fourth Creek Linear Trail is progressively being implemented.
Magill Village Masterplan report, October 2013	Ongoing as a joint project between the City of Burnside and Campbelltown City Council
Woodforde Land Development (Hamilton Hill) Transport Management Plan, Tonkin, September 2017	This residential development, located within Adelaide Hills Council, is under construction.

2.3 Existing Campbelltown Policies to Improve Walking

The Footpaths Development and Maintenance Policy was initially adopted in July 1999 and last reviewed by Council in July 2019. The Policy provides guidance in respect to Council's considerations and process when establishing or renewing footpaths.

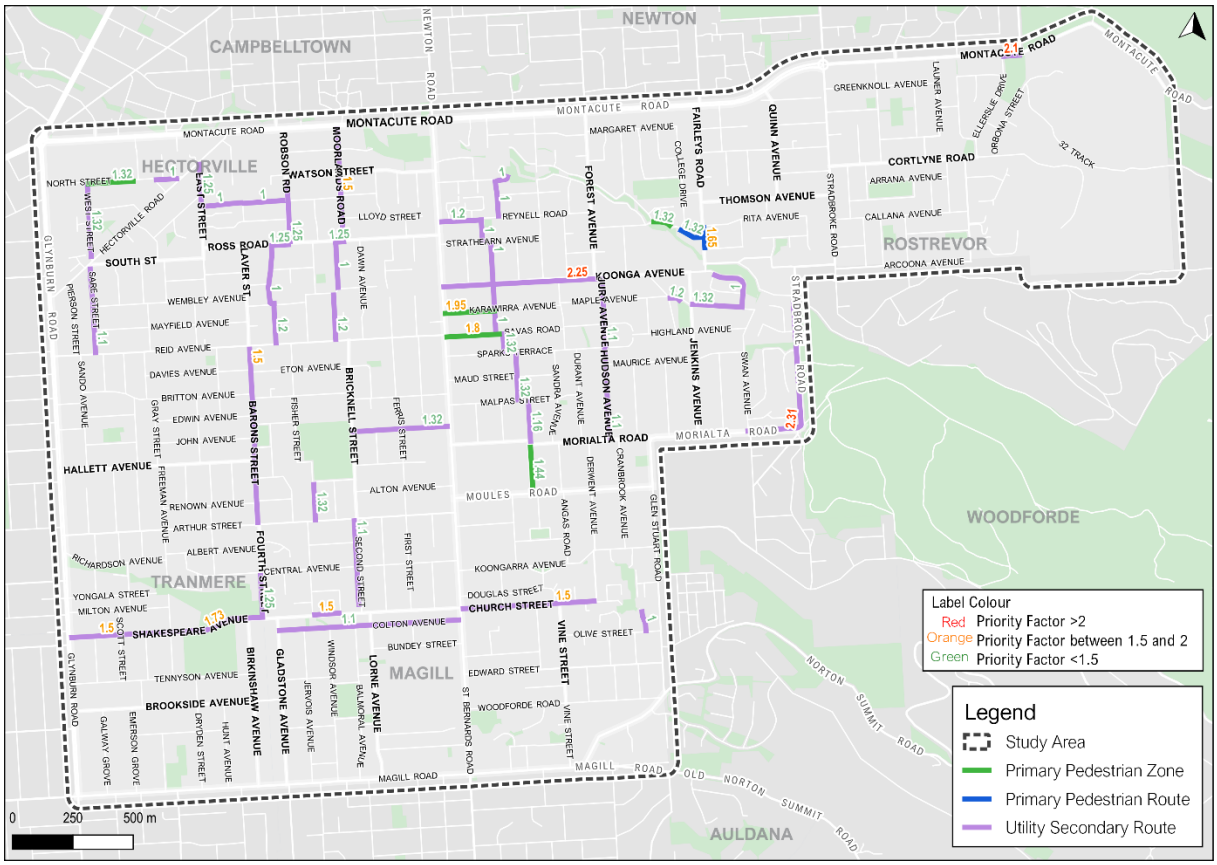
In the Pedestrian Access and Mobility Plan (PAMP) prepared by Tonkin in August 2014, a network of pedestrian routes was developed with a hierarchy to show a formal designation of all streets with footpaths in the Council area. The plan also identified actions to guide the implementation of the PAMP, including stand-alone projects and synergy with existing Council programs.

As identified in the PAMP, the priorities in the footpath upgrade program within the study area are shown in Figure 2.1. The footpaths are categorised into:

- Primary Pedestrian Zone,
- Primary Pedestrian Route, and
- Utility Secondary Route.

A higher priority factor indicates a higher priority to upgrade. Within the study area, pedestrian paths with highest priority are along Stradbroke Road between Leabrook Drive and Swan Avenue, and Koonga Avenue between St Bernards Road and Jury Avenue.

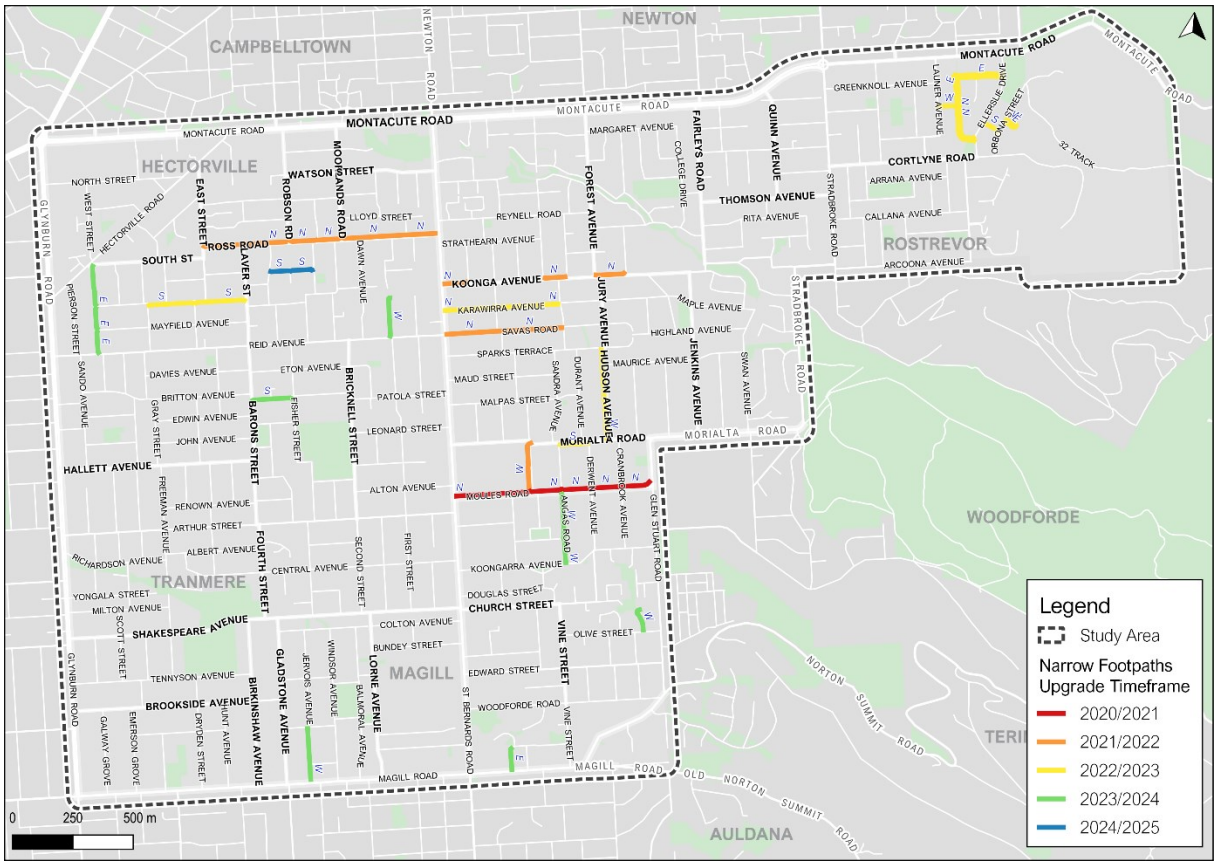
Figure 2.1: Campbelltown Pedestrian Access and Mobility Plan Footpath Priorities



Source: Prepared by combining the information provided on the footpath priority maps in the Campbelltown PAMP, Tonkin, 2014

The narrow footpath upgrade program to be implemented by Council from 2020 to 2025 is shown in Figure 2.2. For 2020/2021, the priority of narrow footpath upgrade, shown in red Figure 2.2, will be the northern footpaths on Montacute Road (Rosina Street to Verona Avenue) and Moules Road (St Bernards Road to Glen Stuart Road).

Figure 2.2: Campbelltown Narrow Footpath Upgrade Program (2020 to 2025)



2.4 Existing Campbelltown Policies to Improve Cycling

In the Campbelltown Bicycle Plan (GTA Consultants, February 2018), three groups of initiatives were recommended for implementation:

- Bicycle network,
- Supporting facilities, and
- Bicycle culture.

The plan identified a list of actions to implement for the three major areas and the corresponding timescales. The following actions, as shown in Figure 2.3, were recommended as the highest bicycle network priority:

- Develop a bicycle route in conjunction with the Fourth Creek trail utilising on road advisory treatments where suitable adjacent roads exist, provide connections between shared use paths and implement new or upgrades to road crossings as required.
- Implement improved access to the Linear Park and O-Bahn bikeway from the immediate local streets through advisory treatments, shared use path connections and directional signage.

- Develop a bicycle boulevard network within CCC to connect to the proposed Norwood-Magill and St Morris bicycle boulevards being developed by neighbouring Councils and the State Government.
- Upgrade the footpath network around primary schools to encourage increased levels of cycling from the local catchment areas.

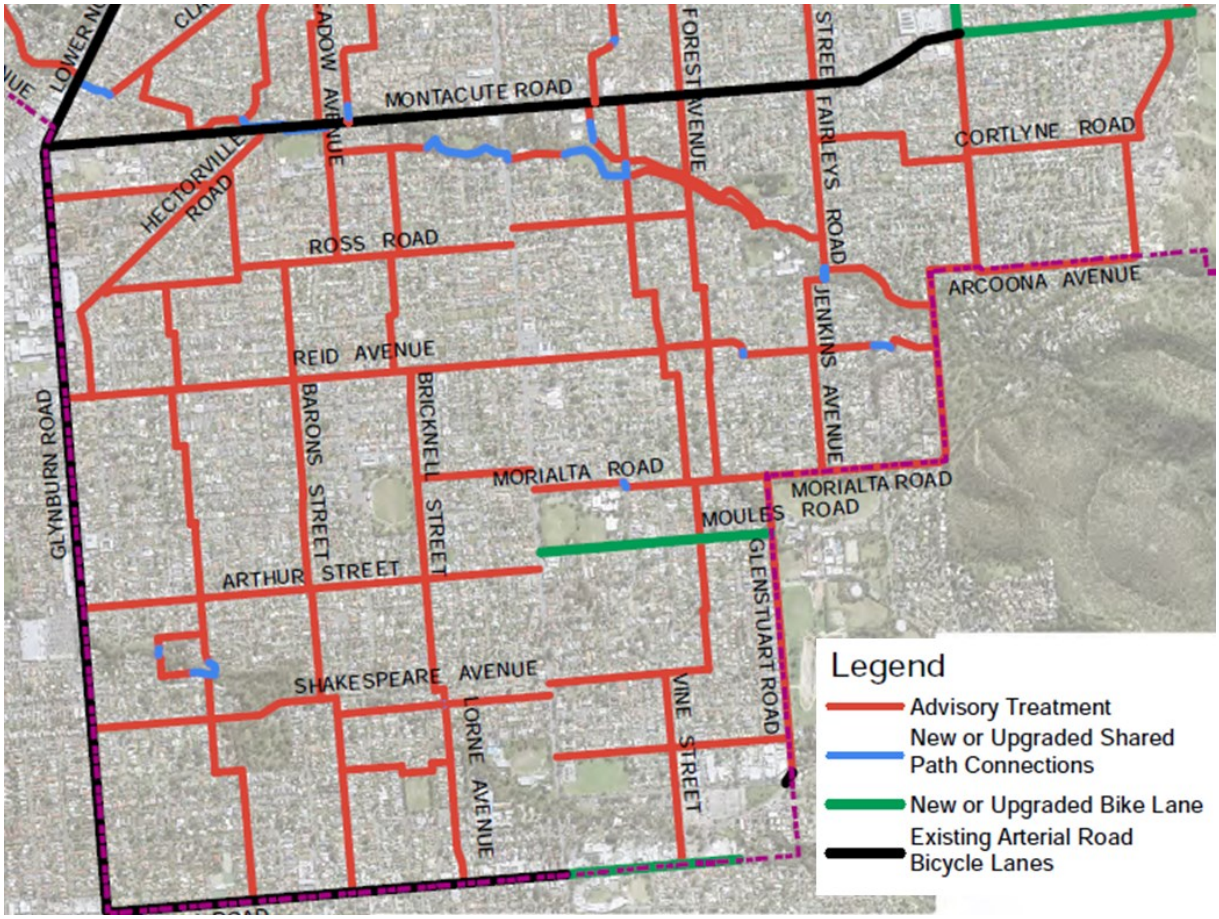
The proposed key initiatives in the study area from the Bicycle Plan are shown in Figure 2.3. The recommended initial priorities primarily focus on advisory treatments with some shared use path connections.

Fourth Creek Trail

The following upgrades were recommended to facilitate Fourth Creek Trail as a cycling route that is currently being implemented:

- Advisory Treatment on streets adjacent Fourth Creek
- Crossings at Montacute Road, Lower North East Road, St Bernards Road
- Shared use path connections/ upgrades at Leabrook Drive and Rostrevor Avenue, St Bernards Road and Binnswood Street, Clairville Road and Lower North East Road

Figure 2.3: Key Initiatives in the Study Area from the Campbelltown Bicycle Plan



Source: GTA Consultants, 2018

3. Existing Conditions

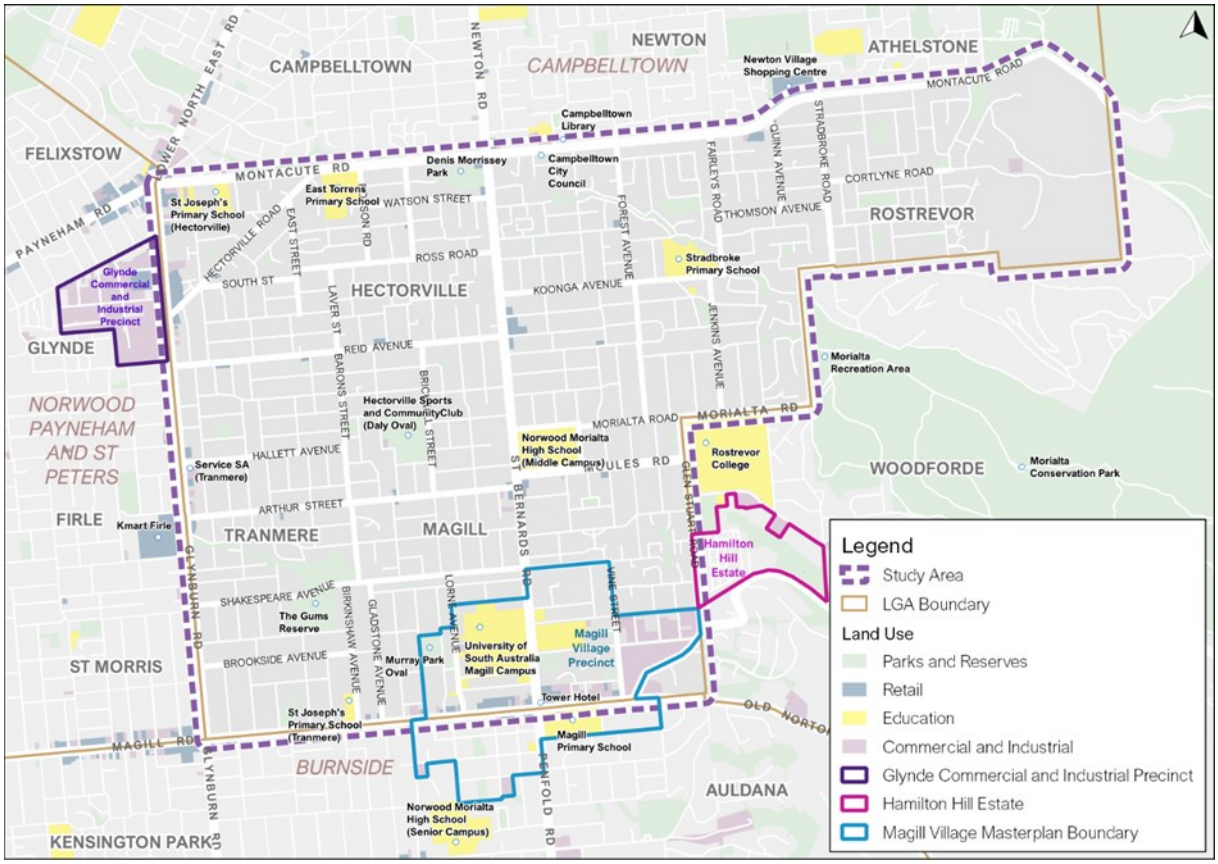
The existing land use and transport networks including planning zones, road network hierarchy, public transport and cycling networks are described in this section. The attributes and statistics for the key transport network are provided for:

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

3.1 Existing Land Uses

The study area mostly comprises low to medium density housing in Hectorville, Rostrevor, Tranmere and Magill with a high level of urban infill housing construction occurring in Hectorville and Tranmere over the last decade. The key activity centres are at the schools, the University of South Australia (Magill campus) and the CCC offices and library in Montacute Road. The district shopping centres of Firle Plaza with K-Mart and Newton Village are located on the periphery of the study area on Glynburn Road and Montacute Road respectively. Key activity centres in the study area are shown in Figure 3.1.

Figure 3.1: Land Use and Key Attractors in Campbelltown (Southern Section)



3.2 Road Network

The functional hierarchy of the road network within the study area is shown in Figure 3.2. The primary arterial roads that are under the care and control of the Department for Infrastructure and Transport (DIT) are:

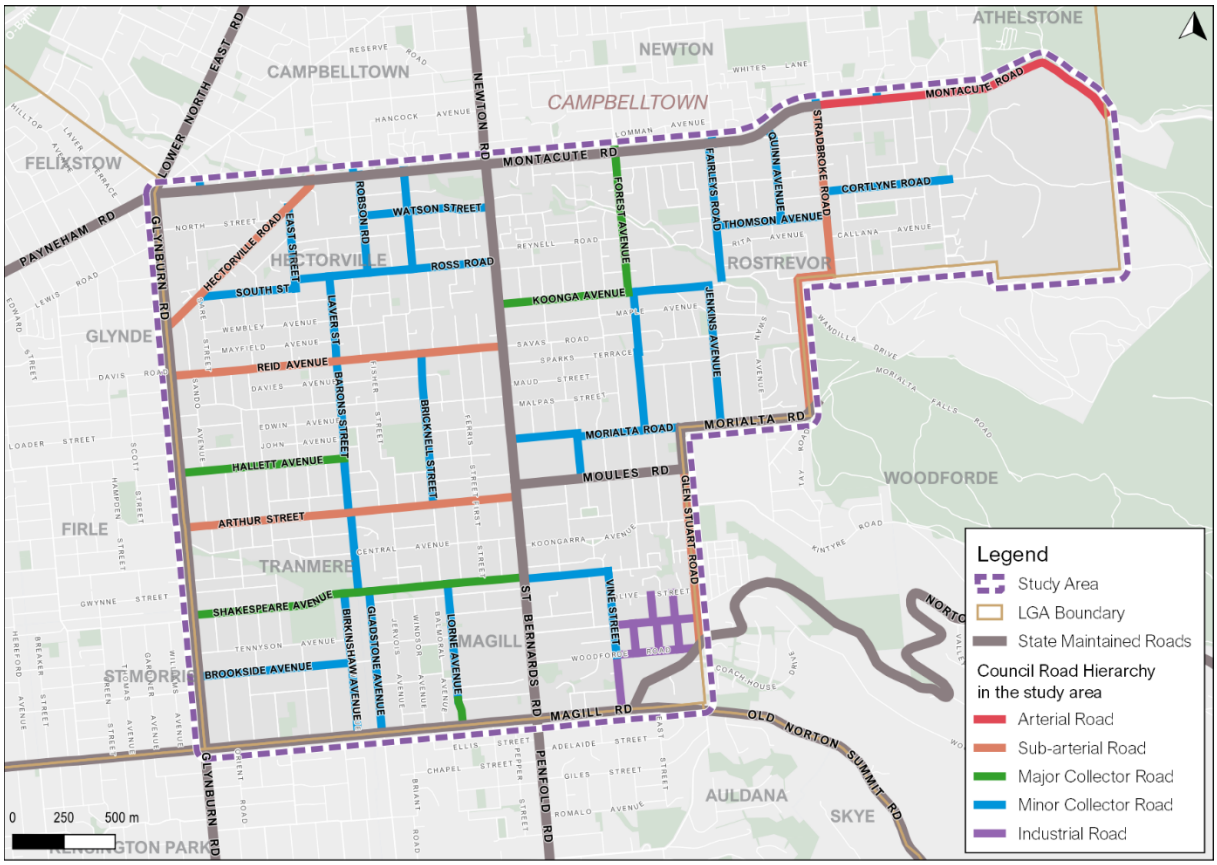
- North – South routes with Glynburn Road and St Bernards Road
- East – West routes with Magill Road east of Glynburn Road, Moules Road and east of St Bernards Road and Montacute Road between Glynburn Road and Stradbroke Road
- Morialta Road east of Glen Stuart Road
- Glen Stuart Road between Morialta Road, Moules Road

The only arterial road under the care and control of Council is Montacute Road between Stradbroke Road and Maryvale Road.

The sub-arterial roads that are managed by the Council in the study area are Hectorville Road, Stradbroke Road, Reid Avenue and Arthur Street. Glen Stuart Road south of Moules Road is also sub-arterial road that is shared with Adelaide Hills Council.

The industrial roads under the control of the Council are located east of Vine Street in the Magill industrial estate.

Figure 3.2: Road Hierarchy for the Southern Section of the CCC



3.3 Traffic Volumes and Vehicular Speeds

Most State (DIT) arterial roads have posted speeds of 60 km/h with the exceptions with a posted speed of 50 km/h along:

- Moules Road, Glen Stuart Road (Moules Road to Morialta Road)
- Morialta Road (Glen Stuart Road to Stradbroke Road)

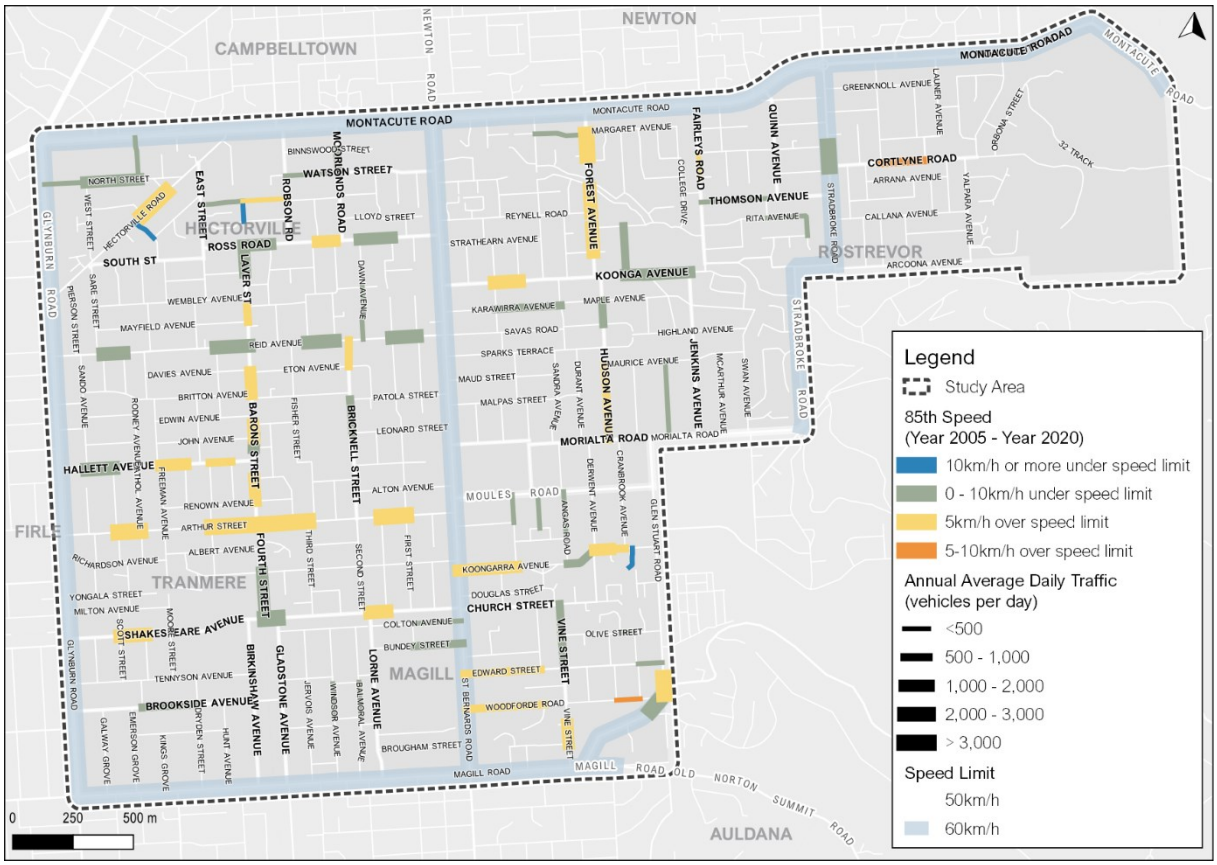
The local street network is mostly 50 km/h with lower speeds around schools at start and finish times.

The posted speed on Hectorville Road was changed to 50 km/h in 2011.

The Annual Average Daily Traffic (AADT) volumes and observed vehicular speeds, that were obtained from a range of Council traffic count and speed surveys undertaken from 2005 to 2020, are shown in Figure 3.3. The Council roads with the highest speeds exceeding the posted speeds are Reid Avenue, Cortlyne Road, Arthur Street, Church Street, Gladstone Ave and Woodforde Road.

Stradbroke Road has observed speeds that are 10 km/h less than the existing posted speed of 60 km/h.

Figure 3.3: Traffic Volumes and 85th Percentile Speeds in the Study Area



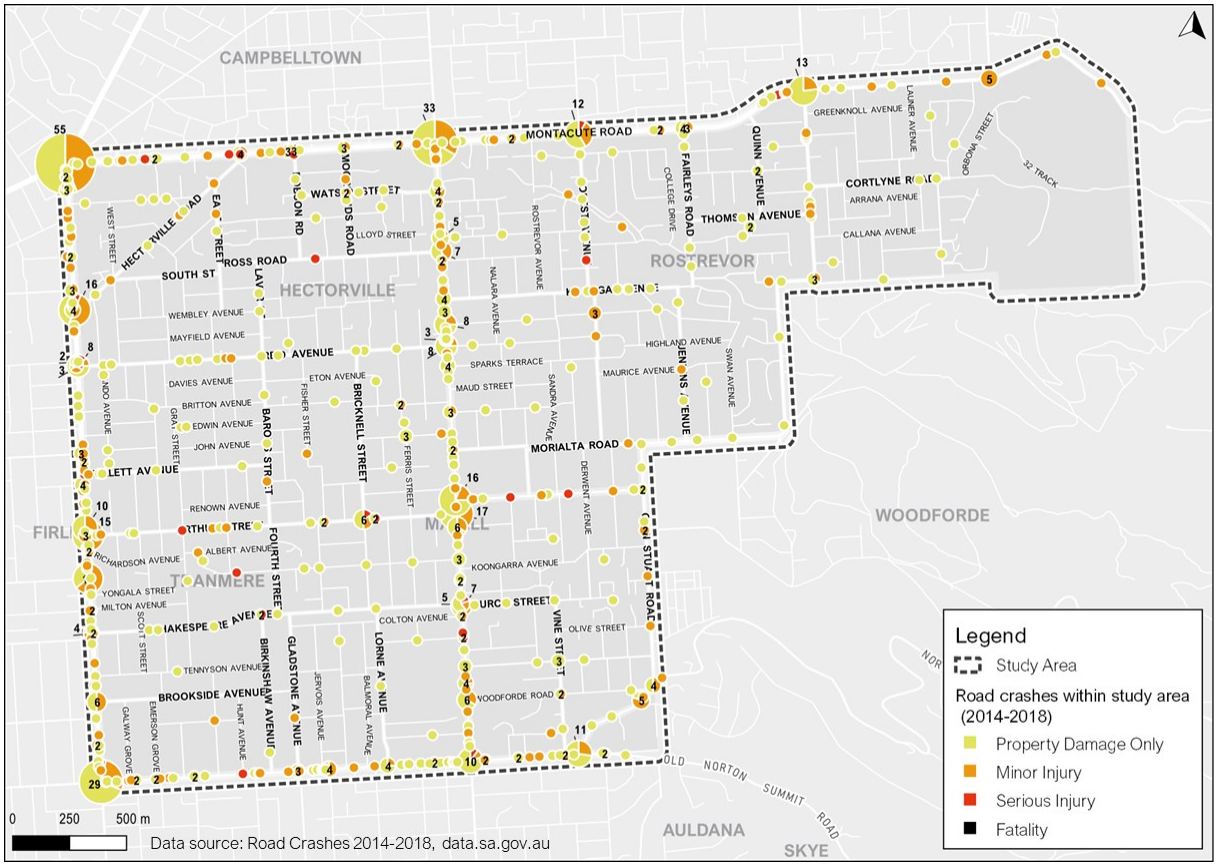
Source: Campbelltown City Council traffic counts and speed surveys from 2005 to 2020

3.4 Road Crashes

The crash statistics from the latest available five-year period (2014-2018) are shown in Figure 3.4. The State (DIT) arterial roads and intersections have the largest number of crashes. The intersections with the largest number of crashes are located at:

- Glynburn Road, Lower North East Road and Montacute Road,
- Montacute Road and St Bernards Road,
- Glynburn Road and Magill Road,
- St Bernards Road at Arthur Street,
- St Bernards Road at Moules Road,
- Glynburn Road at Hectorville Road, and
- Montacute Road and Stradbroke Road.

Figure 3.4: Five-year (2014-2018) Road Crashes in the Study Area



Source: DIT crash statistics from 2014 to 2018

The locations with three or more casualty or minor and serious injury crashes that may be eligible for funding in the Black Spot Program through a more detailed assessment for each site are provided in Table 3.1. These locations were identified based on the Black Spot Program Guidelines prepared by DIT in 2017. Roads and intersections that are exclusively under DIT control and management are not included in the list.

Roundabouts were installed in Reid Avenue and Arthur Street in late 2016. Crash statistics compared between 2014 - 2015 and 2017 - 2018 show the total crashes reduced from four

to two at Arthur Street/Bricknell Street, whereas one crash occurred at Reid Avenue/Laver Street after the roundabout was installed. However, the total number of crashes in Reid Avenue reduced from six to four for the entire street excluding the DIT intersections.

Table 3.1: Locations for Potential Black Spot Program Funding Assessments

Number	Type of Location	Location	Road Jurisdiction	Total Number of Casualty Crashes 2014-2018
1	Corridor	Arthur Street, Tranmere and Magill	Council	9
2	Corridor	Stradbroke Road, Rostrevor	Council	5
3	Corridor	Glen Stuart Road, Magill	Council	4
4	Corridor	Hectorville Road, Hectorville	Council	4
5	Corridor	Shakespeare Avenue, Tranmere and Magill	Council	3
6	Intersection	Hectorville Road/Glynburn Road, Hectorville	Council/DIT	10
7	Intersection	Arthur Street/St Bernards Road, Magill	Council/DIT	8
8	Intersection	Arthur Street/Glynburn Road, Tranmere	Council/DIT	8
9	Intersection	Forest Avenue/Montacute Road, Rostrevor	Council/DIT	6
10	Intersection	Moules Road/St Bernards Road	Council/DIT	5
11	Intersection	Arthur Street/Bricknell Street/ Second Street, Magill	Council	4
12	Intersection	Ross Road/St Bernards Road, Hectorville	Council/DIT	3
13	Intersection	Church Street/Shakespeare Avenue/St Bernards Road, Magill	Council/DIT	3
14	Intersection	Brookside Avenue/Glynburn Road, Tranmere	Council/DIT	3
15	Intersection	Reid Avenue/Glynburn Road, Hectorville	Council/DIT	3
16	Intersection	Shakespeare Avenue/St Bernards Road, Magill	Council/DIT	3
17	Intersection	Church Street/St Bernards Road, Magill	Council/DIT	3
18	Intersection	Robson Road/Montacute Road, Hectorville	Council/DIT	3
19	Intersection	Jury Avenue/Maple Avenue, Rostrevor	Council	3

3.5 Parking

Most of the local and collector streets in the study area have unrestricted on-street parking, except in the following locations:

- Schools for drop-off and pick-up zones
- In the streets within and surrounding the University of South Australia, Magill campus with the on-street parking limited to 3 hours Monday to Friday 8:00 to 6:00 and the other side of the road is No Standing Monday to Friday 8:00 to 6:00.

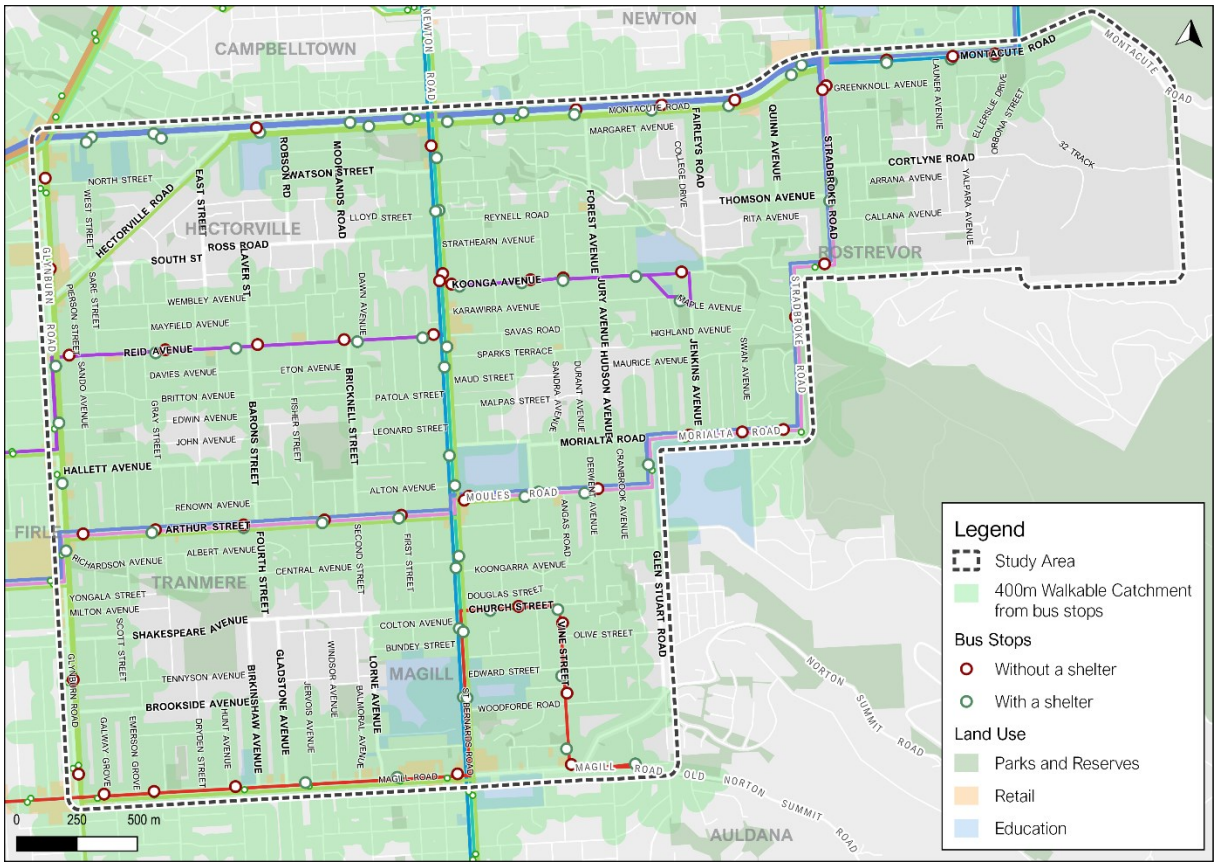
Most of the arterial roads, such as Glynburn Road, St Bernards, Magill Road and Montacute Road, do not provide space for on-street parking, except in sections next to shops and businesses.

3.6 Public Transport

Public transport is provided with the Adelaide Metro bus services as shown in Figure 3.5 with the bus stops and the 400 m walkable catchment areas. From this analysis, 74 per cent of the land area in the study area is within 400 m walking distance of a bus stop.

From the Council asset database, the locations of bus stops with and without shelters are also shown in Figure 3.5. The bus stop upgrade works were undertaken as part of the Pedestrian Access Management Plan (PAMP) and DDA compliance upgrades were completed between 2016 and 2019. Shelters are mainly installed at bus stops along city-bound services to provide bus users with seating and shelter when waiting for a bus.

Figure 3.5: Public Transport Catchment Area (400m walkable access to bus stops)



Source: Adelaide Metro GTFS datasets and Council bus shelter database

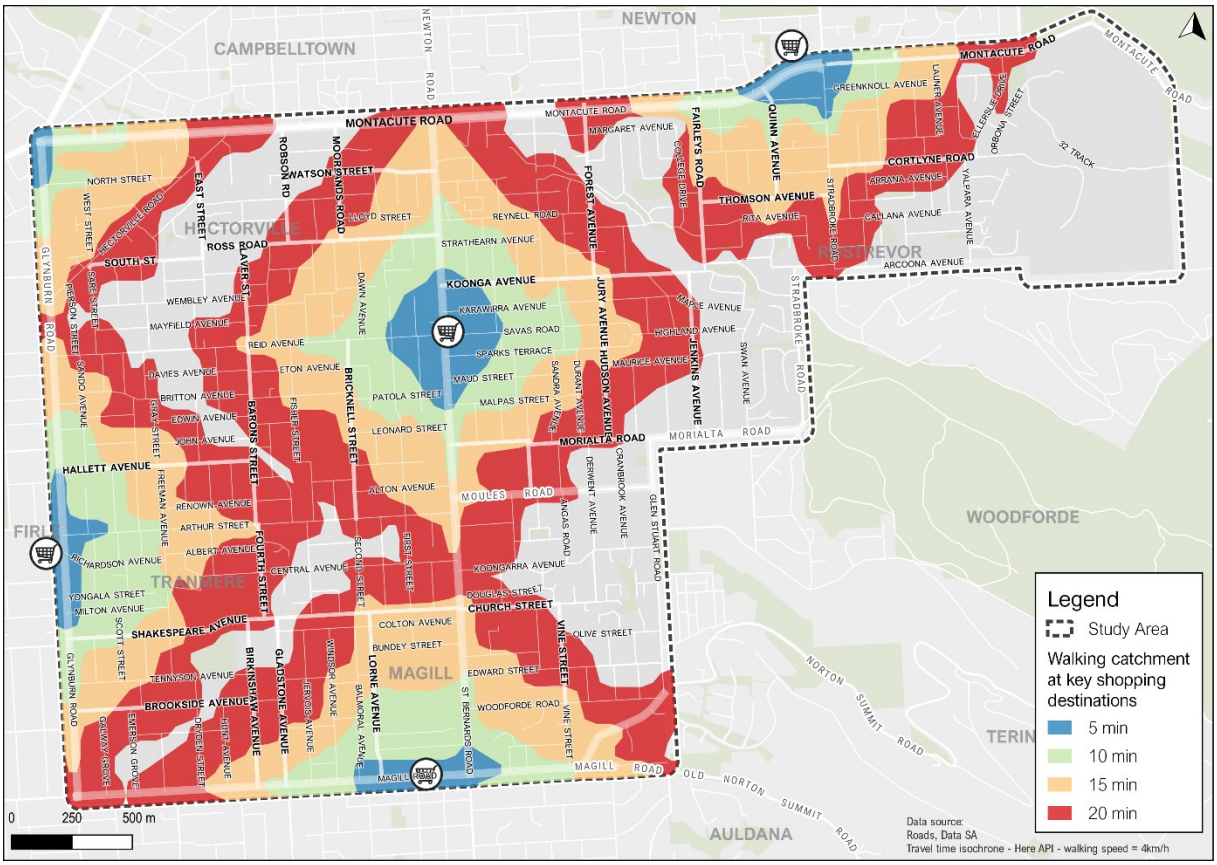
3.7 Walking

The walkable access travel time catchments to the shopping centres with supermarkets in or near the study area are shown in Figure 3.6. The shopping centres include:

- Firle Plaza west of Glynburn Road with K-Mart and Coles
- Newton Village north of Montacute Road with Coles and Woolworths
- Romeo's Foodland supermarkets in Rostrevor, Magill and Felixstow

The grey areas in the middle sections of Hectorville and Tranmere and the eastern and southern parts of Rostrevor are beyond a reasonable walkable distance to these supermarkets.

Figure 3.6: Walkable Access Catchments to Shopping Centres

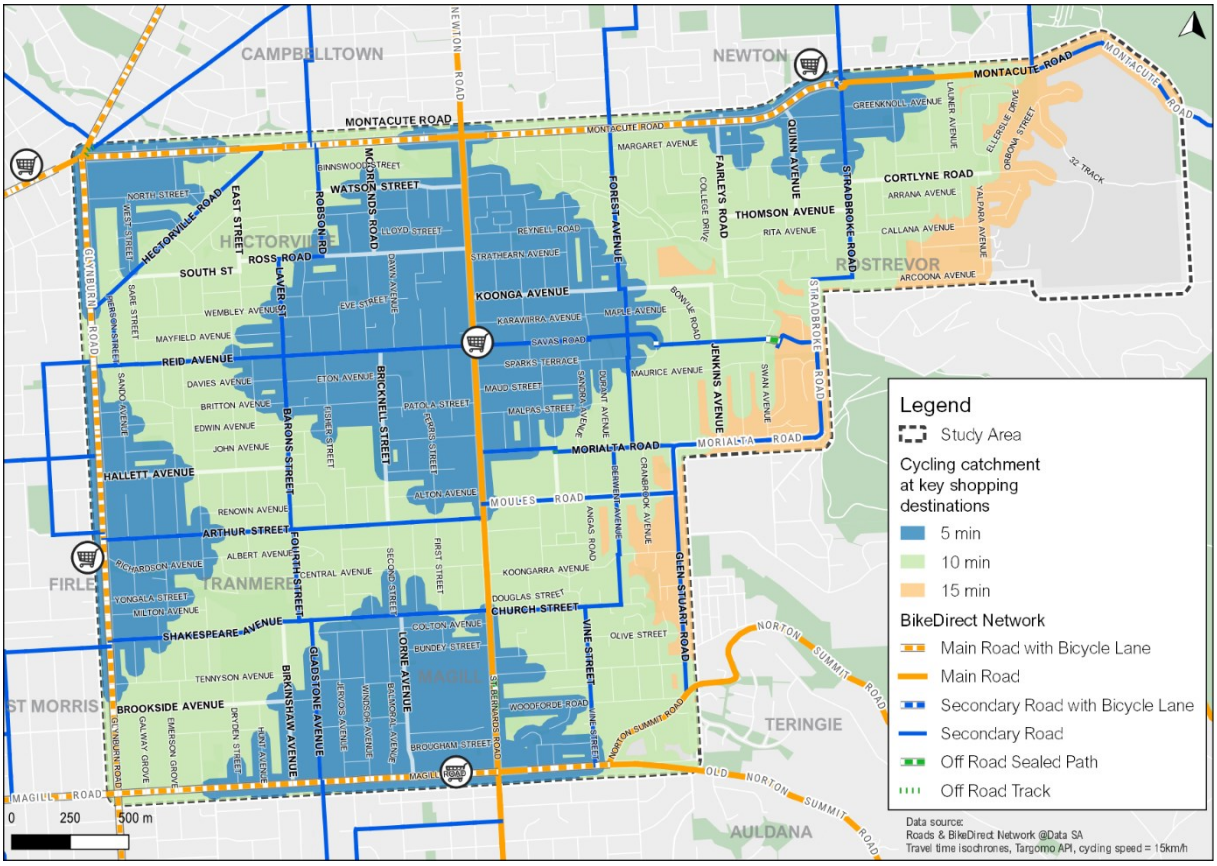


3.8 Cycling

The Bikedirect network provides good east-west and north-south routes throughout the study area. Most of the arterial roads, such as Glynburn Road, Montacute Road and Magill Road, have on-road bicycle lanes. St Bernards Roads is the only major road without any space for bicycle lanes. The other bicycle routes are shown in blue and are mostly on the secondary road network.

The cycling access travel time catchments to the shopping centres along with the BikeDirect Network are shown in Figure 3.7. Three of the five supermarkets are at shopping centres in Firle, Felixstow and Newton, that are immediately outside of the study area, but are accessible by bicycle to residents in Hectorville, Tranmere and Rostrevor. The Romeo's Foodlands at Rostrevor in St Bernards Road and at Magill in the Magill Village precinct are within the study area. The western parts of Rostrevor are beyond a 15-minute cycling trip. Most residents are within a 10-minute bicycle trip to a supermarket. Improving cycling infrastructure will generate high benefits.

Figure 3.7: Bikedirect Network and Cycling Access Catchments to Shopping Centres

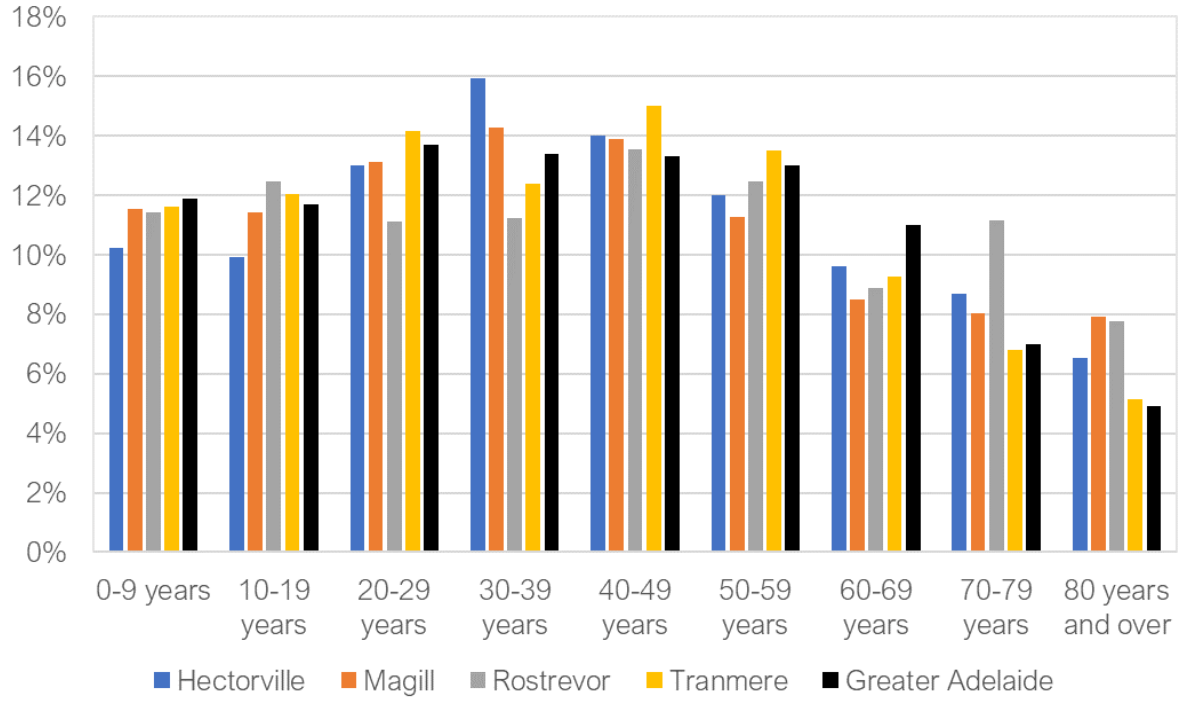


3.9 Demographics

3.9.1 Population and Age Profile

The total population within the study area is approximately 21,300 according to the 2016 Census data, including 3,800 in Hectorville, 6,400 in Magill, 7,400 in Rostrevor and 3,700 in Tranmere. The age composition for each suburb is shown in Figure 3.8.

Figure 3.8: Age Profiles by Suburb in the Southern Section of Campbelltown



3.9.2 Mode of Travel to Work and Car Ownership

The mode of travel to work and car ownership statistics (ABS Census 2016) are shown in Figure 3.9 and Figure 3.10 respectively. Key points are as follows:

- 80 per cent of workers travelled to work by car either as a driver or a passenger.
- Approximately 11 per cent of workers took the bus to work.
- Less than one per cent of the workers cycled to work and less than two per cent of the workers walked to work
- Approximately 8 per cent of households in the study area do not own any motor vehicles.
- Approximately 41 per cent of the households own one motor vehicle, 37 per cent of the households own two motor vehicles and 14 per cent of the households own three or more motor vehicles.

Figure 3.9: Mode of Travel to Work for Residents in the Study Area

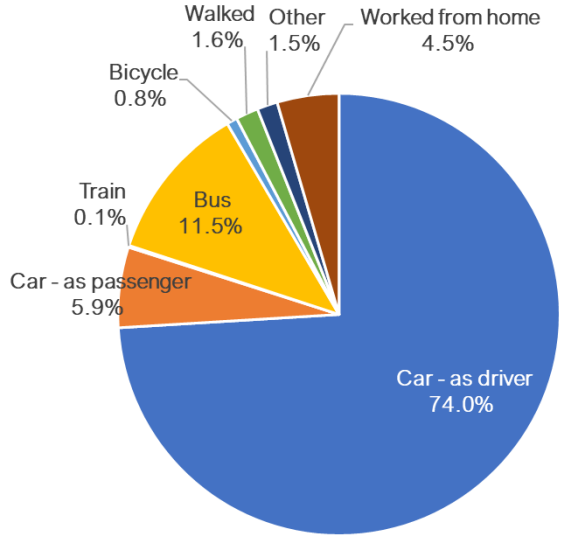
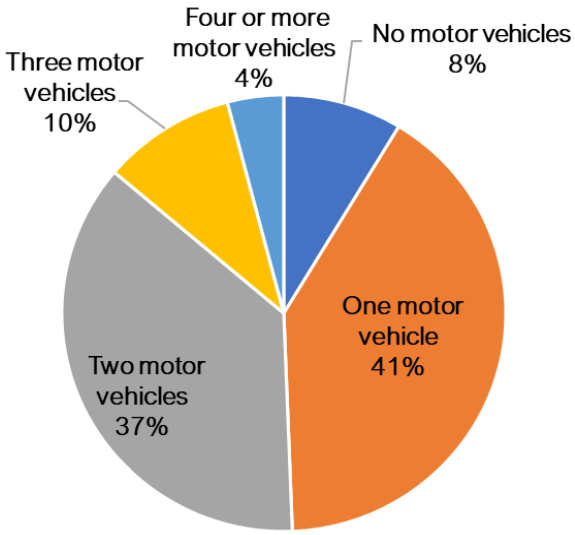


Figure 3.10: Car Ownership for Residents in the Study Area



Source: Australian Bureau of Statistics (ABS) Census 2016

4. Issues and Opportunities

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:

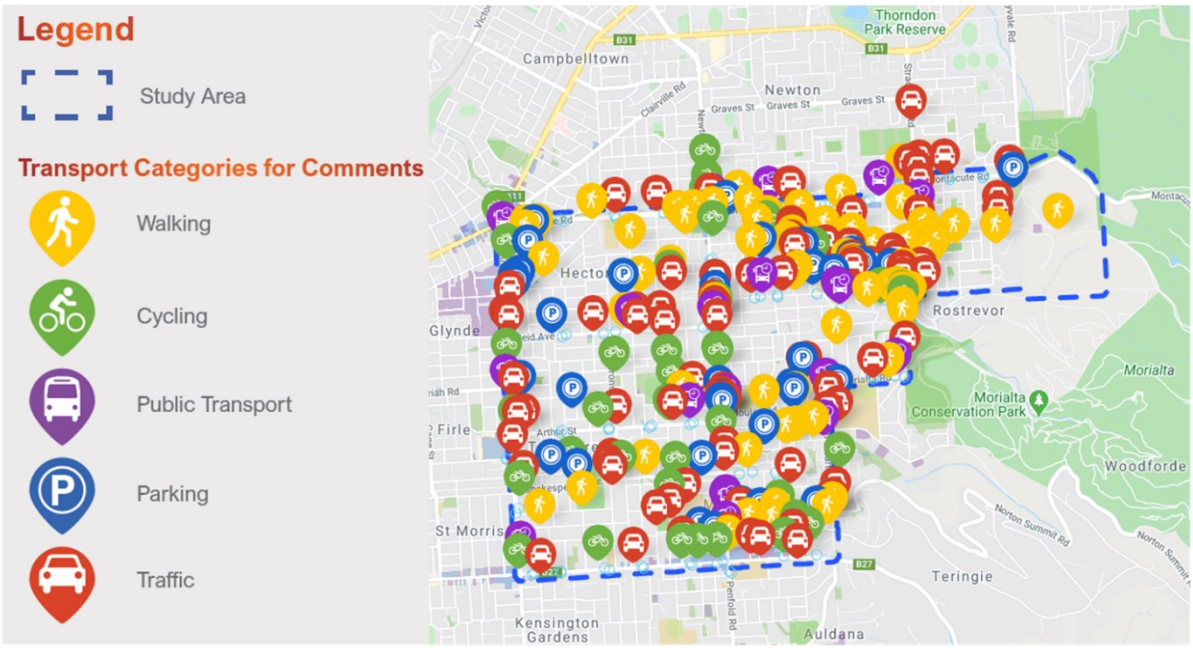
- Meetings with key Council staff that were held in February 2020.
- Stage 1 community consultation that was conducted to obtain comments on transport issues and ideas for potential transport solutions conducted with an online survey using the Social Pinpoint software from Monday 17 February to Tuesday 10 March 2020. Comments from the community were also accepted by email and letter submissions.
- A workshop with the Elected Members held on Monday 11 May 2020 to discuss all sections of the draft Transport Plan.
- Stage 2 community consultation that was conducted to obtain feedback on the initiatives in the draft Transport Plan from Tuesday 9 June to Tuesday 30 June 2020.

4.2 Stage 1 Community Consultation held in February/March 2020

The community consultation activity was promoted through the Council website on the Home Page web banner and *Have Your Say* page and with a flyer that was distributed widely at the Council office and Library and various other Council consultations. A street banner and corflute signs were installed in various locations that were moved around throughout the consultation period. Various social media sites were also used to engage with the wider community to invite comments on transport and parking issues for the study.

An overview of the comments from the community consultation is shown in Figure 4.1. A detailed breakdown of the Stage 1 community consultation is included in Appendix A.

Figure 4.1: Stage 1 Community Consultation Overview



Respondents in Rostrevor and Magill provided the most interest in the survey with a total of 121 and 106 comments respectively. The most reported issues for Rostrevor respondents were about traffic and walking. The most reported issues for Magill respondents were about traffic. The respondents in Hectorville and Tranmere provided 30 and 25 comments respectively indicating less interest from residents in these suburbs. Issues with walking were the most popular in Hectorville and traffic was the most relevant issue in Tranmere.

The responses from the initial community consultation in February and March 2020 included:

- 11 email submissions with attachments of photographs of the issues
- One telephone call from a Hectorville resident
- 311 comments from 265 online survey respondents

The 311 separate comments provided by the community to the Social Pinpoint online survey were grouped by transport mode category as follows:

- 198 sub-comments about traffic; most popular (39%)
- 116 sub-comments about walking (23%)
- 87 sub-comments about cycling (17%)
- 77 sub-comments about parking (15%)
- 26 sub-comments about public transport (5%)

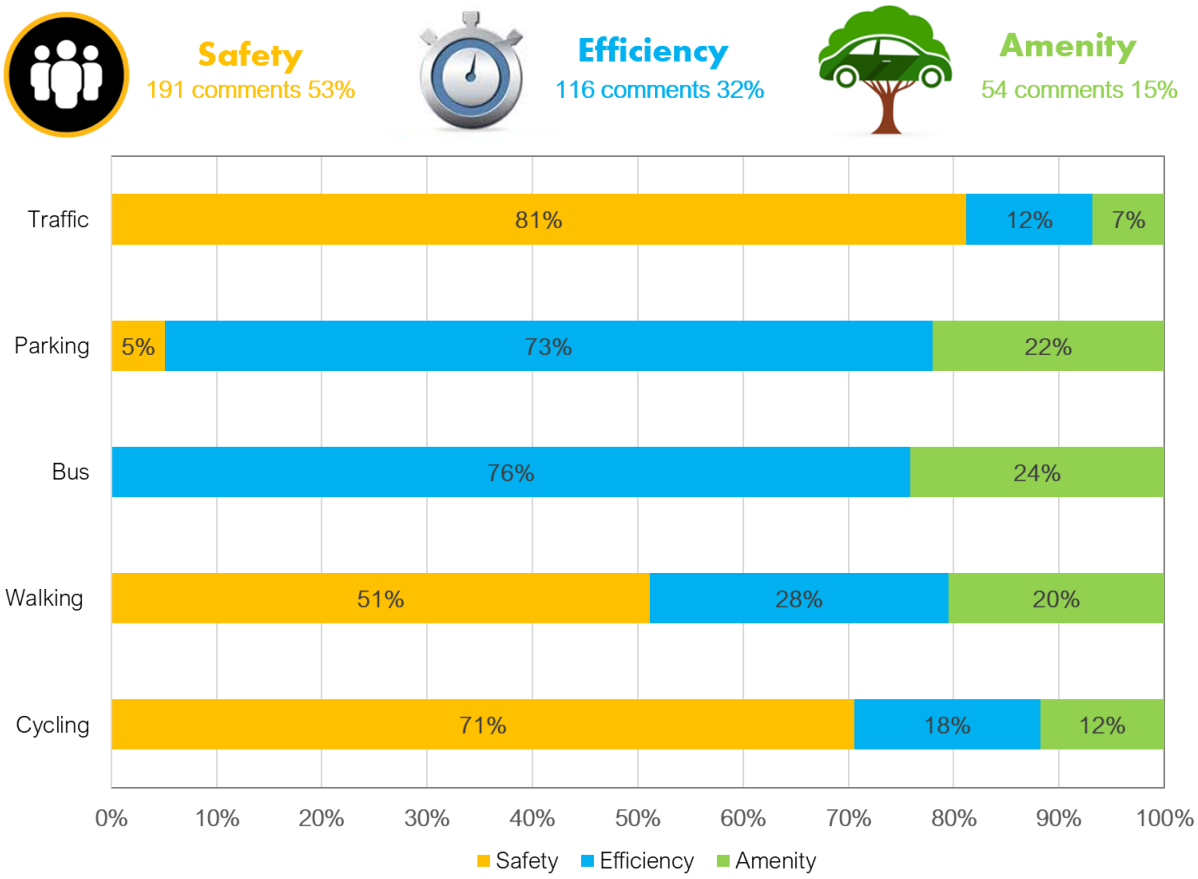
The most popular words in the comments from the online survey are shown as a word cloud in Figure 4.2. Traffic and parking were the most common words used.

Figure 4.2: Most Common Words in the Online Survey Comments

4.2.1 Summary of Comments by Transport Theme

A total of 361 comments from the online survey and email submissions were classified under the transport themes of **Safety, Efficiency** and **Amenity**. A breakdown of the comments by percentage is shown in Figure 4.3 with issues with safety from traffic, walking and cycling the most popular issue from the community consultation.

Figure 4.3: Transport Themes for the Campbelltown Transport Plan



From the online survey comments and email submissions, the most significant issues are about traffic safety (95 comments), parking efficiency (43 comments), safety for walking and cycling with 45 and 48 comments, respectively. A breakdown of the number of comments by transport category and theme is provided in Table 4.1.

Table 4.1: Summary of the Number of Comments by Transport Category

Category	Safety	Efficiency	Amenity	Total
Traffic	95	14	8	117
Parking	3	43	13	59
Bus	0	22	7	29
Walking	45	25	18	88
Cycling	48	12	8	68
Total	**191**	**116**	**54**	**361**

4.2.2 Summary of the Issues and Opportunities from the Community Consultation

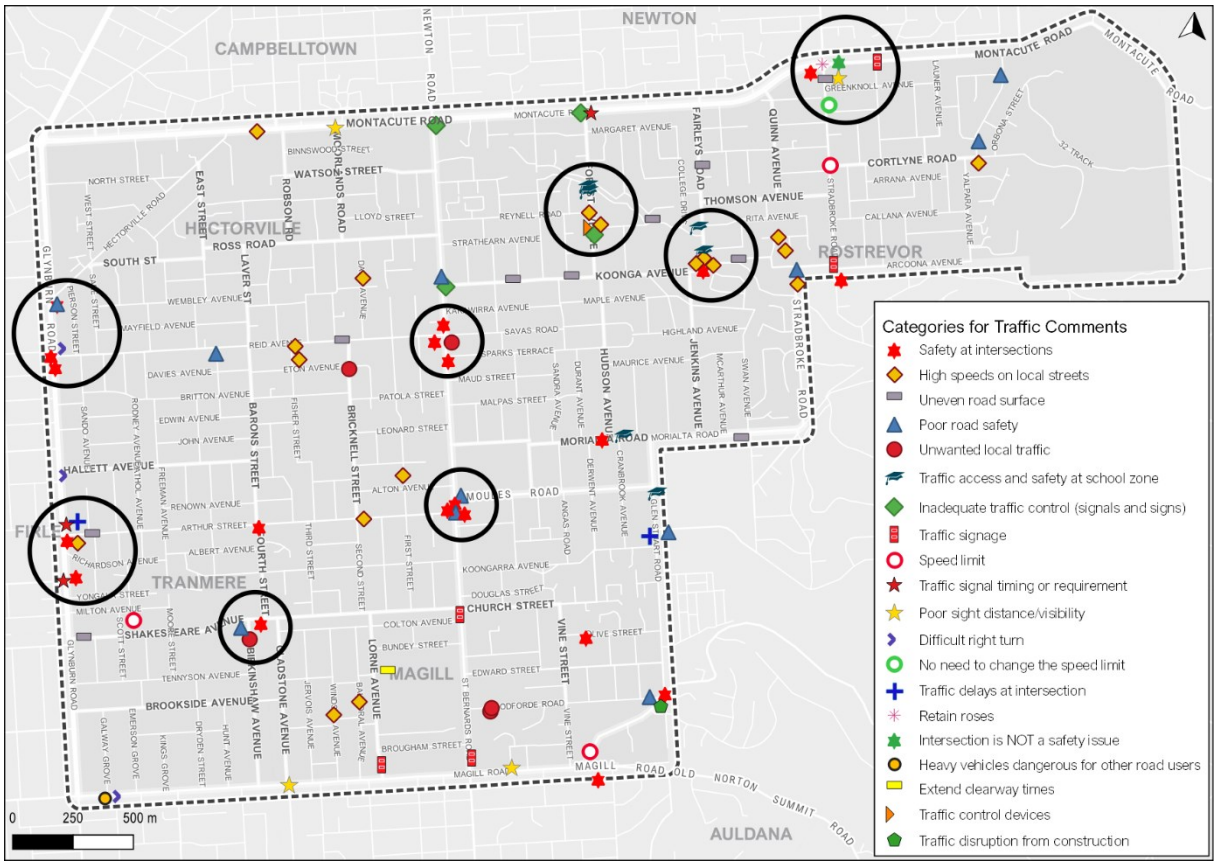
4.2.2.1 Traffic

The most popular issues for traffic and road safety provided in the community survey are:

- High traffic speeds on local streets exceeding the posted 50 km/h speed limit
- Unwanted through traffic on local streets
- Safety at intersections, in particular at Moules Road/St Bernards Road/Arthur Street
- Traffic congestion on the arterial roads during peak periods

Most of the comments regarding traffic and road safety issues were at locations in Rostrevor and Magill with 75 per cent of the traffic comments from the two suburbs. 19 per cent of the traffic and road safety comments were on streets and arterial roads in Tranmere and six per cent in Hectorville. The traffic and road safety comments from the online survey are shown by location and type of comment in Figure 4.4 to identify potential "hotspot" areas for issues with traffic and road safety that are marked with the circles.

Figure 4.4: Locations of the Traffic Comments from the Online Survey



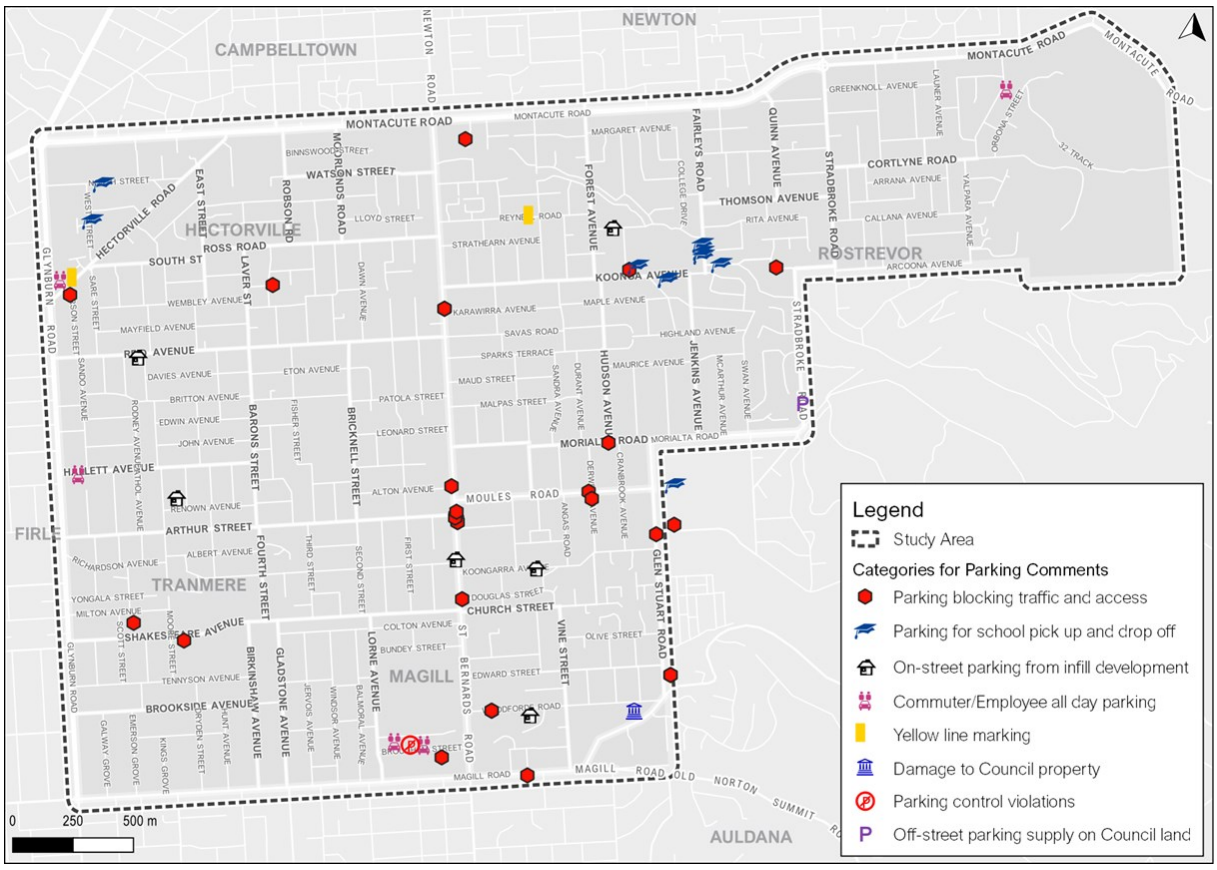
4.2.2.2 Parking

The most popular issues for on-street parking provided in the community survey are:

- Parking across driveways or too close to intersections
- Insufficient parking to service activity centres, such as Service SA in Glynburn Road
- On-street parking from residents who do not have driveway space

Most of the comments regarding on-street parking issues were at locations in Magill at 49 per cent near the university campus and Magill Village and in Rostrevor near the school at 31 per cent. A total of 20 per cent of the parking comments were in Hectorville and Tranmere. The parking comments from the online survey are shown by location and type of comment Figure 4.5 to identify potential "hotspot" areas for issues with on-street parking.

Figure 4.5: Locations of the Parking Comments from the Online Survey



4.2.2.3 Public Transport (Bus)

The most popular issues for public transport provided in the community survey are:

- Bus network with slow, indirect and unreliable services to City with long walks to stops
- Insufficient bus services (frequency and hours of service) during off-peak periods
- Need for safe access to bus stops along footpaths and lack of shelters at bus stops

Most of the comments regarding public transport (bus) issues were at locations in Magill at 41 per cent and Rostrevor at 38 per cent and were about the frequency and hours of bus services and bus stop facilities. 17 per cent of the comments were in Tranmere and only three per cent in Hectorville. The public transport comments from the online survey are shown by location and type of comment in Figure 4.7 to identify potential "hotspot" areas where issues for public transport, such as lack of bus services and poor quality bus stop amenity.

Figure 4.6: Locations of the Public Transport Comments from the Online Survey

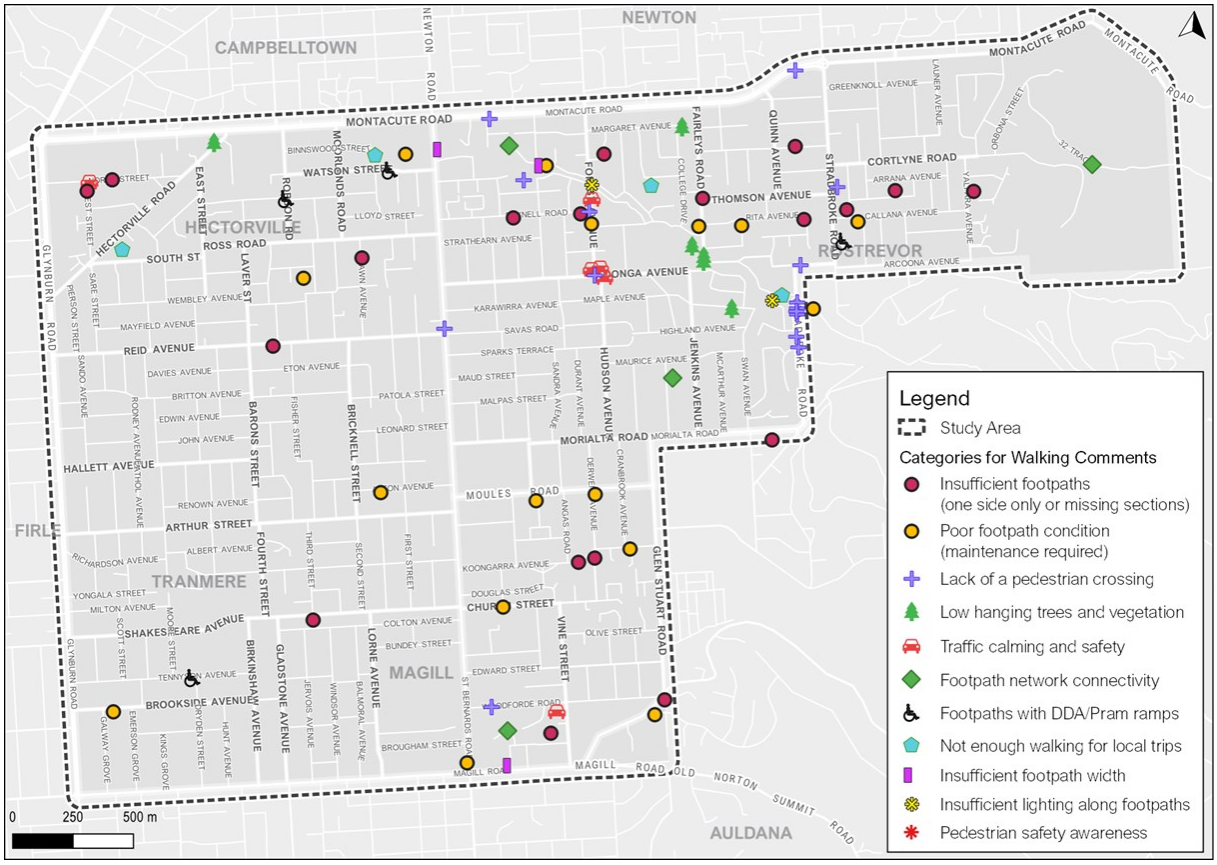
4.2.2.4 Walking

The most popular issues for walking that provided in the community survey are:

- Lack of footpaths on one or both sides of local streets
- Poor quality footpath conditions requiring maintenance
- Missing sections of footpaths to local parks and reserves
- Poor crossings and walk connectivity to parks and schools

Most of the comments regarding walking issues were at locations in Rostrevor at 60 per cent, with many along or close to the Fourth Creek trail and with the lack of footpaths on local streets. The least number of comments at seven per cent are in Tranmere. The walking comments from the online survey are shown by location and type of comment in Figure 4.7 to identify potential "hotspot" areas for the issues with walking. Council staff will check the locations where paving needs to be repaired.

Figure 4.7: Locations of the Walking Comments from the Online Survey



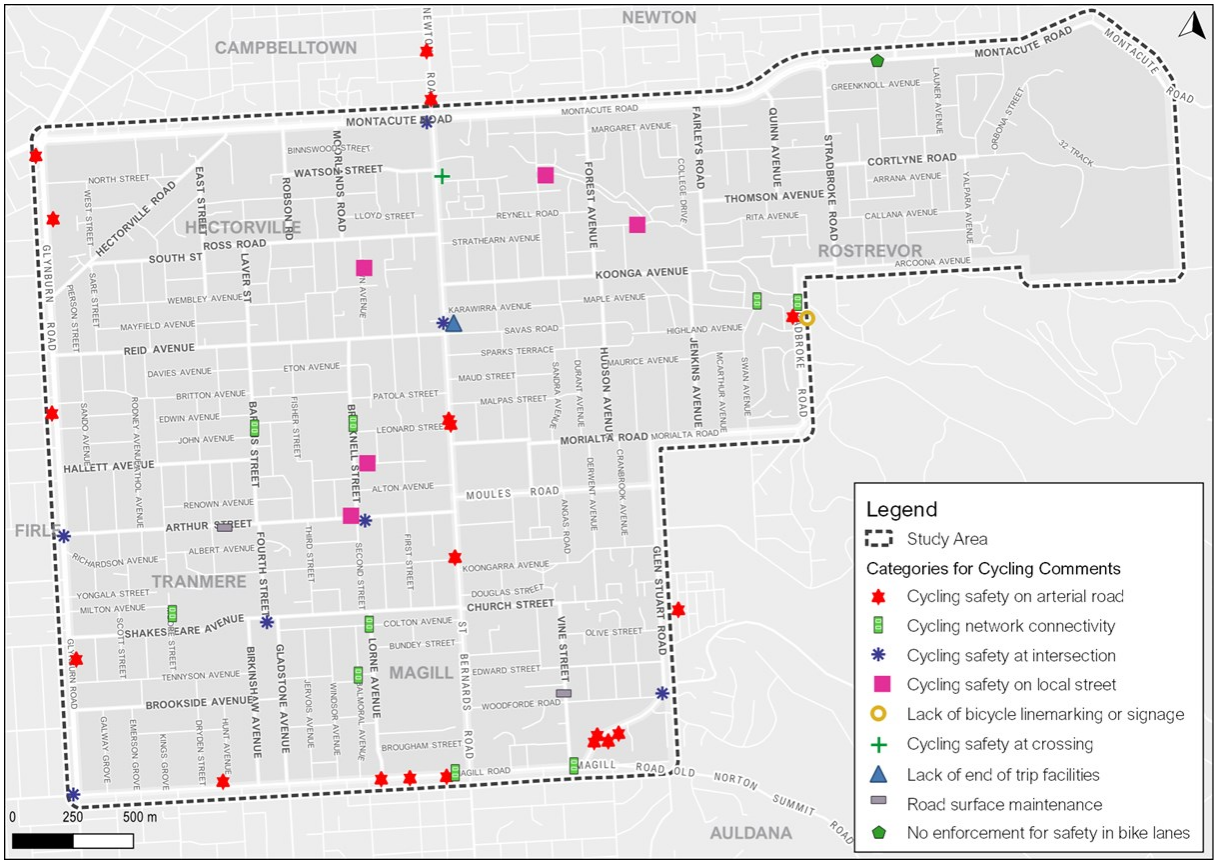
4.2.1.5 Cycling

The most popular issues for cycling provided in the community survey are:

- Unsafe routes with narrow bicycle lanes on arterial roads
- Roundabouts and blind spots for cyclists on local streets
- Insufficient safe crossing points for cyclists over arterial roads
- Poor bicycle network wayfinding and signage

Most of the comments regarding cycling issues were at locations in Rostrevor and Magill at over 74 per cent for both suburbs. Only nine per cent of the cycling comments were in Hectorville and 18 per cent in Tranmere. The cycling comments from the online survey are shown by location and type of comment in Figure 4.8 to identify potential "hotspot" areas for the issues with cycling. Council staff will inspect the areas with a poor road surface.

Figure 4.8: Locations of the Cycling Comments from the Online Survey



5. Initiatives for the Transport Action Plan

Based on the review of the issues and suggestions provided in the from the Stage 1 community consultation and stakeholder engagement activities and the knowledge and expertise from the study team, a list of initiatives to improve the safety, efficiency and amenity of the transport movement and on-street parking in the study area were developed. Each initiative was classified by the type of action for Advocacy, Planning, Traffic Management, Information and Infrastructure.

The most popular issues to be addressed in the study area are summarised as follows:

- Traffic speeds on the local streets
- Safety with poor intersection design and uneven road surfaces
- Traffic access and safety at school zones
- Unwanted local traffic on local streets
- Parking blocking traffic and access
- Parking for school pick up and drop off
- On-street parking from infill development
- Commuter/employee all day parking
- Bus service frequency and hours and poor access to bus stops and stop amenity
- Lack of footpaths on local streets, insufficient width and streets with footpaths on one side only
- Lack of safe bicycle infrastructure, such as on-road bicycle lanes and off-road paths

5.1 Traffic and Road Safety

Initiatives to address the issues with traffic and road safety are summarised in Table 5.1.

Table 5.1: Proposed Initiatives to Address the Issues with Traffic and Road Safety

Label	Initiative Description	Type of Initiative	Safety	Efficiency	Amenity
T1	Redesign of the St Bernards Road/ Moules Road/Arthur Street intersections	Advocacy	yes	yes	
T2	Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road	Infrastructure	yes		yes
T3	Investigate safety and sight distance issues at selected intersections	Traffic Management	yes		
T4	Investigate traffic management requirements on local and collector streets	Traffic Management	yes	yes	
T5	Trial 40 km/h speed limit zones	Infrastructure	yes		

Initiative T1 Redesign of the Arthur Street, St Bernards Road and Moules Road intersections

The intersections of Arthur Street, St Bernards Road and Moules Road are a critical location for improvement through discussions between the Council and DIT to address the traffic efficiency, pedestrian safety and amenity at the shops as shown in Figure 5.1. However, this project would need to consider the status of the Norwood Morialta Middle school campus that is subject to confirmation by the State Government. These two intersections had the greatest number of crashes from the 2014-2018 statistics of any intersection within the study, not including the intersections on the study area boundary.

Figure 5.1: Redesign of the St Bernards Road/Moules Road/Arthur Street Intersections

Initiative T2 Shakespeare Avenue Traffic Calming

The following initiatives are proposed for investigation as part of the Shakespeare Avenue traffic calming measures for the section shown in Figure 5.2 to improve the safety and amenity for pedestrians and cyclists:

- Improved pedestrian and bicycle connections between The Gums and Third Creek; formal crossings, consideration to whole of street treatment Fourth Street to Moore Street, including Birkinshaw Avenue intersection.
- Seek to implement continuous footpaths on both sides, with enhanced footpaths and public realm adjacent The Gums Reserve and Third Creek linear catchment trial
- Intersection treatments including consideration for kerb build-outs, adjacent median refuges, distinctive pavement, signage/line marking
- Bicycle treatments according to the Campbelltown Bicycle Plan (2018).

Figure 5.2: Area to Investigate Traffic Calming Measures along Shakespeare Avenue

Source: Google maps modified by GTA Consultants

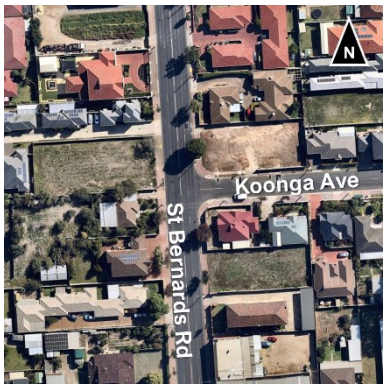
Initiative T3 Intersection Upgrades

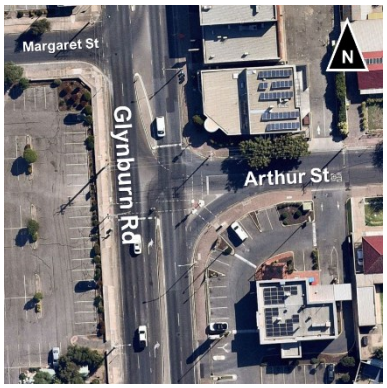
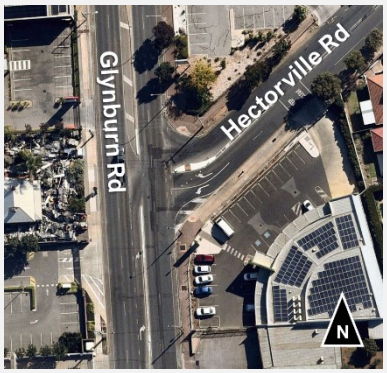
Intersections that are proposed to be redesigned to improve traffic safety and efficiency for vehicles and pedestrian safety that are considered hazardous are summarised in Table 5.2.

Table 5.2: Proposed Locations of Intersections to Address Traffic Issues

Location	Initiative Description	Intersection Layout
Arthur Street/ Bricknell Street, Magill	Review the roundabout for speed management and bicycle safety.	
Reid Avenue/ Barons Street/ Laver Street, Magill, Tranmere and Hectorville	Review the roundabout for speed management and bicycle safety.	
Arthur Street/ Barons Street/ Fourth Street, Tranmere	Investigate improvement options to manage vehicle speed through the intersection, improve north-south movement safety and assist north-south bicycle connections.	
Stradbroke Road/ Baroota Avenue, Rostrevor	Improve clarity of intersection priority and movement with signage and line marking, improve pedestrian connectivity and route definition in collaboration with Adelaide Hills Council.	

Location	Initiative Description	Intersection Layout
Jury Avenue/ Maple Avenue, Rostrevor	Intersection treatment to improve pedestrian connectivity	
Carter Street/ Ferris Street/ Patola Street, Magill	Intersection treatment to resolve crashes, manage north-south vehicle speeds and improve pedestrian connectivity; consider roundabout, kerb build-outs, raised or distinctive pavement, improved signage/line marking.	
Ferris Street/ Leonard Street, Magill	Intersection treatment to resolve crashes and improve pedestrian connectivity; consider roundabout, kerb build-outs, raised or distinctive pavement, improved signage/line marking.	
Forest Avenue/ Koonga Avenue, Rostrevor	Intersection treatment to improve pedestrian safety (school activity), connectivity and amenity and manage traffic speeds on Koonga Avenue. Consider north-south bicycle treatments as per the 2018 Campbelltown Bicycle Plan.	

Location	Initiative Description	Intersection Layout
Koonga Avenue/ St Bernards Road, Rostrevor	Investigate potential for left and right turn lanes on exit from Koonga Avenue.	
Forest Avenue/ Sheila Street, Rostrevor	Improve the street presence of the intersection and renew pedestrian refuge to north of the intersection. Consider an intersection treatment as part of the wider street traffic management on Forest Avenue.	
Reid Avenue/ Savas Road/ St Bernards Road, Magill and Rostrevor	In conjunction with DIT, investigate intersection improvement options to improve road safety, pedestrian connectivity, safety and amenity and intersection capacity where feasible.	
Glen Stuart Road/ Norton Summit Road, Magill	In collaboration with DIT and Adelaide Hills Council, develop an intersection upgrade to improve road safety and in particular bicycle crash cluster as identified in bike plan and to manage additional traffic from Hamilton Hill. Improve the availability for parking on Glen Stuart Road for workers and visitors to the Magill Industrial Area.	

Location	Initiative Description	Intersection Layout
	Install proposed parking bays on the west side of Glen Stuart Road from Woodforde Road to Edward Street as part of the Magill Industrial Zone Master plan.	
Arthur Street/ Glynburn Road, Tranmere	In conjunction with DIT, develop an intersection upgrade to resolve the existing safety issues and improve bicyclist safety where 8 serious injury crashes and 3 bicycle related crashes occurred from 2015-2018.	
Hectorville Road/ Glynburn Road, Hectorville	In conjunction with DIT, develop an intersection upgrade to resolve the existing safety issues and improve bicyclist safety (8 serious injury crashes and 1 bicycle related crash). Improve intersection capacity to reduce the right turn queue lengths in Glynburn Road.	
Montacute Road/ Stradbroke Road, Rostrevor	In conjunction with DIT, develop an intersection upgrade to resolve the existing crash record and improve pedestrian safety and connectivity. From the 2014-2018 crash statistics, a total of 13 crashes were reported at this intersection with 10 Property Damage and 3 Serious Injury crashes. It had the fifth worst crash history of all intersections in the study area.	

Location	Initiative Description	Intersection Layout
Montacute Road/ Newton Shopping Centre, Rostrevor	Advocate to DIT for a modification to the median gap to physically prevent right turns out of the shopping centre.	
Moorlands Road at Watson Street	Investigate sight distance, pedestrian connectivity and parking issues at the intersection.	

Initiative T4 Street Upgrades with Traffic Management Measures

Streets that are managed by Council that are proposed to be redesigned to improve traffic safety and efficiency for vehicles and pedestrian safety are summarised in Table 5.3.

Table 5.3: Proposed Locations along Council Streets to Address Traffic Issues

Location	Initiative Description
Bricknell Street, Magill	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian crossings (median refuges or possibly formal crossings to access sports and community club, footpath connections for east-west movements and associated kerb ramps, bicycle treatments based on the 2018 Campbelltown Bicycle Plan.

Forest Avenue, Rostrevor	Speed management and pedestrian safety. Consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian crossings (new/improved median refuges and formal crossings around Fourth Creek), footpath connections, bicycle treatments based on the 2018 Campbelltown Bicycle Plan.

Location	Initiative Description
Ferris Street/ Carter Street, Magill	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as roundabouts, kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian connections with median refuges at the intersections with Patola Street, Leonard Street and Alton Avenue, footpath connections and kerb ramps.

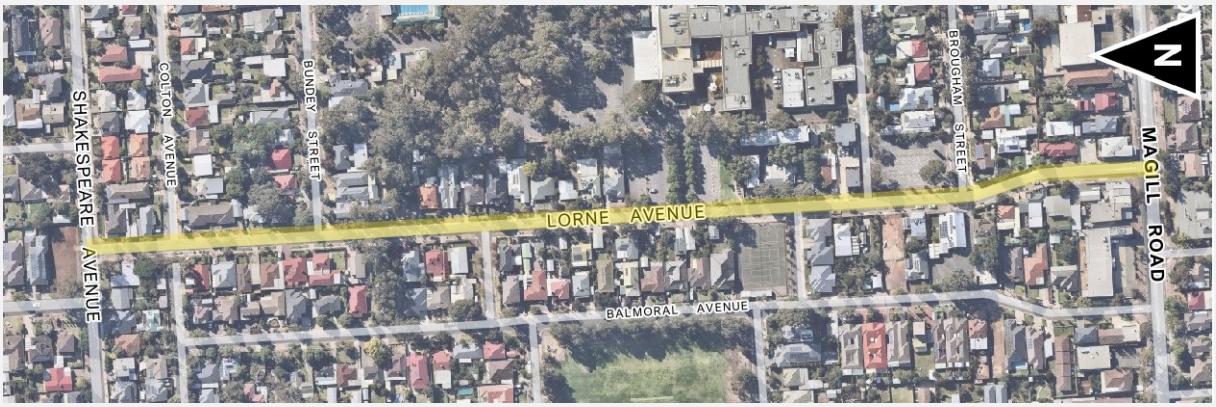
North Street, Hectorville	Speed management and pedestrian safety. Review existing speeds and if required, investigate implementation of school zone and school crossing.

Location	Initiative Description
Koonga Avenue, Rostrevor	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian connections to improve street presence of pedestrian access and kerb ramps at bridge connection to Leabrook Drive, footpath connections around Fourth Creek and with kerb ramps.

Balmoral Avenue, Magill	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian connections with a formal crossing at Third Creek, footpath connections around Third Creek with kerb ramps.

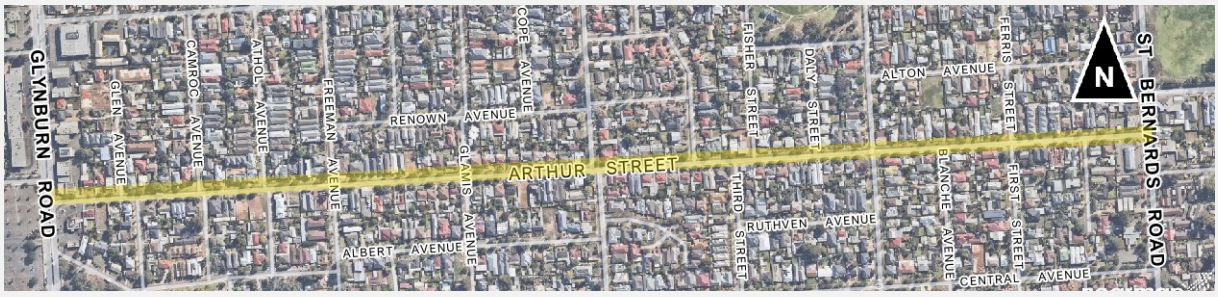
Location	Initiative Description
Windsor Avenue	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, footpath connections and kerb ramps.

Lorne Avenue, Magill	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian connections with median refuges or a possibly formal crossing at Third Creek, footpath connections and kerb ramps, bicycle treatments based on the 2018 Campbelltown Bicycle Plan.



Location	Initiative Description
Reid Avenue, Tranmere and Hectorville	Speed management and pedestrian safety. Consider intersection treatments, such as a roundabouts at the intersection of Carter Street/Keith Street, kerb build-outs, signage/line marking, footpath connections including additional median refuges or formal crossings and kerb ramps.

Arthur Street, Tranmere and Magill	Speed management and pedestrian safety. Consider intersection treatments, such as radial roundabouts at the 4-way intersections to the west of Barons Street, kerb build-outs, signage/line marking, footpath connections including additional median refuges or formal crossings and kerb ramps.



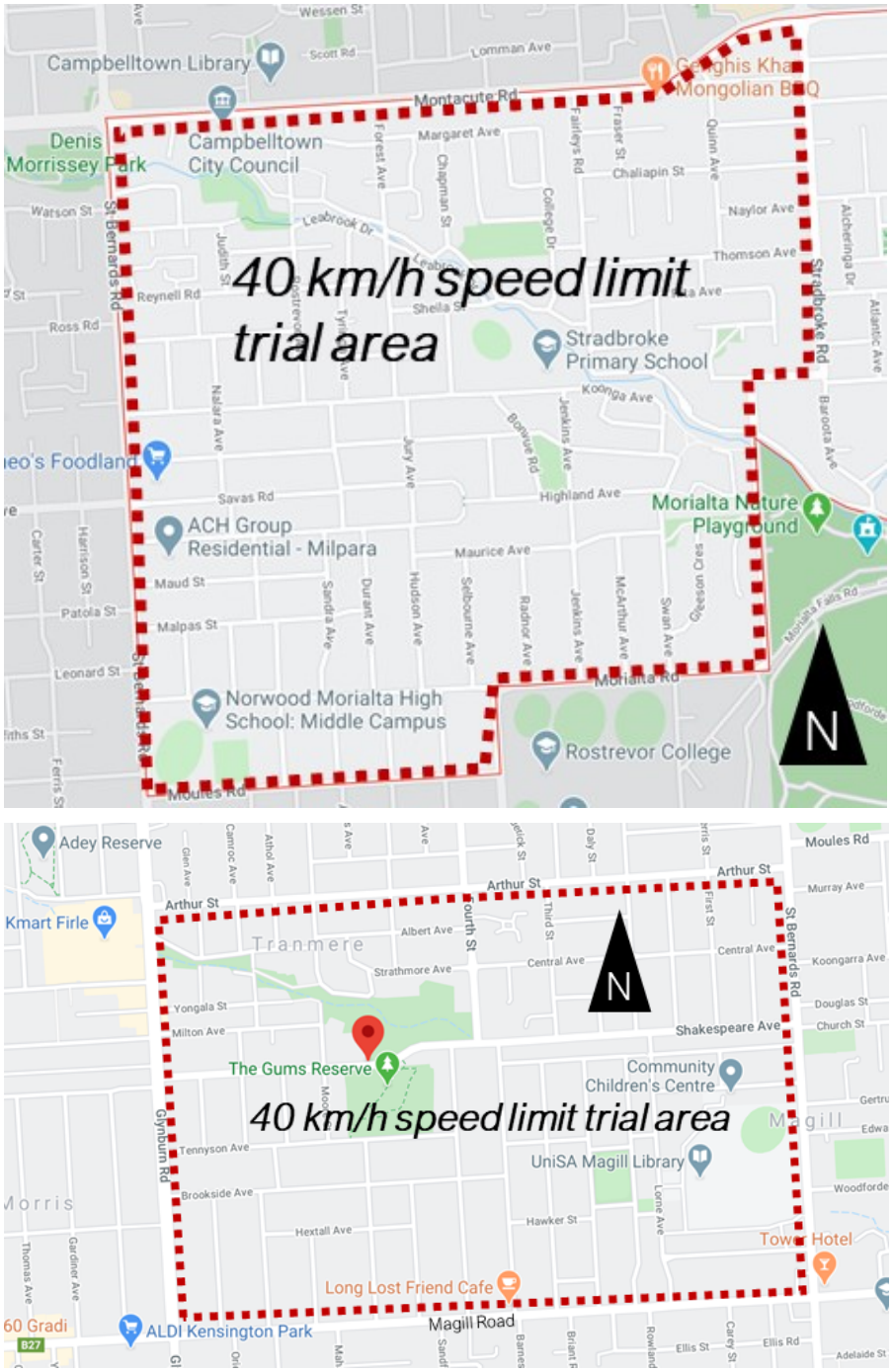
Location	Initiative Description
Church Street	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs and signage/line marking, footpath connections including median refuges and kerb ramps.

Barons Street, Tranmere and Magill	Speed management and pedestrian safety. Review existing speeds and if required, consider intersection treatments, such as kerb build-outs, raised or distinctive pavements and signage/line marking, pedestrian crossings with median refuges or formal crossings to access Galloway Reserve, footpath connections and kerb ramps and bicycle treatments based on the 2018 Campbelltown Bicycle Plan.

Initiative T5 Trial of 40 km/h speed zones

The areas proposed for a trial of 40 km/h speed limit zones are on the local streets surrounding Stradbroke Primary School and Rostrevor College in Rostrevor and in the southern parts of Tranmere and Magill are shown in Figure 5.3. These trial areas do not include the arterial or sub-arterial roads in each area, such as Glynburn Road, St Bernards Road and Montacute Road that would remain at 60 km/h and Arthur Street at 50 km/h. Other 40 km/h speed limit zone trials have been implemented in the City of Unley and selected suburbs inf the City of Charles Sturt and City of Norwood, Payneham, & St Peters.

Figure 5.3: Areas to Trial 40 km/h Speed Limit Zones in Tranmere, Magill and Rostrevor



Source: Google maps modified by GTA Consultants

5.2 On-street Parking

Initiatives to address the issues with on-street parking are summarised in Table 5.4.

Table 5.4: Proposed Initiatives to Address the Issues with On-street Parking

Label	Initiative Description	Type of Initiative	Safety	Efficiency	Amenity
P1	Review and enforce no parking across driveways with yellow line marking	Traffic Management		yes	
P2	Enforce no on-street parking with yellow line marking at intersections	Traffic Management	yes	yes	
P3	Develop planning policy to manage parking and access to new infill developments	Advocacy	yes	yes	yes
P4	Continue to manage the on-street parking at University of South Australia, Magill campus	Traffic Management		yes	
P5	Investigate on-street parking issues near the Stradbroke Primary School	Traffic Management		yes	

Treatments to address the issues with on-street parking that is too close to intersections with yellow line marking or in the local streets near the University of South Australia, Magill campus are shown in Figure 5.4.

Figure 5.4: Treatments to Address Issues with On-street Parking

Install yellow line marking where appropriate to ban parking too close to corners. This example is on Stradbroke Road at Nilginee Street, Rostrevor.

Consider timed on-street parking on the streets near the University of South Australia, Magill campus. This example is in Woodforde Road, Magill.

Initiative P4 University of South Australia, Magill campus area parking zone

This initiative at and around the Magill campus of the University of South Australia is to investigate and consider parking restrictions in the area bounded by Shakespeare Avenue/Colton Avenue, Windsor Avenue, Magill Road, St Bernards Road, Woodforde Road, Vine street and Church Street.

5.3 Public Transport

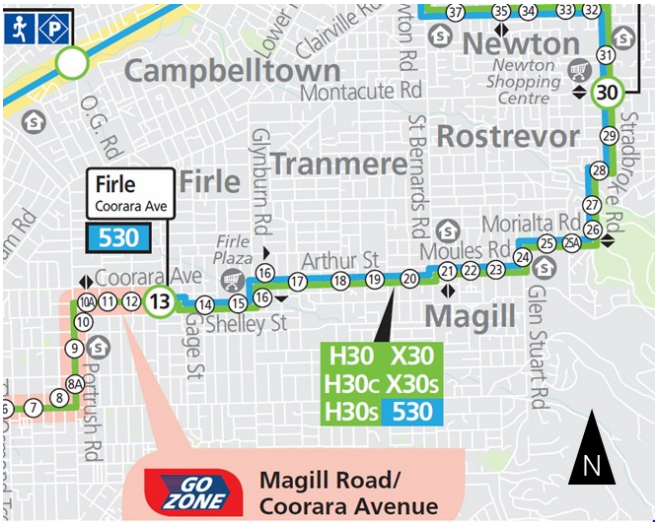
Initiatives to address the issues with public transport (bus infrastructure and services) are summarised in Table 5.5.

Table 5.5: Proposed Initiatives to Address the Issues with Public Transport

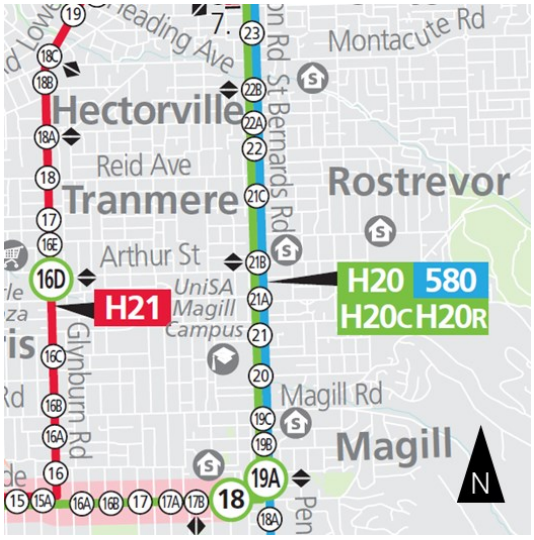
Label	Initiative Description	Type of Initiative	Safety	Efficiency	Amenity
B1	Upgrade access to bus shelters at selected locations	Infrastructure	yes		yes
B2	Upgrade bus services and routes	Advocacy		yes	
B3	Provide upgraded bus stop information and digital signage at key bus stops	Advocacy			yes

In order to support the improvements for the bus network, it is recommended that the Council advocate to the State Government (DIT) to extend the sections of the Go Zone with high service frequencies to Rostrevor and expand the service hours on the east-west and north-south routes, as shown in Figure 5.5.

Figure 5.5: Proposed Increases Bus Frequencies and Hours on Local Bus Routes



Routes H30 and H33 are the primary east-west bus services to Adelaide CBD via Magill Road



Routes H20 and H21 are the primary north-west bus services to Adelaide CBD via The Parade through Norwood

5.4 Walking

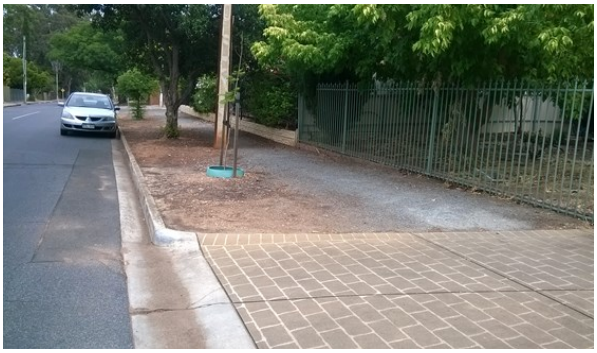
Initiatives to address the issues with walking are summarised in Table 5.6.

Table 5.6: Proposed Initiatives to Address the Issues with Walking

Label	Initiative Description	Type of Initiative	Safety	Efficiency	Amenity
W1	Investigate the provision of new footpaths that are not already in the Council footpath plan	Infrastructure	yes		yes
W2	Implement new pedestrian crossings at selected locations	Infrastructure	yes		yes
W3	Investigate new pedestrian crossings at selected locations	Planning	yes		yes
W4	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	Infrastructure	yes		yes
W5	Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections	Planning	yes		
W6	Plan for footpaths on both sides of non-local streets	Planning	yes	yes	yes
W7	Plan, design and implement the upgrade along the Fourth Creek linear trail (existing project)	Infrastructure			yes
W8	Promote more active travel for short trips	Advocacy	yes		yes

Initiatives to improve the safety and amenity for walking along local streets or across arterials roads are shown in Figure 5.6.

Figure 5.6: Proposed Initiatives to Improve the Safety and Amenity for Walking



Upgrade footpath quality along residential streets as shown with this incomplete footpath along Shakespeare Avenue west of Second Street in Magill

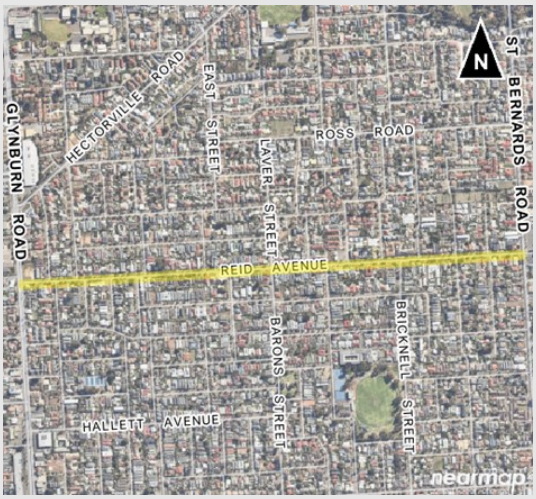
Design for a safer pedestrian crossing of St Bernards Road at Moules Road

Initiatives W2 and W3 ***New and Improved Pedestrian Crossings***

The following locations are candidates for investigation of new or improved pedestrian crossings:

Location	Aerial Location Plan
Fairleys Road school crossing with sight distance issues requiring consideration from south, such that additional speed management measures may be required	
Forest Avenue/Fourth Creek with a formal crossing format to be investigated	
St Bernards Road/Fourth Creek – Pedestrian Actuated Crossing (PAC) investigation is proposed as part of Fourth Creek implementation that was identified in the Campbelltown Bicycle Plan (2018) the Chain of Trails Masterplan. Consultation with DIT will be required by Council.	

Location	Aerial Location Plan
Hectorville Road – investigate locations for potential pedestrian median refuges to improve the safety for pedestrian crossings	
Stradbroke Road near Leabrook Drive and Fourth Creek – formal crossing format to be investigated; links to playground, walking routes as well as school connections	
North Street, Hectorville – format to be investigated but most likely a school crossing	

Location	Aerial Location Plan
Stradbroke Road – Montacute Road to Baroota Avenue. Format and locations to be investigated; most likely median refuges in the first instance	
Reid Avenue – investigate locations for formal crossings or additional median refuges	
Montacute Road west of Stradbroke Road and at the Montacute Road/Stradbroke Road roundabout. Poor median refuge crossing for shopping centre access and no pedestrian connectivity at the roundabout except on Stradbroke Road north but plenty of space in the medians to provide it.	

Initiative W6 Footpaths

The footpaths along Forest Avenue were upgraded in 2019 mostly on both sides. The following footpaths along other Council streets are proposed for priority upgrades.

- Reid Avenue
- Arthur Street
- Barons Street
- Fourth Street
- Shakespeare Avenue
- Koonga Avenue
- Fairleys Road
- Stradbroke Road
- Morialta Road
- Glen Stuart Road
- Church Street

Streets that connect to Magill Village with poor, missing (single sided) or discontinuous footpaths and non-compliant kerb ramps are:

- Birkinshaw Avenue
- Gladstone Avenue
- Jervois Avenue
- Windsor Avenue
- Balmoral Avenue

5.5 Cycling

Initiatives to address the issues with cycling are summarised in Table 5.7.

Table 5.7: Proposed Initiatives to Address the Issues with Cycling

Label	Initiative Description	Type of Initiative	Safety	Efficiency	Amenity
C1	Maintain on-road bicycle lanes	Infrastructure	yes		yes
C2	Implement new on-road bicycle lanes	Infrastructure	yes		
C3	Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP	Information		yes	yes
C4	Implement sections of the 2018 Bicycle Plan for new connections	Infrastructure	yes	yes	yes

Typical types of wayfinding treatments for improved cycling along trails, such as the Fourth Creek Trail, and along local streets are shown in Figure 5.7.

Figure 5.7: Wayfinding Treatments for Improved Cycling on Trails and Local Streets

Shared path through a park (photograph in the Adelaide Parklands)

Example of a sharrow pavement marking that is painted on a local street as cyclist and traffic advisory and safety measures

Initiative C2 Bicycle Lanes

- Moules Road as per bike plan and the Tonkin concept design

Initiative C4 Campbelltown Bike Plan Initiatives

Within the study area

- Fourth Creek trail and associated Leabrook Drive treatments and connecting shared paths
- Shakespeare Avenue and connections to Magill Road and along Fourth Street and Barons Street
- Connections to bicycle boulevard projects completed by the City of Norwood, Payneham and St Peter and/or the City of Burnside likely to connect via Shakespeare Avenue or across Magill Road
- Forest Avenue and other local connections around Stradbroke Primary School
- Local connections around and to the East Torrens Primary School

Outside the study area

- Fourth Creek to improve connections from the study area through to the River Torrens linear park and the O-Bahn corridor

Initiatives in the Draft Transport Action Plan

The 25 proposed initiatives in the CTP for the southern section of Campbelltown are given in Table 5.8 with the suburb, rationale for the initiative, agency responsibility and an indicative cost range (low, medium or high). An estimate of the cost range for each initiative was given for internal Council planning purposes and these estimates are provided in Appendix C. The estimated costs for implementation were grouped into ranges based on the following:

- High for over $200,000
- Medium from $20,000 to $200,000
- Low for less than $20,000

Table 5.8: Proposed Initiatives in the Campbelltown Transport Plan (CTP)

Label	Initiative Description	Suburb	Key Issues that the Initiative Addresses	Responsibility	Indicative Cost Range
T1	Redesign of the St Bernards Road/ Moules Road/Arthur Street intersections	Magill, Rostrevor	Road safety, pedestrian safety and traffic efficiency	DIT with Council	High
T2	Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road	Magill, Tranmere	Road safety, pedestrian safety and pedestrian and cycling amenity	Council	Medium
T3	Investigate safety and sight distance issues at selected intersections	All suburbs in study area	Road safety and pedestrian safety	Council	Medium
T4	Investigate traffic management requirements on local and collector streets	All suburbs in study area	Road safety, pedestrian safety and traffic efficiency	Council	Medium
T5	Trial 40 km/h speed limit zones	Magill, Tranmere, Rostrevor	Road safety, pedestrian safety and traffic efficiency	Council	Medium

Label	Initiative Description	Suburb	Key Issues that the Initiative Addresses	Responsibility	Indicative Cost Range
P1	Enforce no on-street parking with yellow line marking across driveways	All suburbs in study area	Efficiency of kerbside space for parking on local streets	Council	Low
P2	Enforce no on-street parking with yellow line marking at intersections	All suburbs in study area	Safety for turning traffic and pedestrians at intersections and efficient use of kerbside space for parking	Council	Low
P3	Develop planning policy to manage parking and access to new infill developments	All suburbs in study area	Safety for vehicles blocking driveways, efficiency use of kerbside space and poor amenity with vehicles parking on the street	DIT	Low
P4	Continue to manage the on-street parking at the University of South Australia Magill campus	Magill	Efficiency of kerbside space on the streets in the University of South Australia, Magill campus area	Council	Medium
P5	Investigate on-street parking issues near the Stradbroke Primary School	Rostrevor	Efficiency of kerbside space on the streets surrounding the Stradbroke Primary School	Council	Low
B1	Upgrade access to bus shelters at selected locations	All suburbs in study area	Safety for pedestrians and poor amenity with access to walk to the bus stops	Council	Medium
B2	Upgrade bus services and routes	All suburbs in study area	Lack of availability of bus services and network connectivity	DIT	High for DIT

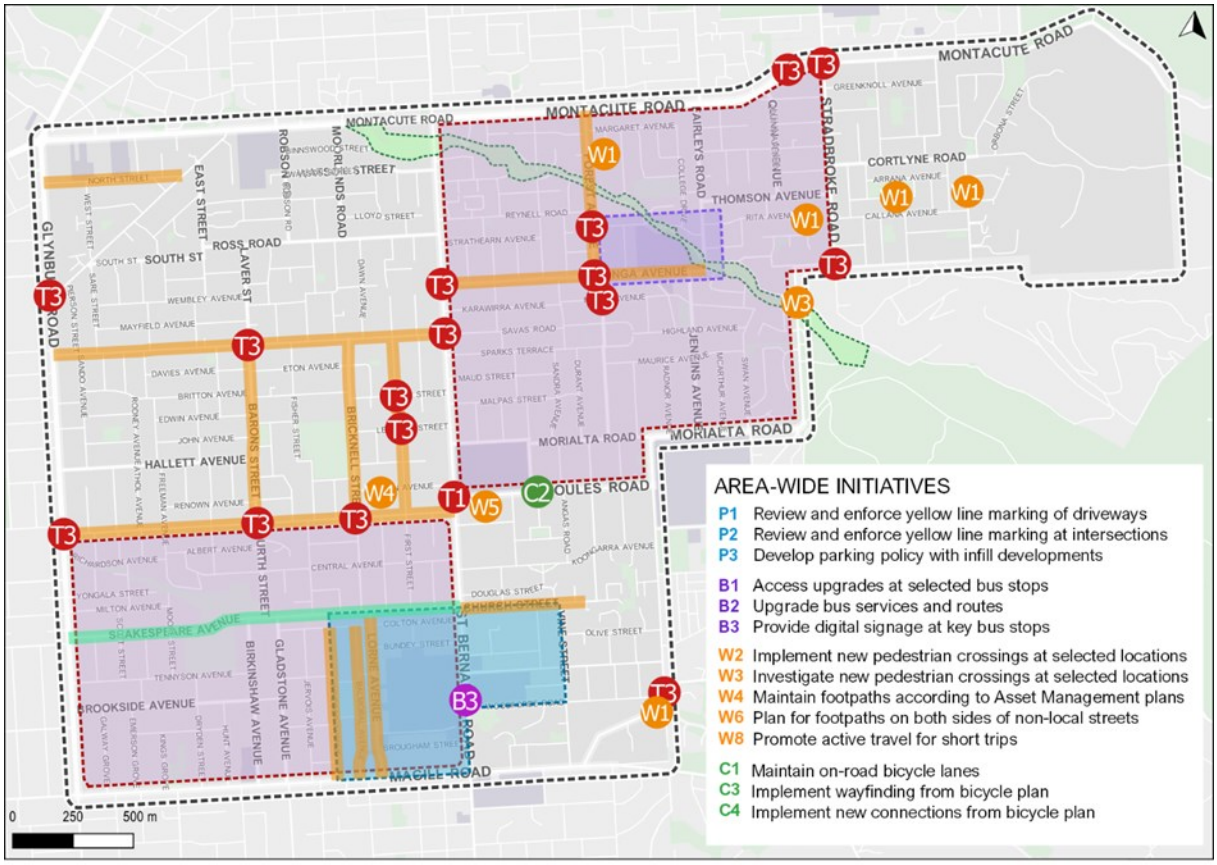
Label	Initiative Description	Suburb	Key Issues that the Initiative Addresses	Responsibility	Indicative Cost Range
B3	Provide upgraded bus stop information and digital signage at key bus stops	All suburbs in study area	Amenity at bus stops with lack of information for bus passengers	DIT	Medium for DIT
W1	Investigate the provision of new footpaths that are not already in the Council footpath plan	All suburbs in study area	Pedestrian safety and amenity along footpaths	Council	Medium in stages
W2	Implement new pedestrian crossings at selected locations	All suburbs in study area	Pedestrian safety and amenity to cross streets	Council	Medium in stages
W3	Investigate new pedestrian crossings at selected locations	All suburbs in study area	Pedestrian safety and amenity to cross streets	Council	Medium in stages
W4	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	All suburbs in study area	Pedestrian safety and amenity along footpaths	Council	Medium in stages
W5	Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections	Magill, Rostrevor	Pedestrian safety to cross an arterial road	DIT	High for planning
W6	Plan for footpaths on both sides of non-local streets	All suburbs in study area	Pedestrian safety, efficiency and amenity along footpaths	Council	Medium
W7	Plan, design and implement the upgrade along the Fourth Creek linear trail	Hectorville, Rostrevor	Lack of amenity for pedestrians and cyclists along a connected recreational route	Council	High for infrastructure

Label	Initiative Description	Suburb	Key Issues that the Initiative Addresses	Responsibility	Indicative Cost Range
W8	Promote more active travel for short trips	All suburbs in study area	Pedestrian and bicyclist safety and amenity to attract more walking and cycling	Council/DIT	Low
C1	Maintain on-road bicycle lanes	All suburbs in study area	Cycling safety and amenity along arterial roads	Council/DIT	Medium
C2	Implement new on-road bicycle lanes	All suburbs in study area	Cycling safety along streets and arterial roads	Council/DIT	Medium
C3	Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP	All suburbs in study area	Information for cyclists for more efficient usage and amenity along connected cycling routes	Council	Medium in stages
C4	Implement sections of the 2018 Bicycle Plan for new connections	All suburbs in study area	Incomplete bicycle routes with issues for safety, efficiency and amenity	Council	Medium in stages

Note: DIT refers to the former Department of Planning, Transport and Infrastructure (DPTI). In August 2020, the State Government reorganised and renamed it to the Department for Infrastructure and Transport (DIT).

The locations of the proposed initiatives in the CTP are shown in Figure 5.8.

Figure 5.8: Locations of the Proposed Initiatives in the CTP

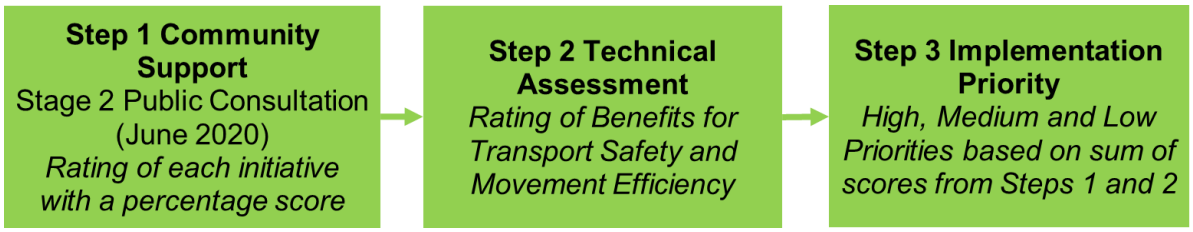


6. Transport Action Plan Priority Assessment

6.1 Assessment Framework

The initiatives, treatments and options developed to assess the traffic, transport and parking issues that are described in Section 4 and identified in Section 5 were assessed to determine the priorities for implementation, further planning or concept design and costing. A basic assessment framework with three sequential steps that consider a scoring of first community support based on the Stage 2 community consultation feedback, a technical assessment of each initiative for the benefits for transport safety and movement efficiency and an allocation to high, medium and low priorities for Council to consider as shown in Figure 6.1.

Figure 6.1: Three-Step Assessment Framework



Step 1 Community Support

From the Stage 2 community consultation, each initiative was given an average weighted score based on the 1 to 5 ratings from the online survey. The weighted scores out of 25 were converted to a percentage value and then given a score of:

- 3 for high community interest with a percentage value greater than 75 per cent.
- 2 for medium community support with a percentage value between 60 and 75 per cent.
- 1 for low community support with a percentage value less than 60 per cent.

Step 2 Technical Assessment

Transport Safety and Movement Efficiency were assessed separately for each initiative to determine a score for Technical Assessment. The assessment was based on site visits and professional judgement by the transport planning team with a review by Council staff. The scores for Transport Safety and Movement Efficiency were added up to with values from 1 to 6 and were given a technical merit score of:

- 3 for high benefits for Safety and Efficiency with a score of 5 or 6.
- 2 for medium benefits for Safety and Efficiency with a score of 3 or 4.
- 1 for low benefits for Safety and Efficiency with a score of 1 or 2.

Step 3 Implementation Timing

Based on a sum of the scores from Steps 1 and 2 with a maximum value of nine, an implementation priority was set for each initiative with the following values:

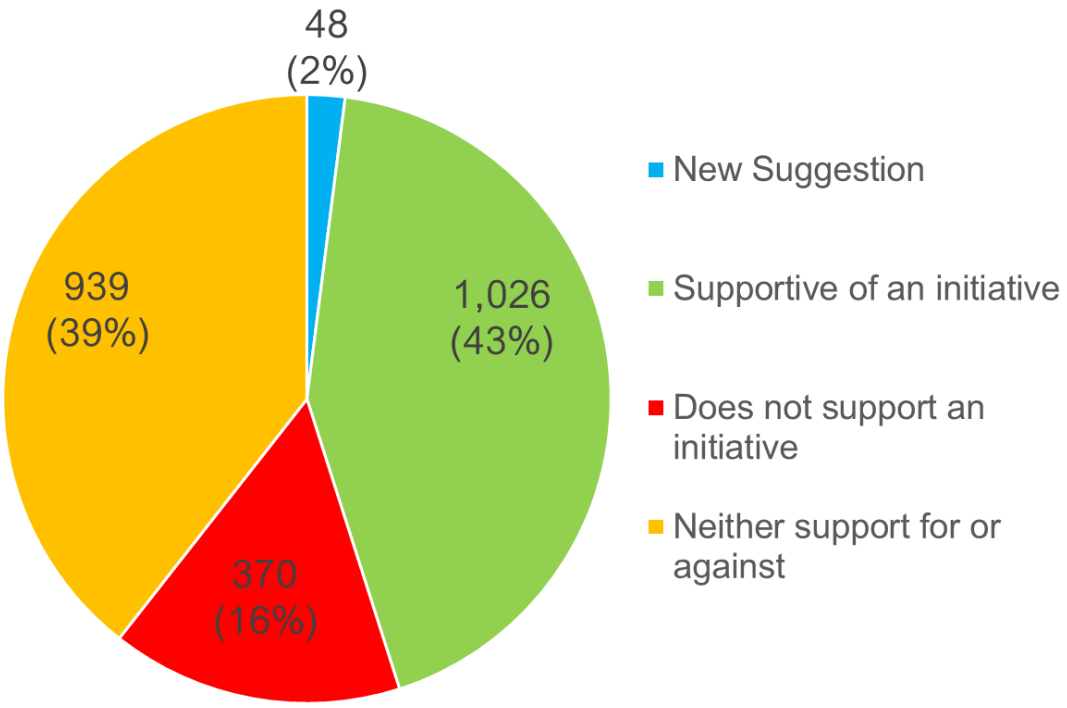
- 8 and 9 for a High priority.
- 6 and 7 for a Medium priority.
- 5 or less for a Low priority.

6.2 Step 1 Community Support - Stage 2 Community Consultation held in June 2020

Following to the findings from Stage 1 community consultation, the draft Transport Plan was developed with a range of initiatives to address the issues identified by the community, key stakeholders, Council staff and the Elected Members. The Stage 2 community consultation was conducted to obtain the views about the initiatives in the draft Transport Action Plan. The draft Transport Plan was issued on the Council website for public comment from Tuesday 9 June to Tuesday 30 June 2020. A total of 96 responses were received to the online survey and 11 formal email submissions. A total of 42 detailed comments were provided in the survey. The average scores out of five were calculated for each initiative.

From a tally of all of the 2,383 comments from the online surveys and email submissions, a breakdown by the level of community for the initiatives in the action plan and other ideas is summarised in Figure 6.2. 43 per cent of the comments were supportive of the initiatives in the Transport Plan with 39 per cent showing no strong views and 16 per cent provided a clear disagreement of some of the initiatives. A total of 48 comments or 2 per cent were completely new ideas and suggestions that are included for further consideration by Council.

Figure 6.2: Level of Community Support for the Transport Plan Initiatives



Key findings from the community consultation for the draft Transport Plan are:

- 76% of the respondents are local residents in the study area; 10% are passing through the study area.
- Generally positive feedback to the Transport Plan, however speed limits on streets is a very controversial issue.
- Some of the comments were from the Stradbroke Road speed limit review consultation held in April 2020.
- The upgrade of St Bernards Road/Moules Road/Arthur Street is the number one hotspot to be addressed for traffic and road safety for drivers, pedestrians and cyclists.
- The community is divided on the 40 km/h speed zone trials (T5) for Magill/Tranmere and Rostrevor with a score of 2.99 and extreme views for and against it.

Other suggestions from the community consultation conducted in June 2020 are included in Appendix B.

Step 1 Community Support for the Initiatives in the CTP

Based on the community feedback from the June 2020 consultation the "Community Support" scoring for each of the initiatives in the Draft Transport Action Plan, the weighted scores, percentages and the score out of 3 are provided in Table 6.1. The detailed scores from the Stage 2 community consultation with calculations for the weighted scores for each initiative are shown in the summary charts in Appendix B. The scores are colour-coded red for a score of 1 which is poor or undesirable, yellow for a score of 2 average or manageable and green for a score of 3 which is good with a likely positive outcome.

Table 6.1: Community Interest Scoring for the Initiatives in the Draft CTP

Initiative	Weighted Score from June 2020 Community Feedback out of 25	June 2020 Importance Percentage	June 2020 Community Feedback Score (1 low, 2 average, 3 high)
T1	20	80.8%	3 🟢
T2	15	58.0%	1 🔴
T3	18	73.5%	2 🟡
T4	18	72.5%	2 🟡
T5	15	59.8%	1 🔴
P1, P2	18	73.7%	2 🟡
P3	20	81.8%	3 🟢
P4	14	54.3%	1 🔴
P5	14	57.0%	1 🔴
B1	16	64.3%	2 🟡
B2	18	72.2%	2 🟡
B3	17	66.8%	2 🟡
W1	19	77.0%	3 🟢
W2, W3	19	75.8%	3 🟢
W4	20	80.3%	3 🟢
W5	20	81.5%	3 🟢
W6	17	68.8%	2 🟡
W7	19	76.3%	3 🟢
W8	17	68.8%	2 🟡
C1	18	72.3%	2 🟡
C2	17	68.4%	2 🟡
C3	16	64.9%	2 🟡
C4	17	66.7%	2 🟡

The initiatives with the highest community support are:

- T1 Redesign of the St Bernards Road/Moules Road/Arthur Street intersections
- P3 Develop planning policy to manage parking and access to new infill developments
- W1 Investigate the provision of new footpaths that are not already in the Council footpath plan
- W2 Implement new pedestrian crossings at selected locations
- W3 Investigate new pedestrian crossings at selected locations
- W4 Maintain footpaths according to the agreed service levels defined in the Asset Management plans
- W5 Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections
- W7 Plan, design and implement the upgrade along the Fourth Creek linear trail (existing project)

The initiatives with medium community support are:

- T3 Investigate safety and sight distance issues at selected intersections
- T4 Investigate traffic management requirements on local and collector streets
- P1 Review and enforce no parking across driveways with yellow line marking
- P2 Review and enforce no parking at intersections with yellow line marking
- B1 Upgrade access to bus shelters at selected locations
- B2 Upgrade bus services and routes
- B3 Provide upgraded bus stop information and digital signage at key bus stops
- W6 Plan for footpaths on both sides of non-local streets
- W8 Promote more active travel for short trips
- C1 Maintain on-road bicycle lanes
- C2 Implement new on-road bicycle lanes
- C3 Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP
- C4 Implement sections of bicycle plan for new connections

The initiatives with the lowest community support are:

- T2 Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road
- T5 Trial 40 km/h speed limit zones for the local streets in Rostrevor and the southern parts of Tranmere and Magill
- P4 Continue to manage the on-street parking at University of South Australia, Magill campus
- P5 Investigate on-street parking issues near the Stradbroke Primary School

6.3 Step 2 Technical Assessment for the Initiatives in the CTP

The technical assessment for the 25 proposed initiatives grouped by the level of community support is provided in Table 6.2 with scores for the benefits for transport safety and movement efficiency, a total score out of 6 and a rating for technical merit with the total score of 5 or 6 for high, 3 or 4 for medium and 1 or 2 for low. The scores are colour-coded red for a score of 1 which is poor or undesirable, yellow for a score of 2 average or manageable and green for a score of 3 which is good with a likely positive outcome.

Table 6.2: Technical Assessment Scoring of the Initiatives in the CTP

Label	Initiative Description	Benefits for Transport Safety	Benefits for Movement Efficiency	Total Score	Technical Merit
Initiatives with a High Level of Community Support					
T1	Redesign of the St Bernards Road/Moules Road/Arthur Street intersections	3 🟢	3 🟢	6	High
P3	Develop planning policy to manage parking and access to new infill developments	2 🟡	2 🟡	4	Medium
W1	Investigate the provision of new footpaths that are not already in the Council footpath plan	2 🟡	3 🟢	5	High
W2	Implement new pedestrian crossings at selected locations	3 🟢	3 🟢	6	High
W3	Investigate new pedestrian crossings at selected locations	3 🟢	3 🟢	6	High
W4	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	2 🟡	1 🔴	3	Medium
W5	Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections	3 🟢	3 🟢	6	High
W7	Plan, design and implement the upgrade along the Fourth Creek linear trail (existing project)	2 🟡	3 🟢	5	High
Initiatives with a Medium Level of Community Support					
T3	Investigate safety and sight distance issues at selected intersections	3 🟢	2 🟡	5	High
T4	Investigate traffic management requirements on local and collector streets	3 🟢	1 🔴	4	Medium

Label	Initiative Description	Benefits for Transport Safety	Benefits for Movement Efficiency	Total Score	Technical Merit
P1	Review and enforce no parking across driveways with yellow line marking	1 🔴	1 🔴	2	Low
P2	Review and enforce no parking at intersections with yellow line marking	3 🟢	1 🔴	4	Medium
B1	Upgrade access to bus shelters at selected locations	1 🔴	1 🔴	2	Low
B2	Upgrade bus services and routes	1 🔴	3 🟢	4	Medium
B3	Provide upgraded bus stop information and digital signage at key bus stops	1 🔴	1 🔴	2	Low
W6	Plan for footpaths on both sides of non-local streets	3 🟢	3 🟢	6	High
W8	Promote more active travel for short trips	2 🟡	3 🟢	5	High
C1	Maintain on-road bicycle lanes	3 🟢	2 🟡	5	High
C2	Implement new on-road bicycle lanes	3 🟢	3 🟢	6	High
C3	Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP	1 🔴	3 🟢	4	Medium
C4	Implement sections of the 2018 Bicycle Plan for new connections	3 🟢	3 🟢	6	High
Initiatives with a Low Level of Community Support					
T2	Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road	3 🟢	1 🔴	4	Medium
T5	Trial 40 km/h speed limit zones in Rostrevor and the southern parts of Tranmere and Magill	3 🟢	1 🔴	4	Medium
P4	Continue to manage the on-street parking at University of South Australia, Magill campus	1 🔴	2 🟡	3	Medium
P5	Investigate on-street parking issues near the Stradbroke Primary School	3 🟢	3 🟢	6	High

6.4 Step 3 Implementation Priorities for the Initiatives in the CTP

The implementation priorities of the proposed initiatives were grouped into high, medium and low projects with the ranking determined by the sum of the three scores from Steps 1 and 2 for a maximum value of 9. These ratings are shown for each initiative with the total score and a percentage rating score and ordered with the highest ranked initiatives at the top of the list in Table 6.3.

Initiatives that have a score of 80 percent or higher are considered a high priority for further consideration and initiatives with a score between 60 and 80 percent are considered as a secondary or medium priority. The remaining initiatives are proposed for further investigations, but not as a high priority.

Table 6.3: Priority Ranking of the Initiatives in the CTP

Label	Initiative Description	Total Score from Steps 1 and 2 (Highest value is 9)	Percentage Rating Score
High Priority for Implementation (Short Term 1 to 2 years)			
W2	Implement new pedestrian crossings at selected locations	9	100%
W3	Investigate new pedestrian crossings at selected locations	9	100%
T1	Redesign of the St Bernards Road/Moules Road/Arthur Street intersections	9	100%
W5	Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections	9	100%
C2	Implement new on-road bicycle lanes	8	89%
C4	Implement sections of bicycle plan for new connections	8	89%
W1	Investigate the provision of new footpaths that are not already in the Council footpath plan	8	89%
W6	Plan for footpaths on both sides of non-local streets	8	89%
W7	Plan, design and implement the upgrade along the Fourth Creek linear trail (existing project)	8	89%
Medium Priority for Implementation			
P3	Develop planning policy to manage parking and access to new infill developments	7	78%
W8	Promote more active travel for short trips	7	78%
C1	Maintain on-road bicycle lanes	7	78%
P5	Investigate on-street parking issues near the Stradbroke Primary School	7	78%

Label	Initiative Description	Total Score from Steps 1 and 2 (Highest value is 9)	Percentage Rating Score
T3	Investigate safety and sight distance issues at selected intersections	7	78%
T4	Investigate traffic management requirements on local and collector streets	6	67%
P2	Review and enforce no parking at intersections with yellow line marking	6	67%
C3	Implement wayfinding for cyclists from 2018 Bicycle Plan and 2014 PAMP	6	67%
W4	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	6	67%
B2	Upgrade bus services and routes	6	67%
	Low Priority for Implementation		
T2	Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road	5	56%
T5	Trial 40 km/h speed limit zones	5	56%
P1	Review and enforce no parking across driveways with yellow line marking	4	44%
B1	Upgrade access to bus shelters at selected locations	4	44%
B3	Provide upgraded bus stop information and digital signage at key bus stops	4	44%
P4	Continue to manage the on-street parking at University of South Australia, Magill campus	4	44%

The ease of implementation for the proposed initiatives was scored with a value from 1 to 3 by professional judgement from the transport planning team and reviewed by Council staff with the scores assigned as follows:

- Easy with limited consultation and no construction = 3
- Requires some planning and design, consultation and localised construction = 2
- Requires detailed design, significant approvals and construction costs = 1

The indicative costs for implementation were estimated based on other similar projects with the high-level estimate values provided in Appendix C. The estimated costs for implementation were grouped into ranges based on the following:

- High for over $200,000
- Medium from $20,000 to $200,000
- Low for less than $20,000

The scores for the ease of implementation and the estimated cost ranges for each initiative are given in Table 6.4.

Table 6.4: Ease of Implementation and Estimated Costs for the Initiatives in the CTP

Label	Initiative Description	Score for Ease of Implementation	Estimated Cost Range
High Priority for Implementation (Short Term 1 to 2 years)			
W2	Implement new pedestrian crossings at selected locations	2 🟡	Medium in stages
W3	Investigate new pedestrian crossings at selected locations	2 🟡	Medium in stages
T1	Redesign of the St Bernards Road/Moules Road/Arthur Street intersections	1 🔴	High for planning
W5	Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections	1 🔴	High for planning
C2	Implement new on-road bicycle lanes	3 🟢	Medium
C4	Implement sections of bicycle plan for new connections	3 🟢	Medium in stages
W1	Investigate the provision of new footpaths that are not already in the Council footpath plan	2 🟡	Medium in stages
W6	Plan for footpaths on both sides of non-local streets	2 🟡	Medium
W7	Plan, design and implement the upgrade along the Fourth Creek linear trail (existing project)	1 🔴	High for infrastructure
Medium Priority for Implementation			
P3	Develop planning policy to manage parking and access to new infill developments	3 🟢	Low
W8	Promote more active travel for short trips	3 🟢	Low
C1	Maintain on-road bicycle lanes	3 🟢	Medium
P5	Investigate on-street parking issues near the Stradbroke Primary School	3 🟢	Low
T3	Investigate safety and sight distance issues at selected intersections	1 🔴	Medium
T4	Investigate traffic management requirements on local and collector streets	3 🟢	Medium

Label	Initiative Description	Score for Ease of Implementation	Estimated Cost Range
P2	Review and enforce no parking at intersections with yellow line marking	3 ●	Low
C3	Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP	3 ●	Medium in stages
W4	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	2 ●	Medium in stages
B2	Upgrade bus services and routes	2 ●	High for DIT
	Low Priority for Implementation		
T2	Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road	2 ●	Medium
T5	Trial 40 km/h speed limit zones	2 ●	Medium
P1	Review and enforce no parking across driveways with yellow line marking	3 ●	Low
B1	Upgrade access to bus shelters at selected locations	3 ●	Medium
B3	Provide upgraded bus stop information and digital signage at key bus stops	2 ●	Medium for DIT
P4	Continue to manage the on-street parking at University of South Australia, Magill campus	2 ●	Low

6.5 Possible Combined Projects

From the list of initiatives in the action plan, the following combined projects are proposed for the Council to consider in the planning and deliver for an integrated transport outcome that can be undertaken more efficiently and cost effectively.

Project 1 St Bernards Road/Arthur Street and Moules Road Redesign Options

The following initiatives are proposed to be combined into an integrated concept planning investigation to develop intersection design solutions that would be assessed with a multi-criteria analysis assessment framework to determine a preferred configuration. Consultation with DIT would be essential, but the study could be led by Council.

- T1 Redesign of the St Bernards Road/Moules Road/Arthur Street intersections for improved traffic efficiency and road safety
- W5 Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections to improve the safety of pedestrian movements

Project 2 Shakespeare Avenue Integrated Transport Investigations

The following initiatives are proposed to be combined into a group of integrated transport planning investigations to prepare a local area transport plan for the southern parts of Tranmere and Magill, with Shakespeare Avenue as a focus for improved traffic, walking and cycling safety and amenity for local residents.

- T2 Investigate Shakespeare Avenue traffic calming between Glynburn Road and St Bernards Road
- T3 Investigate safety and sight distance issues at selected intersections
- T4 Investigate traffic management requirements on local and collector streets
- T5 Trial a 40 km/h speed limit zone for all local streets south of Arthur Street, north of Magill Road and between Glynburn Road and St Bernards Road
- P4 Continue to manage the on-street parking at University of South Australia, Magill campus
- W1 Investigate the provision of new footpaths that are not already in the Council footpath plan
- W3 Investigate new pedestrian crossings at selected locations
- W8 Promote more active travel for short trips
- C3 Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP
- C4 Implement sections of bicycle plan for new connections

Project 3 Rostrevor Local Area Integrated Transport Investigations

The following initiatives are proposed to be combined into a group of integrated transport planning investigations to prepare a local area transport plan for Rostrevor with the Stradbroke Primary School as a focus for improved traffic, walking and cycling safety and amenity for local residents and school students.

- P5 Investigate on-street parking issues near the Stradbroke Primary School
- T5 Trial a 40 km/h speed limit zone in all local streets south of Montacute Road, east of St Bernards Road, west of Stradbroke Road and north of Moules Road
- T3 Investigate safety and sight distance issues at selected intersections
- T4 Investigate traffic management requirements on local and collector streets
- W1 Investigate the provision of new footpaths that are not already in the Council footpath plan
- W3 Investigate new pedestrian crossings at selected locations
- W8 Promote more active travel for short trips
- C3 Implement wayfinding for cyclists from the 2018 Bicycle Plan and 2014 PAMP
- C4 Implement sections of bicycle plan for new connections

Project 4 Potential Black Spot Funding Assessments

The following streets and intersections are potential locations for Black Spot program funding assessments because three or more casualty crashes occurred from 2014 to 2018:

- Arthur Street, Tranmere and Magill
- Stradbroke Road, Rostrevor
- Glen Stuart Road, Magill
- Hectorville Road, Hectorville
- Shakespeare Avenue, Tranmere and Magill
- Hectorville Road/Glynburn Road, Hectorville
- Arthur Street/St Bernards Road, Magill
- Arthur Street/Glynburn Road, Tranmere
- Forest Avenue/Montacute Road, Rostrevor
- Moules Road/St Bernards Road
- Arthur Street/Bricknell Street/ Second Street, Magill
- Ross Road/St Bernards Road, Hectorville
- Church Street/Shakespeare Avenue/St Bernards Road, Magill
- Brookside Avenue/Glynburn Road, Tranmere
- Reid Avenue/Glynburn Road, Hectorville
- Shakespeare Avenue/St Bernards Road, Magill
- Church Street/St Bernards Road, Magill
- Robson Road/Montacute Road, Hectorville
- Jury Avenue/Maple Avenue, Rostrevor

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Appendix A Stage 1 Public Consultation about Transport Issues

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 stakeholders held in February 2020
- An online survey using the Social Pinpoint software was open for the community to provide comments on transport issues and ideas for potential transport solutions from Monday 17 February to Tuesday 10 March 2020.

The community consultation activity was promoted through:

- the Council website on the home page web banner and Have Your Say page
- a flyer as shown on this page that was distributed widely at the Council office and Library and various other Council consultations, such as at Talking Point for the Separate Rate and Rating Policy consultation and at Strategic Plan community 'Connect & Create' sessions.
- A street banner and corflute signs were installed in various locations that were moved around throughout the consultation period
- Facebook, Twitter and Instagram on 19 February, 27 February and 10 March 2020
- The Mayors video newsletter released 6 March 2020.
- The Messenger newspaper and Events and Activities newsletter on 4 March 2020.

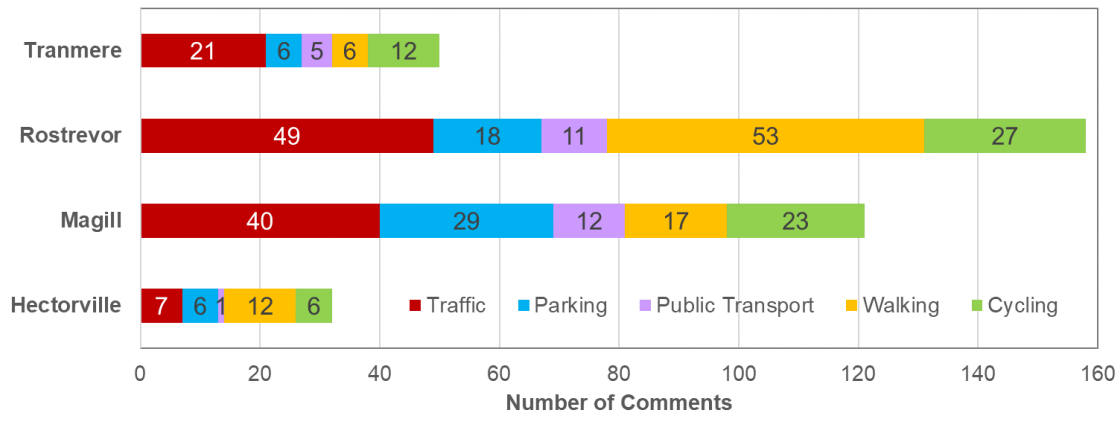
Emails to the Online Community Panel and previous engagement participants and to all students and staff of the University of South Australia (Magill campus) by the Campus Asset and Facilities Manager on 24 March 2020.

The responses from the community consultation from 17 February to 13 March 2020 included:

- 11 email submissions with attachments of photographs of the issues and a proposed Cycling Action Plan from one resident
- One telephone call from a Hectorville resident
- 311 comments from 265 online survey respondents

The number of online survey comments for the five transport mode categories are shown for each suburb in Figure A.1.

Figure A.1: Number of Comments about Transport Issues by Suburb



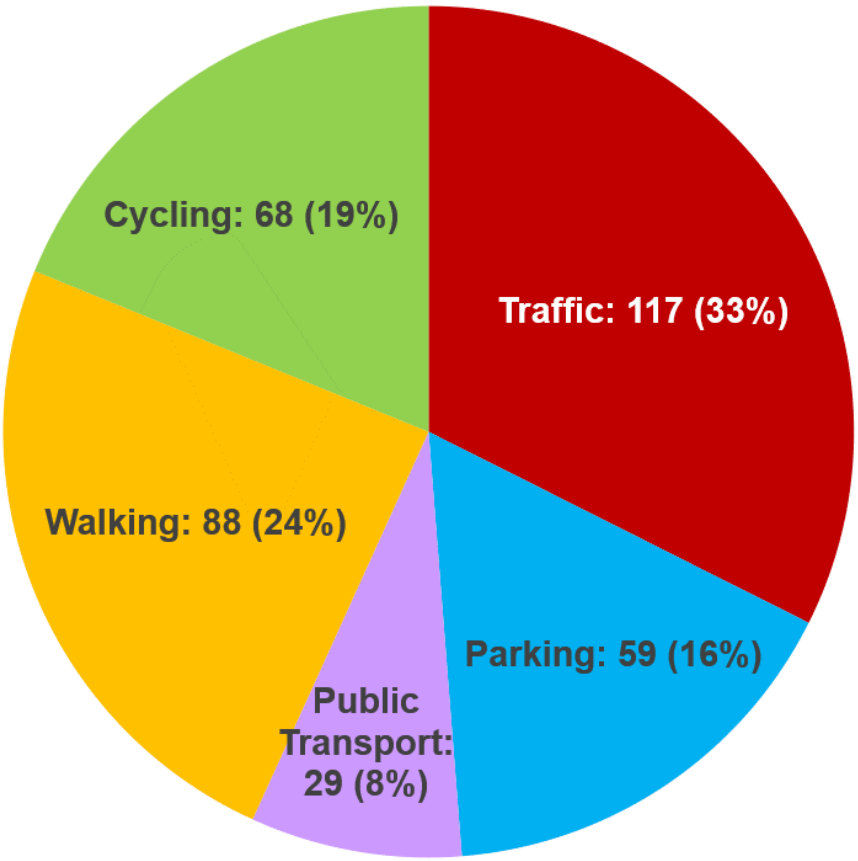
Respondents in Rostrevor and Magill provided the most interest in the survey with a total of 121 and 106 comments respectively. The most reported issues for Rostrevor respondents were about traffic and walking. The most reported issues for Magill respondents were about traffic. The respondents in Hectorville and Tranmere provided 30 and 25 comments respectively indicating less interest from residents in these suburbs. Issues with walking were the most popular in Hectorville and traffic was the most relevant issue in Tranmere.

The 311 separate comments provided by the community to the Social Pinpoint online survey were grouped by transport mode category as follows:

- 198 sub-comments about traffic; most popular (39%)
- 116 sub-comments about walking (23%)
- 87 sub-comments about cycling (17%)
- 77 sub-comments about parking (15%)
- 26 sub-comments about public transport (5%)
- The level of activity for the number of visits, users and comments on the Social Pinpoint survey website with key usage statistics are shown here.

About 50 per cent of the comments were related to traffic and parking issues, 27 per cent to walking, 15 per cent to cycling and 8 per cent for buses. A breakdown of the type of issues is shown in Figure A.2.

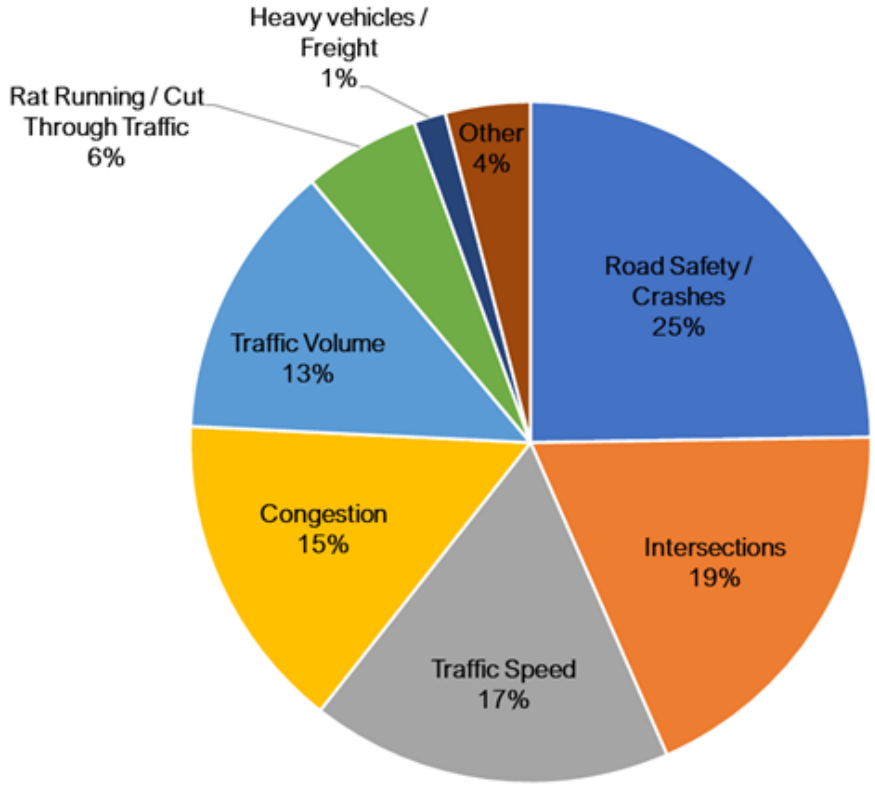
Figure A.2: Breakdown of the Types of Issues from the Stage 1 Public Consultation



Issues about Traffic Efficiency and Road Safety

The comments about the issues with traffic efficiency and road safety from the online survey were grouped by category with the percentages shown in Figure A.3.

Figure A.3: Categories for the Issues about the Road Network from the Online Survey



The top issues for traffic and road safety are:

- Safety at intersections
- High speeds on local streets
- Uneven road surface
- Unsafe road design
- Speed limits on arterial roads
- Traffic access and safety at school zones
- Poor traffic signage
- Poor sight distance/visibility at intersections
- Difficult right turn

The top issues for traffic and road safety efficiency are:

- Inadequate traffic control (signals and signs)
- Traffic signal timing or requirement at intersections

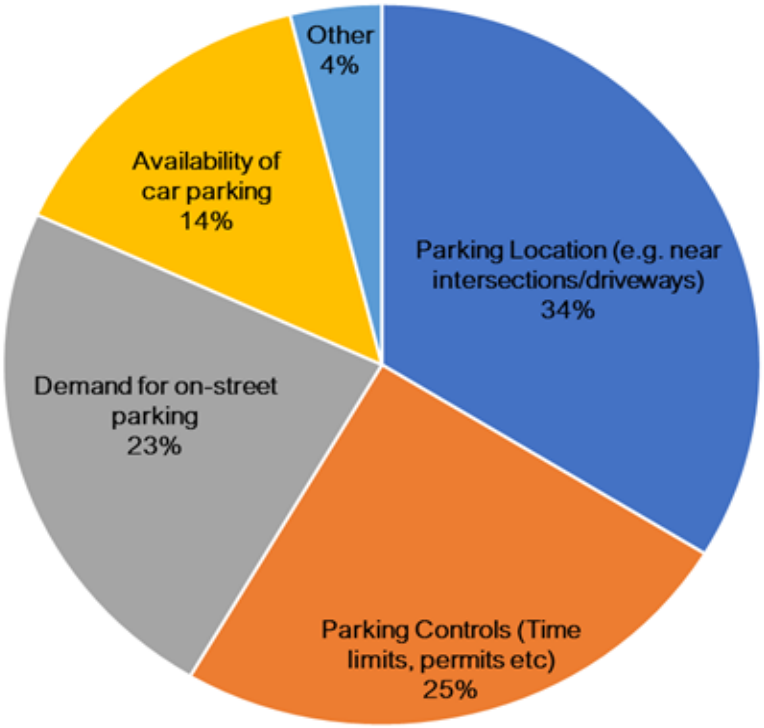
The top issue for traffic and road safety amenity is:

- Unwanted local traffic along local or collector streets

Issues about On-Street Parking

The comments about the issues with on-street parking from the online survey were grouped by category with the percentages shown in Figure A.4.

Figure A.4: Categories for the Issues about On-Street Parking from the Online Survey



The top issue for parking safety is:

- The location of yellow line marking near intersections

The top issues for parking efficiency are:

- Parking blocking traffic and access
- Parking for school pick up and drop off

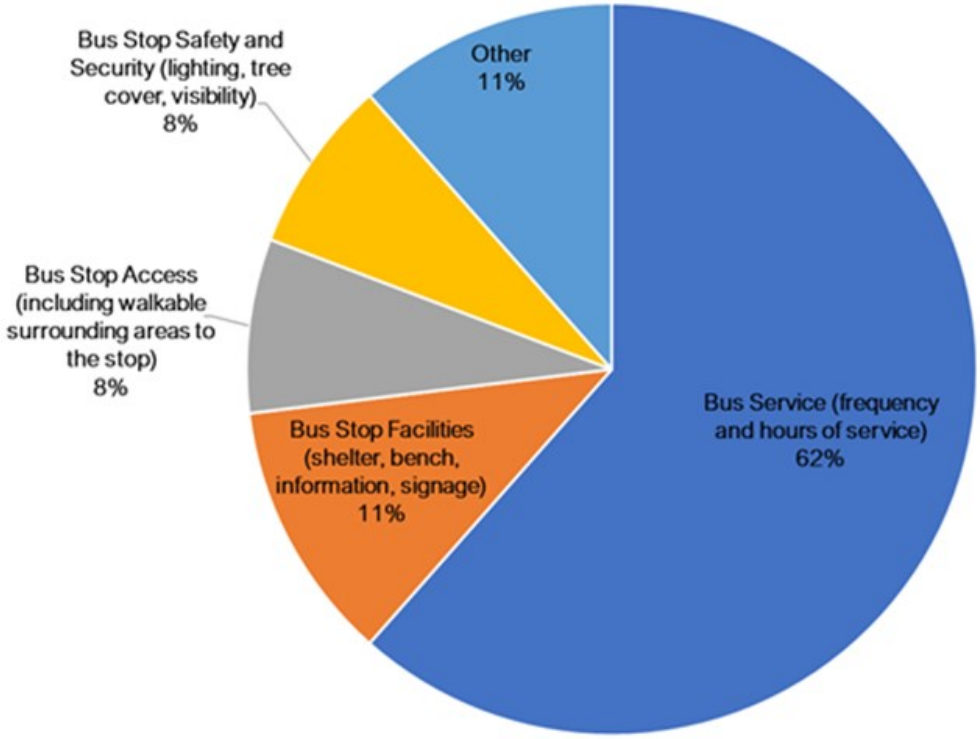
The top issues for parking amenity are:

- On-street parking from infill development
- Commuter/Employee all day parking

Issues about Public Transport

The comments about the issues with public transport from the online survey were grouped by category with the percentages shown in Figure A.5.

Figure A.5: Categories for the Issues about Public Transport from the Online Survey



No issues with bus safety were mentioned by the community, however security at bus stops is considered part of the amenity to improve the access and the waiting environment with improved lighting at bus stops.

The top issues for public transport efficiency are:

- Bus service frequency and hours
- Bus network connectivity
- Bus timetable connectivity and running times

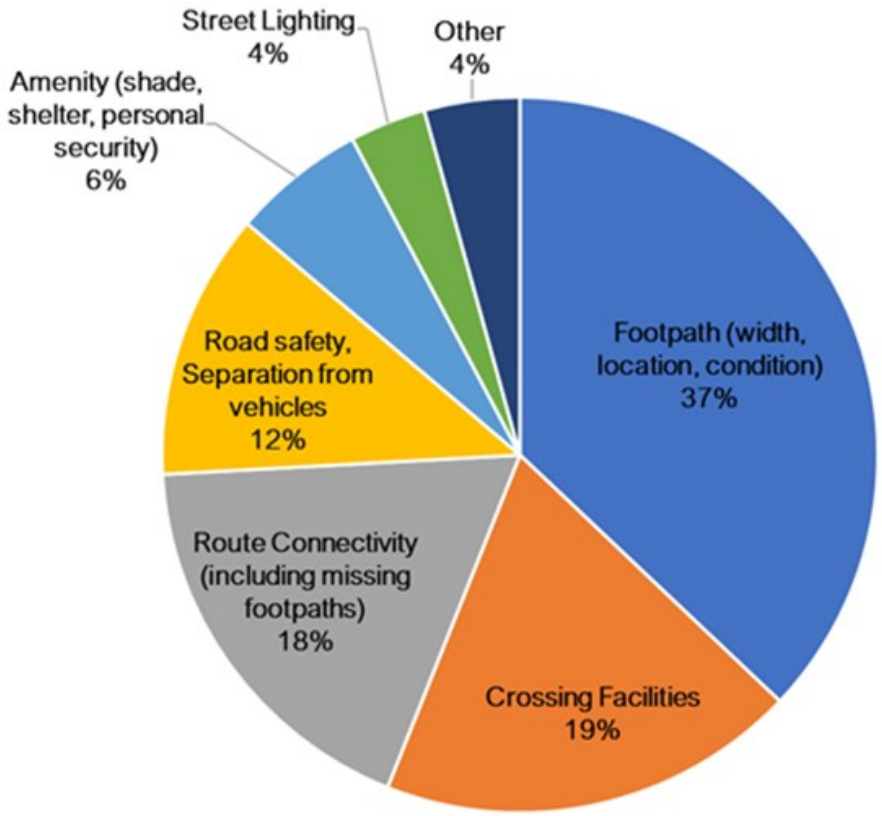
The top issues for public transport amenity are:

- Digital bus stops signs
- Remove or relocate bus stop

Issues about Walking

The comments about the issues with walking from the online survey were grouped by category with the percentages shown in Figure A.6.

Figure A.6: Categories for the Issues about Walking from the Online Survey



The top issues for walking safety are:

- Poor footpath condition (maintenance required)
- Lack of a pedestrian crossing
- Traffic calming and safety
- Footpaths without DDA pram ramps

The top issues for walking efficiency are:

- Insufficient footpaths (one side only or missing sections)
- Footpath network connectivity

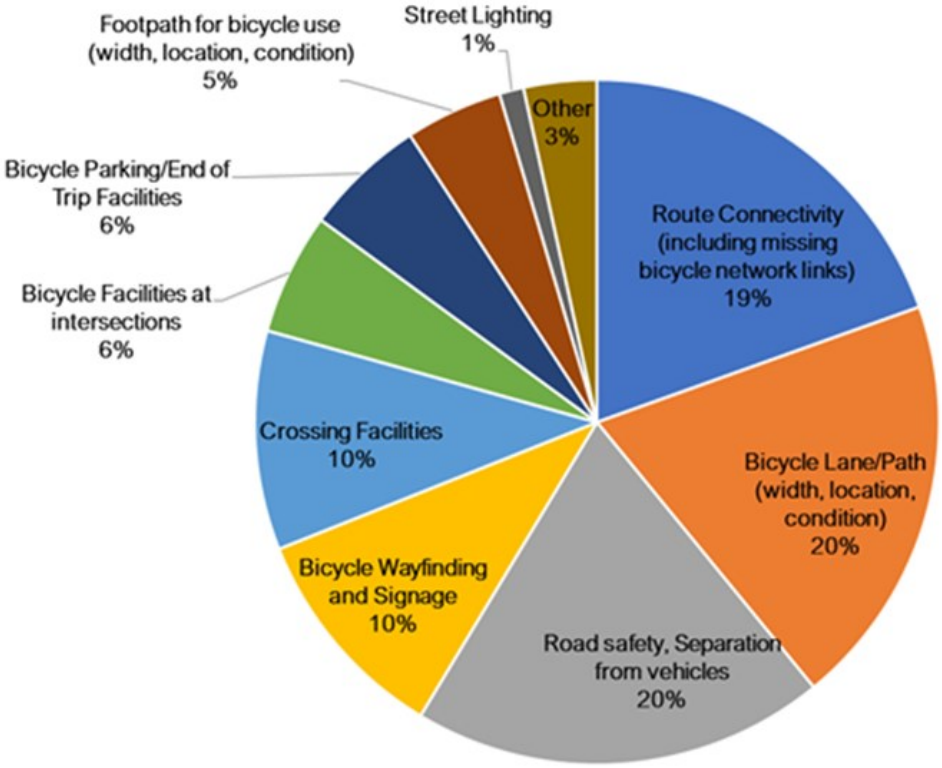
The top issues for walking amenity are:

- Low hanging trees and vegetation
- Not enough walking for local trips
- Insufficient footpath width

Issues about Cycling

The comments about the issues with cycling from the online survey were grouped by category with the percentages shown in Figure A.7.

Figure A.7: Categories for Issues about Cycling from the Online Survey



The top issues for cycling safety are:

- Cycling safety along arterial roads
- Cycling safety at intersections
- Cycling safety on local streets
- Cycling safety at crossings

The top issue for cycling efficiency is:

- Cycling network connectivity

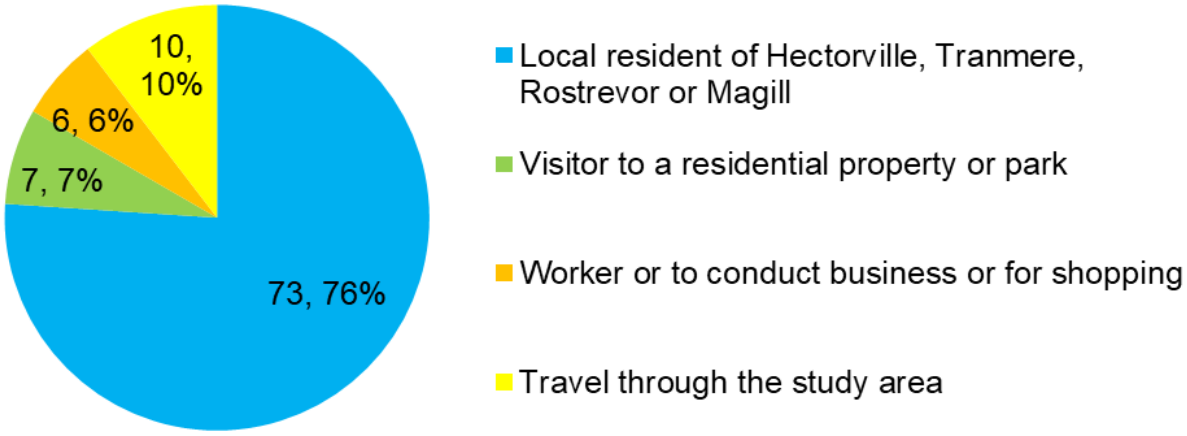
The top issues for cycling amenity are:

- Lack of bicycle line marking or signage
- Lack of promotion for cyclists

Appendix B Stage 2 Public Consultation of the Draft Transport Plan

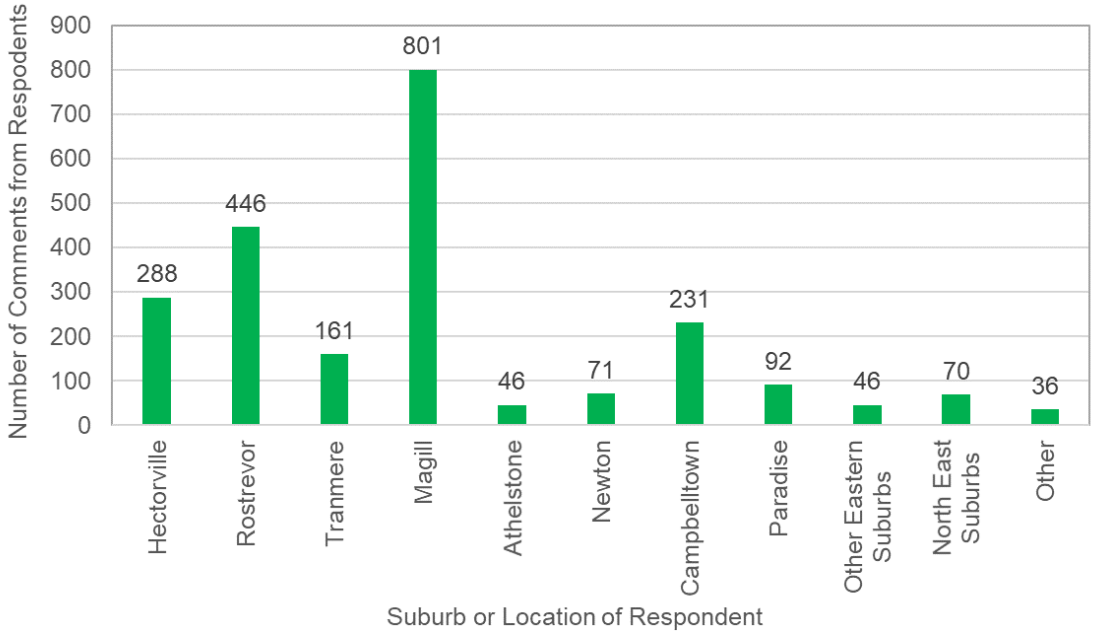
The draft Transport Plan was issued for public comment on the Council website during a second community consultation period held from Tuesday 9 June to Tuesday 30 June 2020. A total of 96 responses were received from the online survey and 11 formal email submissions. A total of 42 detailed comments were provided in the survey. A breakdown of the type of survey respondents is shown in Figure B.1 with 76 per cent of the respondents from local residents.

Figure B.1: Types of Survey Respondents in the Stage 2 Community Consultation



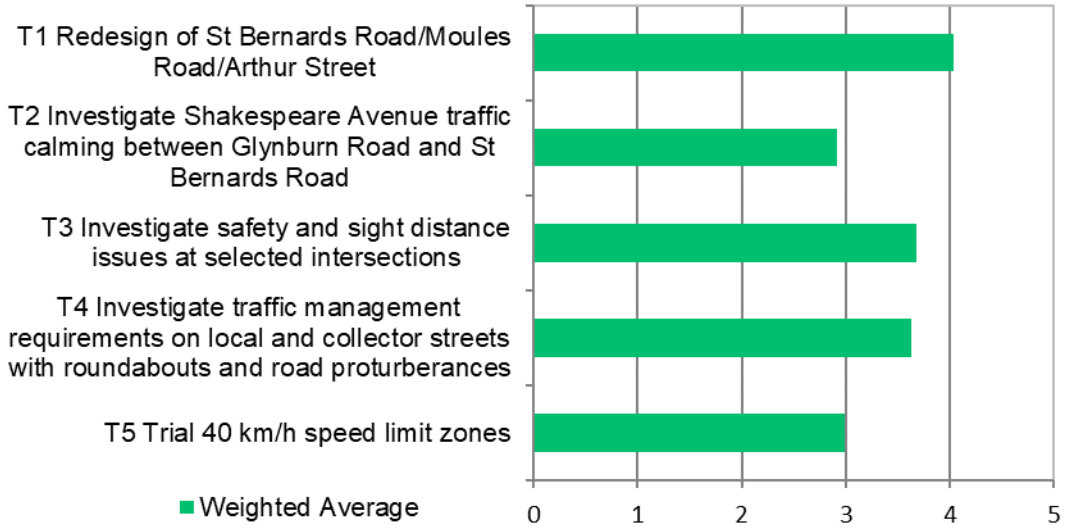
A breakdown by suburb and location for the number of comments received from all respondents to the community consultation on the review of the draft Transport Plan is provided in Figure B.2. About 74 per cent of the individual comments (1,696 of a total of 2,288 comments) are from the residents in the study area. 440 comments or 19 per cent were from residents in the suburbs of the northern part of Campbelltown City Council. The remaining seven per cent are from locations outside the Council area.

Figure B.2: Suburbs of the Respondents for the Draft Transport Plan Consultation



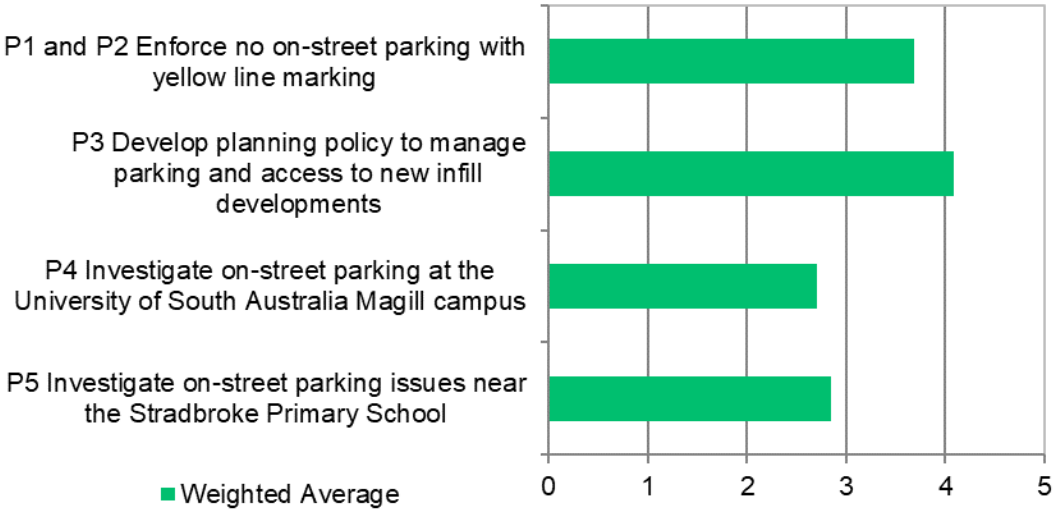
The level of priority for the initiatives to improve traffic efficiency and road safety ranged from 3 to 4 out of 5 as shown in Figure B.3.

Figure B.3: Level of Priority for Initiatives to Improve Traffic Efficiency and Road Safety



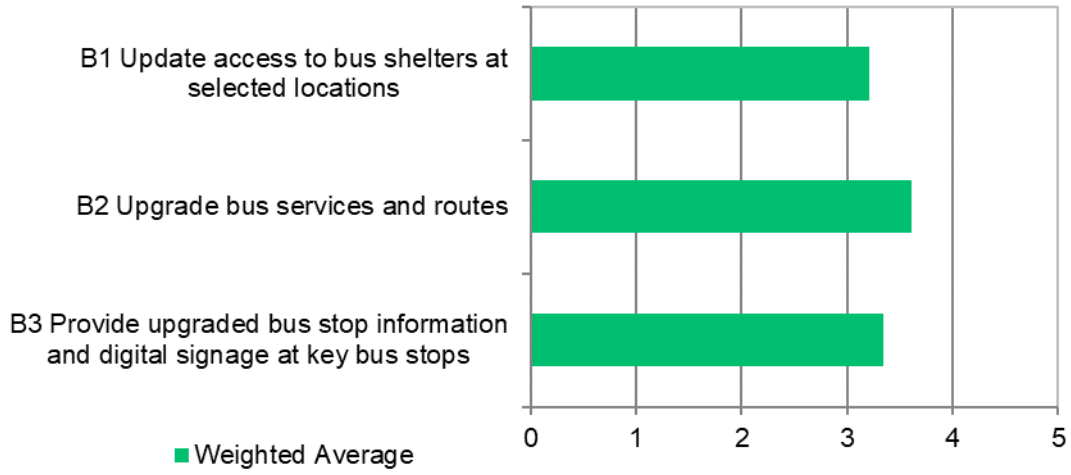
The level of priority for the initiatives to better manage on-street parking ranged from under 3 for initiatives P4 and P4 and above average scores for initiatives P1, P2 and P3 as shown in Figure B.4.

Figure B.4: Level of Priority for Initiatives to Better Manage On-street Parking



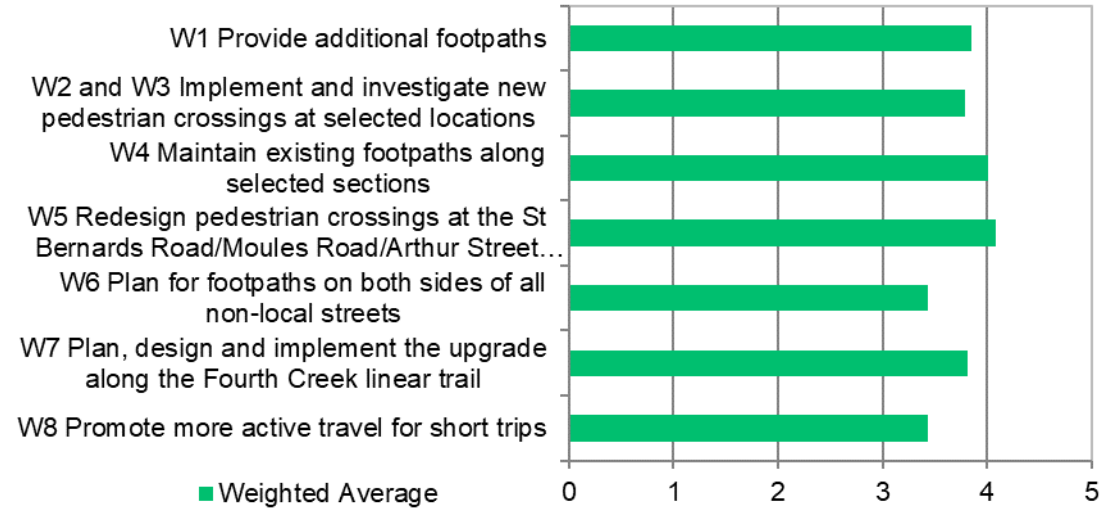
The level of priority for the initiatives to improve public transport was generally average with weighted average scores just above 3 out of 5 as shown in Figure B.5.

Figure B.5: Level of Priority for Initiatives to Improve Public Transport



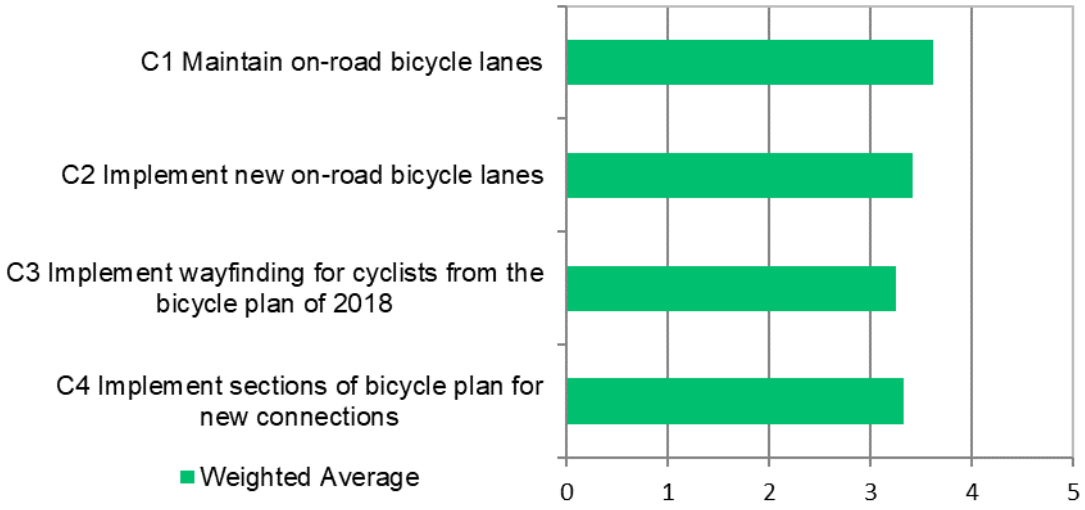
The level of priority for the initiatives to improve the safety and amenity for walking was higher than the other modes of bus and cycling with weighted average scores between 3.5 and 4 out of 5 as shown in Figure B.6.

Figure B.6: Level of Priority for Initiatives to Improve Safety and Amenity for Walking



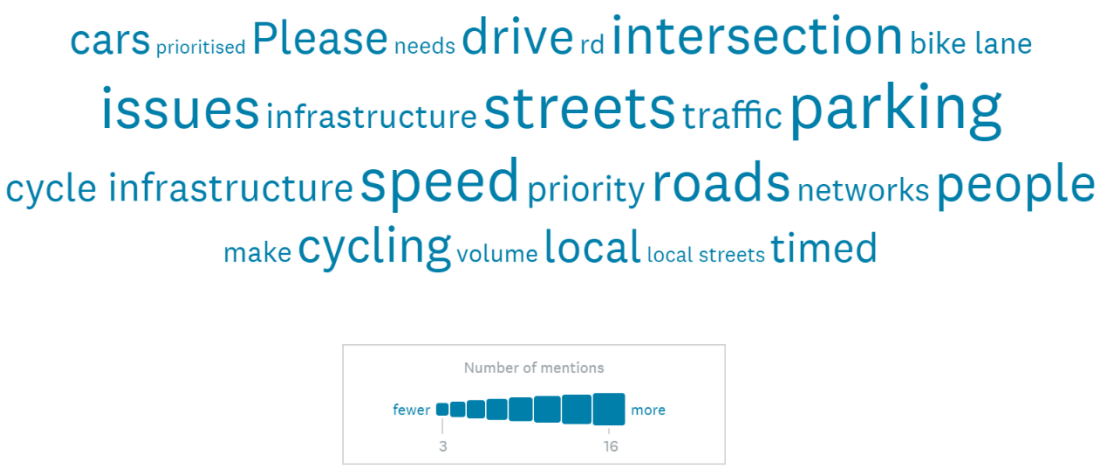
The level of priority for the initiatives to improve the safety and amenity for cycling was generally above average with weighted average scores between 3.2 to 3.6 out of 5 as shown in Figure B.7.

Figure B.7: Level of Priority for Initiatives to Improve Safety and Amenity for Cycling



The words most often used in the online survey comments are presented in a word cloud image in Figure B.8. Streets, speed and parking were the most popular words mentioned in the comments.

Figure B.8: Most Common Words from the Survey Comments



Key findings from the community feedback are:

- Generally positive feedback to the Transport Plan, however speed limits on streets is a very controversial issue.
- The upgrade of the two intersections at St Bernards Road at Moules Road and Arthur Street is the number one hotspot to be addressed for traffic and road safety. A score of 4.04 for T1 and 4.08 for W5.
- The community is divided on the 40 km/h speed zone trials (T5) for Magill/Tranmere and Rostrevor with a score of 2.99 and extreme views for and against it.

- P3 Develop planning policy to manage parking and access to new infill developments has a high score of 4.09.
- W4 Maintain existing footpaths along selected sections has a high score of 4.01.
- Public transport improvements have the lowest priority scores less than 3.6.

Other Suggestions from the Community Consultation conducted in June 2020

Traffic

A total of 22 comments with new ideas and suggestions were received. They are combined and summarised as follows.

- Reduce the speed limit to 50 km/h in Stradbroke Road between Gorge Road and Morialta Road and all other Council-maintained roads.
- Review the increased traffic from the Hamilton Hill development and the impact on road safety, parking and cyclists in Glen Stuart Road.
- Assess and improve the traffic safety at Vine Street and Edward Street in Magill.
- Investigate traffic calming measures in Reid Avenue in Tranmere and Hectorville.
- Initiative T4 for the speed zone trial should also include the area east of St Bernards Road bounded by Moules Road and Glen Stuart Road in Magill.
- Do not install more speed bumps on local or collector streets.
- Do not waste your money on line marking where legislation exists, such as across driveways or around corners. Reduction in speed limits in these suburbs is not an answer, but Council should proactively support SAPOL to have more radar monitoring. Create a higher element of risk by using radar cameras.
- Redesign the Bricknell Street roundabout to improve safety for traffic, pedestrians and cyclists.
- What is the timeframe for installing footpaths on both sides of local streets to encourage more and safer walking in the suburbs? Only a small number have been identified in this plan.
- Upgrade Koonga Ave in Rostrevor for improved safety for traffic, walking and cycling.
- The Moules Road, Arthur Street, St Bernards Road intersection upgrade is now a moot point given the Norwood Morialta High School Middle Campus is planned move at the end of 2021. I have been involved in pick-up and drop-off at that school for the last four years and I have complained to the Council about illegal and inconvenient parking and traffic flow. With the school relocating, the need to upgrade minimises significantly, so please do not waste our money on this, unless it will be occurring this year.
- Consider traffic speed restrictions and calming for the entire area in Magill and Woodforde to limit the impact of through traffic from the Hamilton Hill Development.
- At morning and afternoon peak times, traffic through the area is a safety hazard to children going to the primary schools and high school students as passengers in cars, riding bicycles or walking to school.
- Initiative T5 for the 40 km/h zone in Rostrevor should include the area north of Moules Road then it should also be applied to the area south which has more traffic and speeding cars are a common sight.

- The eastern end of Koongarra Avenue in Magill requires some access restriction to lessen the traffic flow.
- The intersections of Reid Avenue/St Bernards Road and St Bernards Road/Karawirra Ave require better traffic management. The traffic from the supermarket carpark adds to this dangerous area. It is difficult to turn right from streets in Magill on to St Bernards Road anywhere between Montacute Road and Magill Road.
- The Hamilton Hill development means Glen Stuart Road is going to keep getting busier and I'm not sure I saw consideration of cyclists along here in your plans. If slower speed limits along Glen Stuart/Stradbroke Road are not the solution, consider other traffic calming measures for the safety of pedestrians and cyclists.
- Create more cul-de-sacs to enable children to play on streets.
- The traffic island at the Colton Avenue/Lorne Avenue in Magill is highly effective in reducing rat run through Balmoral, Windsor and Jervois Avenues. Could more of these be installed in strategic locations to allow cyclists/pedestrians but not cars? Could the traffic island design on Colton/Lorne Avenue be improved for bike, pram and gopher access? Magill

Parking

Five comments with new ideas and suggestions are combined and summarised as follows.

- Prepare for changing technology to manage on-street parking.
- Encourage electric vehicles including charging stations
- Address the issues with parking on narrow streets with signage restrictions.
- The loss of street frontages in the last five years due to building infill housing with additional driveways should be high priority.
- Consider the parking issues around local parks, and community clubs like Hectorville Oval, especially when big events happen at the club. With social restrictions asking parents to sit in cars at game and training, how will this be better managed in the future
- No consideration was given for parking issues around local parks, and community clubs, like Hectorville Oval, especially when big events happen at the club. With social restrictions asking parents to sit in cars at game and training times, how can this be better managed?

Bus

Only one comment related to public transport was received.

- Consider the implementation of a free minibus loop connecting the ARC, Campbelltown Library, Council offices and the shopping centres at Newton and in St Bernards Road.

Walking

Ten comments with new ideas and suggestions are combined and summarised as follows.

- As a resident in Koongarra Avenue, Magill, I am concerned with the through traffic volume during drop off and pickup times for Rostrevor College. It is difficult to exit my driveway at these times. The footpath on the southern side of Koongarra Ave is narrow and on Mondays (rubbish pick up) the footpath is impassable. No path exists on the wider northern side of the street and cars are often parked on the nature strip often next to the yellow line at the S bend which obscures a view of the road. For weeks and months local residents are unable to use the one designated footpath due to building

construction. This happens throughout my neighbourhood. Council needs to check up more on building sites and how they over run footpaths.

- Many Campbelltown streets only have footpaths on one side and walking for exercise can be quite dangerous, does the plan consider upgrading all streets within a reasonable timeframe? Only a small number have been identified in this plan.
- Footpaths and roads in Hectorville have been destroyed by trucks and building equipment, and developers are not being held accountable enough in the quality of what they are replacing after the build has been completed.
- The new development on the corner of Ross Road and Laver Street has a footpath that is now a mismatch of paving surfaces, colours and quality. It is frankly an eyesore.
- The corner of Robson Road and Ellythorp Avenue in Hectorville has a footpath that is falling apart. It is the only paved pedestrian route on this street leading to the East Torrens Primary School and the bus stop on Montacute Road, and it is well utilised.
- The continual digging up of our roads for new water and gas connections to service new multiple dwelling developments makes the roads uneven and leaves the footpaths in poor condition. Roads that were once smooth and pleasant to drive on are now uneven, pot-holed, unsightly and completely detract from any atheistic that remains. Resurfacing of these damaged roads and existing footpaths is surely more important before building more footpaths.
- Install signage for ‘Walk route finding’ to indicate on ‘No though roads’, cul-de-sacs or no-exit crescents where there is a thoroughfare for walkers if it exists. A suggestion is to show a small green walking person sign/image next to the street sign would help. A lot of long road dead ends exist for walkers. This is annoying for walkers who may not know about the shortest walk routes through the suburb.
- Improve the visibility of walking routes and trails to encourage more walking in an area for all the obvious purposes from recreation to commuting.
- Relocate the stobie poles on south side of Shakespeare Avenue to provide space for people with prams, wheelchairs, walking and bicycles
- Consider the independent mobility of a young child or an elderly person in your infrastructure design decisions
- Initiative W3 is a high priority to design and install a Fourth Creek crossing at Forest Avenue and St Bernards Road.
- Upgrade the Colton street pedestrian crossing area with a bicycle and wheelchair friendly ramp.

Cycling

Four comments with new ideas and suggestions are combined and summarised as follows.

- Fund and install cycling infrastructure so more people will use bicycles more often.
- Design and install treatments to provide separation between vehicles and bicycles, especially at key roundabouts such as Reid Avenue, Barons Road and Laver Street in Hectorville and Tranmere. This intersection is a “death trap”, especially for north-south traffic. It needs to be more visible to east-west traffic, as I have had countless near-misses at this intersection. Last week, my son was nearly knocked off his bicycle on his way home from school as the eastbound car, just went straight through in front of him. This roundabout needs to be priority 1 project for Council given how much traffic goes

through it and how it just “creeps-up" on east-west moving traffic. This intersection needs lights, bright signs or a garden bed so it better stands out.

- Consider measures to slow down the through traffic in Lorne Avenue and Gladstone Avenue in Magill because the Third Creek crossing is unsafe and unpleasant for less confident cyclists.
- Improve the signage for cyclists to find the through routes on the local streets with a little green cyclist icon.

Appendix C Cost Estimates for the Initiatives in the Transport Action Plan

For all of the initiatives that CCC are responsible for the consultation, planning, design, construction, maintenance and management, an indicative estimated cost range is given in Table C.1. These cost estimates are indicative only and based on a high-level assessment and previous similar projects. These cost estimates will need to be refined with detailed concept plans and a scope of work for each initiative and are not provided for budgetary purposes.

Table C.1: Estimated Cost Ranges for the Initiatives in the Transport Action Plan

Label	Location	Initiative Description	Estimated Cost Range
T1	St Bernards, Road/Moules Road/Arthur Street	Redesign both intersections for improved safety, efficiency and amenity	Planning and concept design investigation for up to $50,000
T2	Shakespeare Avenue	Investigate traffic calming measures	Concept design for up to $25,000. $50,000 to $200,000 subject to number and nature of treatments
T3 -1	Arthur Street/Bricknell Street, Magill	Redesign intersection with roundabout design	Up to $50,000
T3-2	Reid Avenue/ Barons Street/ Laver Street, Magill, Tranmere and Hectorville	Redesign as radial roundabout	Up to $50,000
T3-3	Arthur Street/ Barons Street/ Fourth Street, Tranmere	Investigate improvement options to manage vehicle speeds and improve pedestrian safety	Up to $50,000
T3-4	Stradbroke Road/Baroota Avenue, Rostrevor	Improve intersection priority with signage and line marking to improve road safety	$5,000 to $10,000 for signs and linemarking. Up to $30,000 for pedestrian improvements
T3-5	Jury Avenue/Maple Avenue, Rostrevor	Design an intersection treatment to improve pedestrian connectivity	$10,000
T3-6	Carter Street/Ferris Street/Patola Street, Magill	Consider a roundabout, kerb build-outs, raised or distinctive pavement to improve pedestrian safety	$10,000 up to $75,000 dependent on treatment. Could form part of T4-3

Label	Location	Initiative Description	Estimated Cost Range
T3-7	Ferris Street/Leonard Street, Magill	Consider a roundabout, kerb build-outs, raised or distinctive pavement to improve pedestrian safety	$10,000 up to $75,000 dependent on treatment. Could form part of T4-3
T3-8	Forest Avenue/Koonga Avenue, Rostrevor	Consider north-south bicycle treatments	Up to $10,000. Could form part of T4-2
T3-9	Koonga Avenue/St Bernards Road, Rostrevor	Investigate potential for left and right turn lanes from Koonga Avenue	Up to $20,000
T3-10	Forest Avenue/Sheila Street, Rostrevor	Consider an intersection treatment to improve road safety	$10,000 to $30,000 depending on treatment. Could form part of T4-2
T3-11	Reid Avenue/Savas Road/St Bernards Road, Magill and Rostrevor	Investigate intersection improvement options to improve road safety and pedestrian connectivity	Concept design for up to $30,000
T3-12	Glen Stuart Road/Norton Summit Road, Magill	Develop an intersection upgrade to improve road safety and manage traffic from Hamilton Hill	Concept design for up to $30,000
T3-13	Arthur Street/ Glynburn Road, Tranmere	Develop an intersection upgrade to improve intersection capacity and safety	Concept design for up to $30,000
T3-14	Hectorville Road/Glynburn Road, Hectorville	Develop an intersection upgrade to improve bicyclist safety and intersection capacity	Concept design for up to $30,000
T3-15	Montacute Road/Stradbroke Road, Rostrevor	Develop an intersection upgrade to improve pedestrian safety and connectivity at the roundabout	$20,000 to $30,000. May need to be in conjunction with DIT
T3-16	Montacute Road/Newton Shopping Centre, Rostrevor	Modify median gap to prevent right turns for safer traffic movements	DIT responsibility, up to $10,000

Label	Location	Initiative Description	Estimated Cost Range
T4-1	Bricknell Street, Magill	Consider intersection treatments, pedestrian crossings and bicycle treatments based on the 2018 Campbelltown Bicycle Plan	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T4-2	Forest Avenue, Rostrevor	Consider intersection treatments, footpath connections and bicycle treatments	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T4-3	Ferris Street/Carter Street, Magill	Consider intersection treatments, pedestrian connections and median refuges at Patola Street, Leonard Street and Alton Avenue and kerb ramps	Concept design for up to $20,000. Works $20,000 to $100,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T4-5	North Street, Hectorville	Investigate amendments of school zone and school crossing	Concept design for up to $10,000. Works up to $30,000 including new footpaths
T4-6	Koonga Avenue, Rostrevor	Consider intersection treatments, pedestrian connections with kerb ramps at bridge connection to Leabrook Drive and kerb ramps.	Concept design for up to $20,000. Works $20,000 to $100,000 depending on the extent of works (including footpaths) and nature of treatments
T4-7	Balmoral Avenue, Magill	Cnsider intersection treatments, pedestrian connections with formal crossing at Third Creek and kerb ramps	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T4-8	Windsor Avenue	Consider intersection treatments, footpath connections and kerb ramps	Concept design for up to $15,000. Works $20,000 to $80,000 depending on the extent of works (including footpaths) and nature of treatments
T4-9	Lorne Avenue, Magill	Consider intersection treatments, pedestrian connections with kerb rampa and bicycle treatments	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments

Label	Location	Initiative Description	Estimated Cost Range
T4-10	Reid Avenue, Tranmere and Hectorville	Consider intersection treatments, footpath connections including median refuges or formal crossings with kerb ramps	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T4-11	Arthur Street, Tranmere and Magill	Consider intersection treatments such as radial roundabouts, footpath connections including median refuges or formal crossings with kerb ramps	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T4-12	Church Street	Consider intersection treatments, footpath connections including median refuges and kerb ramps	Concept design for up to $10,000. Works $20,000 to $80,000 depending on the extent of works (including footpaths) and nature of treatments
T4-13	Barons Street, Tranmere and Magill	Consider intersection treatments, pedestrian crossings with access Galloway Reserve, footpath connections with kerb ramps and bicycle treatments	Concept design for up to $25,000. Works $20,000 to $150,000 depending on the extent of works (including footpaths and crossings) and nature of treatments
T5	Rostrevor	Trial 40 km/h speed limit zones	Up to $20,000 for signage
P1	to be determined	Review and enforce no parking across driveways with yellow line marking	Ongoing Council management
P2	enforcement	Enforce no on-street parking with yellow line marking at intersections	Ongoing Council management
P3	planning policy	Develop planning policy to manage parking and access to new infill developments	Planning policy with internal staff; lobby changes to Planning and Design Code under the State Planning Commission
P4	Streets in and around the University of South Australia, Magill campus	Continue to manage the on-street parking at University of South Australia, Magill campus	ongoing Council on-street parking management
P5	Streets around the Stradbroke Primary School	Investigate on-street parking issues near the Stradbroke Primary School	Parking assessment for up to $20,000 in conjunction with initiative W2-1

Label	Location	Initiative Description	Estimated Cost Range
B1	to be determined	Upgrade access to bus shelters at selected locations	To be determined through Council shelter and stop upgrade program
B2	to be determined	Upgrade bus services and routes	DIT responsibility
B3	to be determined	Provide upgraded bus stop information and digital signage at key bus stops	DIT responsibility
W1	to be determined	Investigate the provision of new footpaths that are not already in the Council footpath plan	To be determined as next stage of the Council Footpath Plan
W2-1	Fairleys Road	Upgrade school crossing to improve pedestrian safety	Pedestrian surveys and concept design for up to $10,000 or in conjunction with initiative P5. Crossing and treatments up to $40,000
W2-2	Forest Avenue	Investigate and design formal crossing	Pedestrian surveys and planning investigation for $5,000 to $8,000. Crossing $10,000 to $50,000 depending on format, associated works and detailed inclusions. Also forms part of T4-2
W2-3	St Bernards	Investigate a Pedestrian Actuated Crossing (PAC) at Fourth Creek	Pedestrian surveys and concept design up to $20,000. PAC up to $200,000
W2-4	Hectorville Road	Investigate locations for median refuges to improve pedestrian safety	Pedestrian surveys and concept design for up to $10,000. Refuges up to $20,000 each
W2-5	Stradbroke Road	Investigate formal crossing to link to playground and school for safety pedestrian routes	Pedestrian surveys and concept design for up to $10,000. Crossing $20,000 to $50,000 depending on format, associated works and detailed inclusions.
W2-6	North Street	Investigate a school crossing with pedestrian safety	See initiative T4-5
W2-7	Stradbroke Road	Investigate locations for median refuges to improve pedestrian safety	Pedestrian surveys and concept design up to $10,000. Refuges up to $20,000 each
W2-8	Reid Avenue	Investigate locations for formal crossings or median refuges	Pedestrian surveys and concept design up to $10,000. Refuges up to $20,000 each

Label	Location	Initiative Description	Estimated Cost Range
W2-9	Montacute Road west of Stradbroke	Investigate upgrade to pedestrian crossing with median refuge for safety access to Newton shopping centre	See initiative T3-15
W3	to be determined	Investigate new pedestrian crossings at selected locations	To be determined through Council planning assessments
W4	in Asset Management Plans	Maintain footpaths according to the agreed service levels defined in the Asset Management plans	Part of Council's Asset Management Plan
W5	St Bernards Road/Moules Road/Arthur Street	Redesign pedestrian crossings at the St Bernards Road/Moules Road/Arthur Street intersections	See initiative T1
W6	to be determined	Plan for footpaths on both sides of non-local streets	Part of the next stage of Council's Footpath Plan
W7	Fourth Creek Linear Trail	Plan, design and implement the upgrade along the Fourth Creek linear trail	Part of an existing project
W8	promotional activity	Promote more active travel for short trips	Council promotion campaign to residents and visitors
C1	along certain roads where requested	Maintain on-road bicycle lanes	DIT responsibility
C2	along certain roads where requested	Implement new on-road bicycle lanes	DIT responsibility for Moules Road
C3	as per the 2018 Bicycle Plan and 2014 PAMP	Implement wayfinding for cyclists	As per the 2018 Bicycle Plan
C4	as per the 2018 Bicycle Plan	Implement sections of bicycle plan for new connections	As per the 2018 Bicycle Plan