

**RAA Group**

101 Richmond Road,
Mile End SA 5031
Tel 08 8202 4600
Fax 08 8202 4520
raa.com.au

**Royal Automobile Association
of South Australia Inc.**

ABN 90 020 001 807
Travel Lic TTA 157

RAA Insurance Ltd

ABN 14 007 872 602 AFSL 232 525

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Mr Mario Barone
Chief Executive Officer
City of Norwood, Payneham & St Peters
PO Box 204
Kent Town
SA 5071

PROPOSALS FOR 40KM/H SPEED ZONES WITHIN THE CITY OF NORWOOD, PAYNEHAM & ST PETERS

Dear Mr Barone,

We refer to both the recent proposal by Council to apply 40km/h in residential streets and to Tonkin's draft report to Council, recommending 40km/h zones on Portrush Road outside schools and wish to outline RAA's position on the matter.

Council's proposal to introduce a blanket 40km/h zone across residential streets

RAA do not support blanket approaches to speed limit reductions and believe that when speed limit reductions are considered, each road should be considered on a case by case basis that examines the risk factors along the road. The factors should include but are not limited to:

- 85th percentile speed of the road;
- Current infrastructure and level of safety built into the road; and
- Road geometry and road environment.

The latter is particularly important since these factors influence the motorists' perception of an appropriate speed along a road, ultimately determining the 85th percentile speed. In terms of 40km/h zones, we only support such reductions in heavily pedestrianised areas, where there are a high number of vulnerable road users and there is clear definition of the risks by way of the road environment, for example shared zones, dense shopping centre or café precincts.

RAA would welcome discussions with the Council to gain an understanding of the analysis of any speed data collated and whether alternative treatments such as intersection modifications or radar activated speed signs would be more appropriate to achieve the desired safety outcomes.

Tonkin's draft report, soon to be presented to Council

We were recently made aware of a number of draft reports written by Tonkin Consulting which were circulated to select stakeholders including schools, the Department for Planning, Transport & Infrastructure (DPTI) and the South Australian Police (SAPOL). Unfortunately, as a key motoring stakeholder, RAA were not afforded an opportunity to comment on these reports.

The draft report has outlined a proposal to apply 40km/h speed restrictions on Portrush Road where there is an access to a school or there is heavy pedestrian traffic generated by the school. The recommendation prescribes that the 40km/h restriction is controlled by a variable speed sign operated on a timer basis. There is also a further recommendation to install speed and red light cameras which would link to the variable speed controls.

While RAA supports measures that will improve safety around school zones and the application of a lower speed zone within the vicinity of school crossings or access points, we would offer the following comments about the proposed lower speed limits:

- **Length of proposed speed zone** – For a speed zone to have a safety benefit, the zone would need to start around 200m either side of a crossing or school access. The length of this zone would dictate that speed treatments would also be required on any side streets bounding the zone.
- **Signage** - Adequate signage would have to be provided throughout the zone with establishment of zone entry signs on Portrush Road and any adjacent side streets bounding. Regular repeater signs would also be required within the zone, which is particularly important where red light speed cameras are used. Where side streets are in close proximity to a crossing with red light camera, RAA would expect to see variable speed signs on both the side street and then repeated prior to the crossing.
- **Side Streets** – Consideration should be given to any further road safety treatments on the side streets around the school and how these may impact traffic on the main road when combined with the 40km/h zone.
- **Accuracy ITS timing programs** – there are a mix of private and public schools on Portrush Road and as such holiday periods will vary. The timing of the part time speed limits must be reflected accurately for each school and a blanket time zone across all sites would not be appropriate.
- **Signal coordination** – The impact of the installation of pedestrian crossings on Portrush Road on surrounding intersections should be considered. It's also worth noting that where signal timings are coordinated between intersections, the timings can often be calculated based on the posted speed limit. If speeds were therefore to be reduced outside schools, the signal timings should be altered in order to optimise traffic flow. If signal times remain unchanged, motorists may find that they are frequently stopped at the intersections and this is likely to promote lack of compliance with speed restriction.
- **40km/h on arterial roads to set precedence** – Should 40km/h zones be imposed on Portrush Road, precedence will be set for schools on other arterial roads such as South Road. While RAA are not opposed to improved safety measures, further work will be required to assess the impact of the proposal at a network level and there should be recognition that this will affect other jurisdictions.

We trust that the Council will consider our comments prior to proceeding with a detailed design for any recommendations. Should you have any queries about our comments, please feel free to contact me on 8202 4703.



Ian Bishop
Traffic Engineer