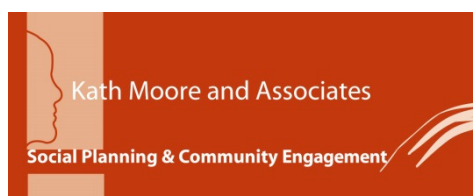# ADELAIDE HILLS COUNCIL AREA

SPEED LIMIT REVIEW

Community Engagement Outcomes Report

Prepared for:

Department of Planning, Transport and Infrastructure

Prepared by:

Kath Moore and Associates

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ACKNOWLEDGEMENTS

Kath Moore and Associates and the Department of Planning, Transport and Infrastructure would like to sincerely thank the following organisations for supporting this project:

- Adelaide Hills Council, including Staff, Mayor and Elected Members

- Royal Automobile Association (RAA)

- Motor Accident Commission (MAC)

- Centre for Automotive Research (CASR)

EXECUTIVE SUMMARY

The Department of Planning, Transport and Infrastructure in collaboration with the Adelaide Hills Council and supported by the Royal Automobile Association (RAA), Motor Accident Commission (MAC) and the Centre for Automotive Research (CASR) is undertaking a review of the speed limits in the Adelaide Hills Council area during 2014 in response to a higher number of requests for a speed limit review than many other areas of the state during 2013.

The Review consists of a technical assessment of sealed roads within the Council area and community engagement to seek a better understanding of community perceptions in regards to speed limits in the Adelaide Hills and gain community input on how a consistent set of safe speed limits could be applied.

The Department in taking this approach determined that the outcome of the process must focus on developing proposals and setting speed limits which are consistent and make sense to the community. By involving the community in identifying the issues and possible solutions, the Department has trialled a collaborative style of engagement for the first time on a project of this nature. Community engagement opportunities have been via a survey and a series of community workshops between May and August 2014 has been overwhelming and the engagement process widely supported. An evaluation process at the end of the workshops and supporting comments were predominantly highly favourable.

This report focuses on the community engagement outcomes of the project and summarises the key findings of the survey and workshops which will assist the Department to finalise the Review, develop and present some road safety proposals for further comment in January 2015.

The survey revealed that the majority of the 623 respondents did not believe that speed limits are applied consistently across the Adelaide Hills Council area and that simply reducing speed limits would not necessarily make roads safer and will have a negative impact on travel time, increase driver frustration and was a Government revenue raising based decision.

The workshops were used to further explore the survey perceptions and identify what setting a consistent speed limit in the Adelaide Hills Council area means to the Adelaide Hills community, what the inconsistencies were and possible solutions to addressing the inconsistencies raised. Examples of inconsistencies and locations are noted in the body of the report, however detailed findings from each of the workshops is included as an appendix.

Workshop outcomes are described under seven (7) theme areas, not all related to speed limits. The theme areas include: *Township speed limits, Rural speed limits, Changing speed limits, Signage including advisory speed limits, Driver behaviour and enforcement, Vulnerable road users – pedestrians and cyclists and Road maintenance and Infrastructure.*

While opinion was divided on the speed limits that should be set within townships, on the approaches and on rural roads, there was majority support for the rationalisation of speed limits and consistency of speed limits across the Adelaide Hills Council area. No more than 3 speed limit zones were proposed at each of the workshops, and a commonly held view was that the speed limit should be intuitive and be based on the demographics, activities and local environment. In the main, there was support for a 50 km/h speed limit for the business

centre of the main streets within townships, a speed limit of 60km/h in urban built up areas and rural speed limits of 80km/h or 90km/h.

Other measures that workshop attendees identified should be considered instead of speed limit changes or in conjunction with a rationalised set of speed limits included:

• improved signage and in particular, greater consistency of size and location of signage;

• more advance warning signage and use of painted markings on roadways to depict speed limits or colour coded signage;

• greater use of technology i.e. electronic signage boards and auto speed signs, in locations such as high crash areas; and

• greater consistency of signage between the size of Council and DPTI signs.

In addition to signage, other key proposals from the community, outside the project scope included:

• greater enforcement of speed limits and increased police presence;

• more regulatory controls over cyclists;

• a review of licencing laws; and

• stricter driver testing and more driver awareness and community education on road safety in the Adelaide Hills, including for tourists and non-Adelaide Hills residents.

Improved road maintenance and provision of better road infrastructure was also highlighted as factors that would contribute to road safety improvements. In particular, more overtaking lanes and slow vehicle turn outs, better detectable line marking, cats eyes and use of reflectors on road ways and improved road maintenance and repairs would be beneficial as would tree removals and heavy pruning from verges to improve sight lines and provide a clear verge area for emergency pull in stops.

1.   Background

In 2011, the South Australian State Government released the Road Safety Strategy: Towards Zero Together. One of the key tactics of this Road Safety Strategy was to align speed limits to the function, standard and use of the road and increase consistency in their application across the state.

The Department of Planning, Transport and Infrastructure (DPTI) received requests for a speed limit review on the road within Adelaide Hills Council area at a greater rate than many other areas of the State during 2013. Many of the requests came from Hills residents who did not feel safe undertaking daily activities, such as entering and exiting their driveways. In response, DPTI in collaboration with the Adelaide Hills Council initiated a review of speed limits within the Adelaide Hills Council area on DPTI and Council sealed roads in May 2014. The review is being conduction over several months and has involves a technical assessment of the sealed roads within the Council area the implementation of a community engagement strategy.

The key project objectives were to:

- Deliver speed limits within the Adelaide Hills Council area that are consistent and makes sense to the community; and

- Improve road safety within the Adelaide Council area for all road users.

The community engagement strategy is to be delivered in three stages as follows:

Stage 1: **Discover** (seek to understand) what the community perceptions are with regard to speed limits within the Adelaide Hills

Stage 2: **Engage** with the community to enable them to work with DPTI and the Adelaide Hills Council to deliver safe, consistent and credible speed limits with the Adelaide Hills Council area

Stage 3: **Feedback** to the community the outcomes of the decision making process.

In May 2014, as a Stage 1 initiative, DPTI undertook a community survey to provide Adelaide Hills resident and road users perceptions on speed limits and speed limit reductions within the Council area.

In late June 2014, with the outcomes of the community survey, DPTI engaged Kath Moore and Associates, a specialist community engagement consultancy to assist deliver Stage 2 of the community engagement strategy. This involved facilitation of five community workshops and analysis of community feedback.

The purpose of this report is to summarise the survey outcomes and feedback from workshops and will be used by DPTI to inform the proposals they will develop and present to the community for further comment.

1.1 Methodology

The key mechanisms used to capture community views and discuss in greater depth, what local resident views of speed limits and their consistent application involved:

- A community survey – administered in May 2014 and made available online on the Towards Zero Together website, with hard copy forms at Adelaide Hills Council offices and community facilities. A total of 623 surveys were returned, of which 436 were completed online and 187 were mailed back.

- Five community workshops held at different locations within the Adelaide Hills Council area during July and August, which attracted 157 people in total as follows:

  - 9 July 2014 at Uraidla Football Club – 31 people registered their attendance.

  - 22 July 2014 at Stirling Council Chambers – 17 people registered their attendance.

  - 24 July 2014 at Village Well Aldgate – 25 people registered their attendance.

  - 5 August 2014 at Woodside Institute – 29 people registered their attendance.

  - 7 August 2014 at Gumeracha Town Hall – 55 people registered their attendance.

At each of the workshops, information tables were set up for people to access additional information to assist in small group discussions. These were staffed by:

➢ Technical traffic specialists from Metropolitan Traffic and Road Operations (MeTRO), Transport Services Division of DPTI

➢ Royal Automobile Association (RAA)

➢ Motor Accident Commission (MAC)

➢ Centre for Automotive Research (CASR)

DPTI's Director, Road and Traffic Management gave an opening address. This was followed by a presentation from the Manager, Traffic Solutions, on the project, including the rationale for the Review, summary of survey findings and information about the current speed limits in the Adelaide Hills and crash and speed safety data.

A focus of the workshops was on small group discussions, facilitated and recorded by DPTI and Adelaide Hills Council staff. Kath Moore, Director, Kath Moore Associates facilitated the overall workshops to ensure that things ran smoothly and people had the opportunity to share their views.

Two topics of discussion took place at the workshops around:

➢ Setting a consistent speed limit in Adelaide Hills Council area – what this means and identification of inconsistencies and locations of most concern

➢ Applying a consistent speed limit in Adelaide Hills Council area – exploring solutions to address the inconsistencies and locations of most concern

Workshop attendees were asked to share key discussion points from each table. A full write up from each of the five workshops, including a summary of additional comments received after the workshops are included in Appendix A of the report.

The Adelaide Hills Council Area Speed Limit Review and how to 'Have Your Say' was widely promoted. A media release, Advertiser advertisement on the 28 June 2014, social media updates, Towards Zero Together website, 891 ABC radio interviews and posters in Adelaide Hills Council Offices and community facilities generated significant community interest.

2. Key Findings

A summary of the community survey results and outcomes of the workshops are noted below.

2.1 Community Survey

The community survey, administered by DPTI, asked a series of questions relating to respondent perceptions of:

- the application of consistent speed limits within the Adelaide Hills Council area;

- what they considered an appropriate speed limit; and

- reasons behind, and benefits of, speed limit restrictions.

Of the 623 respondents:

- 73% lived in the Adelaide Hills Council area, 12% lived just outside the Adelaide Hills Council area but were in the region, 13% lived in metropolitan Adelaide and 2% lived in rural areas outside of the Adelaide Hills region

- 65% were male and 35% female

- 47% were aged between 45 – 64 yrs, 30% were aged between 45 – 64 yrs, 17% were aged 75 yrs or over and 6% were aged under 25 years.

2.1.1 Consistency of Speed Limits

As the graph illustrates, the majority of survey respondents did not believe that speed limits are applied consistently across the Adelaide Council area.

In particular:

- 50% (approx.) of participants feel that 50km/hr and 60km/h speed limits are not applied consistently

- 70% (approx.) of participants feel that 80km/h speed limits are not applied consistently

- 60% (approx.) of participants feel that 80km/h speed limits are not applied consistently

Graph I: Speed Limit Consistency
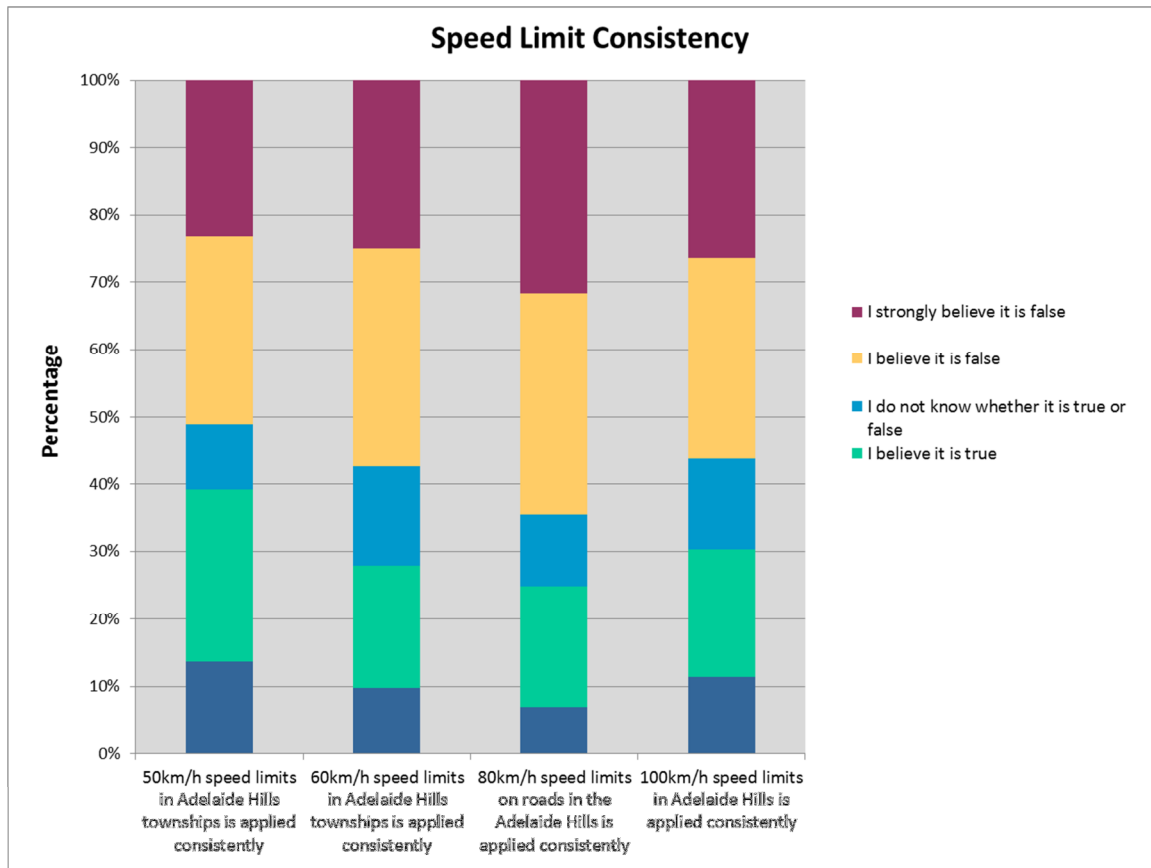
2.1.2 Appropriate Speed Limits

As the graph over the next page illustrates, the majority of survey respondents did not believe that 70km/h and 90 km/h speed limits were appropriate in the Adelaide Hills Council area. In particular:

- 75% (approx.) of participants feel 70km/h is not appropriate for windy Adelaide Hills roads

- 45% (approx.) of participants feel 80km/h is not appropriate for windy Adelaide Hills roads

- 70% (approx.) of participants feel 90km/h is inappropriate for undivided rural roads within the Adelaide Hills Council area

- 60% (approx.) of participants feel 100km/h is appropriate for undivided rural roads within the Adelaide Hills Council area

Graph 2: Appropriate Speed Limits
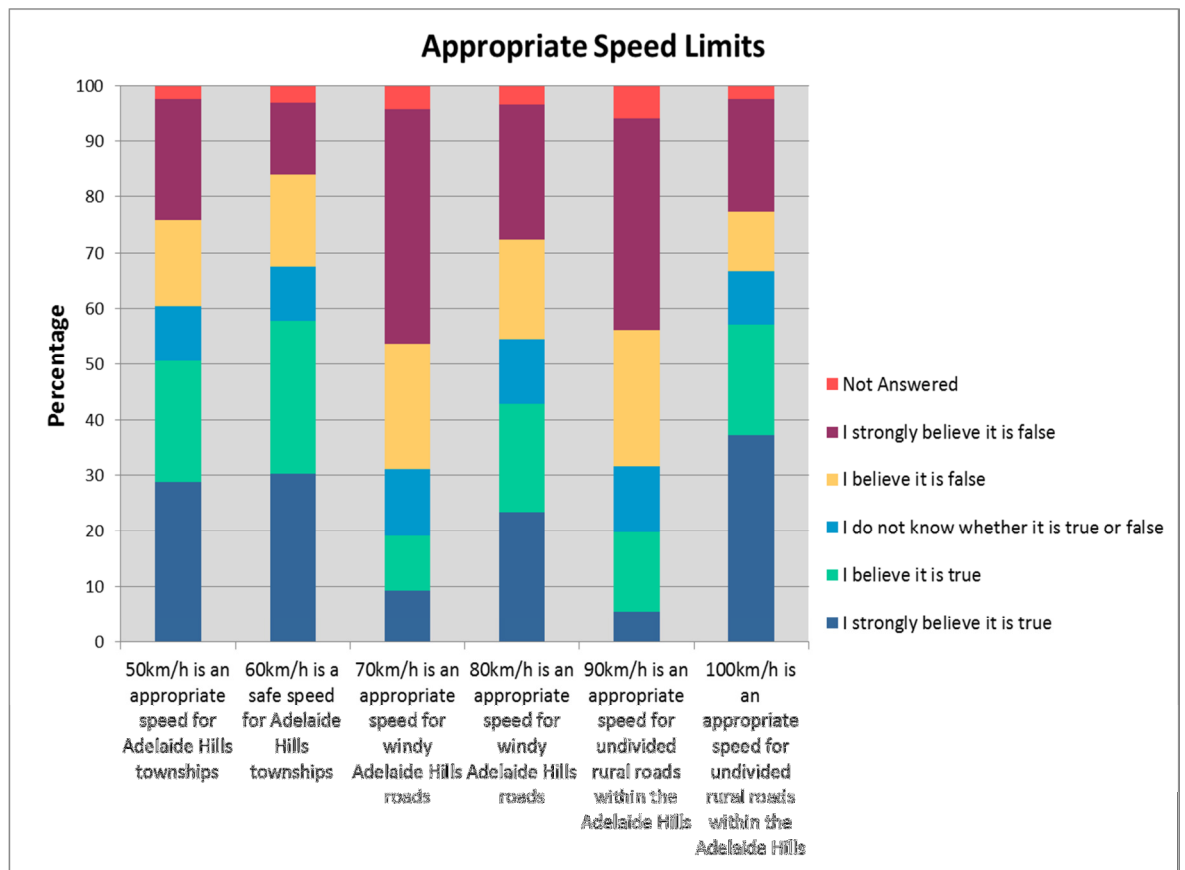
2.1.3 Benefits of Lowering Speed Limits

As illustrated in the graph over the next page, the majority of survey respondents did not believe the benefits of lowering speed limits. In particular,

- 60% (approx.) of participants believe that reducing speed limits will not reduce road trauma, not make roads safer and will have impacts on travel time within the Adelaide Hills Council area

- Almost 50% believe the main reason for reducing speed limits is to make money for the Government

Graph 3: Benefits of Lowering Speed Limits
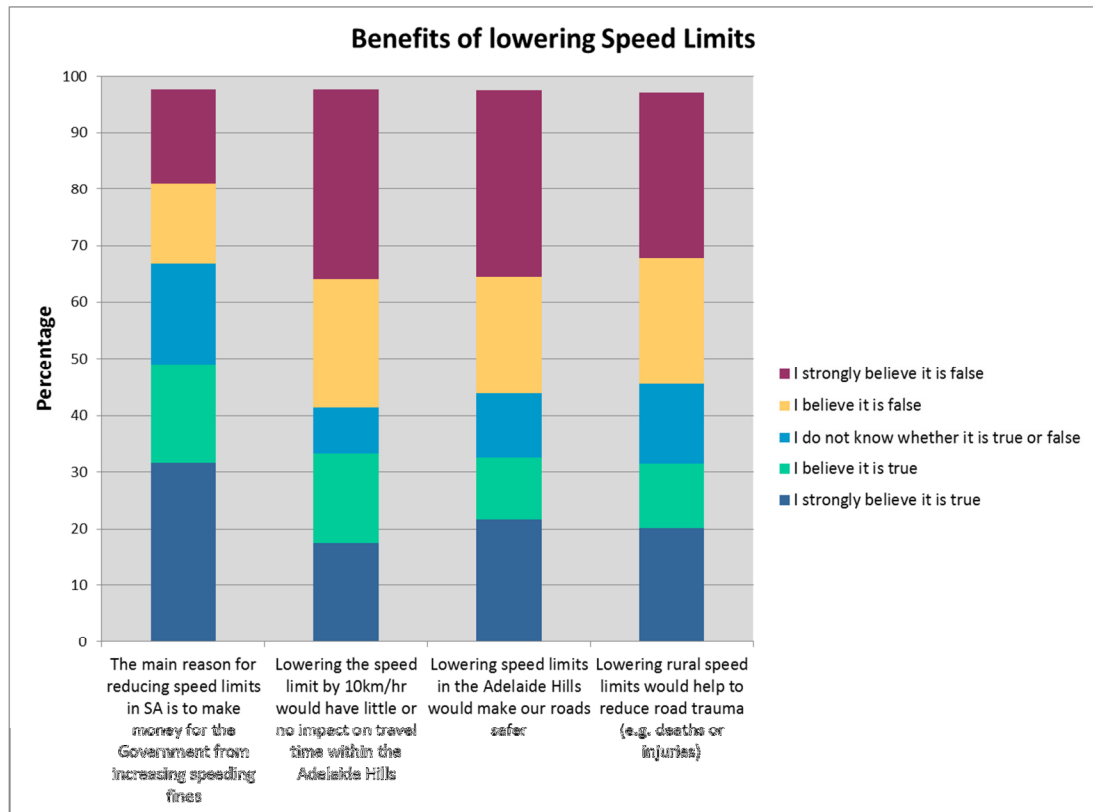
2.2 Outcomes of Workshops

Workshop discussion was firstly centred around identifying what setting a consistent speed limit in the Adelaide Council area means and what were some inconsistencies and location of most concern.

After determining some of the issues, discussion then centre around identifying possible solutions to some of the inconsistencies.

Some of the key findings coming out the discussions, from the collective workshops is noted below. For a full account of the findings recorded for each workshop, please refer to Appendix A of the report.

2.2.1 Setting a Consistent Speed Limit in the Adelaide Hills Council Area – Issues & Inconsistencies and Possible Solutions

There was general agreement at all workshops that speed limits were inconsistently applied in the Adelaide Hills Council area.

A blanket reduction in speed limits across the board in the Hills area was identified by some as a knee jerk reaction which would increase driver frustration and risk taking behaviour. Applying a more consistent set of speed limits in townships and between townships, including the reduction of the number of different speed limits was generally supported, as was a desire to address other safety issues on Adelaide Hills roads.

There were several issues that were repeatedly raised at the workshops, which are incorporated under seven theme areas, not all of which directly relate to speed limits. The included:

Within the project scope:

• Township Speed Limits

• Rural Speed Limits

• Changing Speed Limits

• Signage, Including Advisory Speed Limits

Outside of the project scope:

• Driver Behaviour and Enforcement

• Vulnerable Road Users – Pedestrians and Cyclists

• Road Maintenance and Infrastructure.

2.2.1.1 Township Speed Limits

Issues and Inconsistencies

There was a general belief by most that speed limits on the main road within the business centre of towns should be 50km/h.. It was also noted, however, that people should drive to conditions and what is safe. For example at peak times i.e. rush hour and school start and finish times in places like Stirling, a 40km/h may be more appropriate, where in towns likes Summertown and Uraidla, where it is far less busy, going slower than 50km/h may not be appropriate. Some people argued that a 60km/h would also be a safe, consistent speed limit on arterial roads in Hills townships, with local streets being 50km/h, providing transition speed limits between townships were more consistent and better signage of speed limit changes were in place.

Having some towns with 50km/h and 60km/h, such as Balhannah and Oakbank, and Stirling to Aldgate, which are all built-up, was seen as confusing, with greater consistency of speed limits between townships called for.

Possible Solutions

Echunga was identified as a good model by some, with the 50 / 60 / 80 speed limit transition changes between rural roads and townships. There were also some people at the Woodside and Uraidla workshops who argued for 50 / 70 / 90 speed limit transition zones, stating that many 60km/h speed zones in the Hills area could be raised to 70km/h and in circumstances where this wasn't feasible, then reducing the speed limit in these locations to 50km/h could be considered.

2.2.1.2 Rural Speed Limits

Issues and Inconsistencies

Lack of consistency of speed limits on rural roads was also seen as an issue. Opinions were divided as to what would be the most consistent speed limits to apply outside townships and built up areas. Some thought 100 km/h and 80km/h would be

appropriate speed limits to apply to rural roads across the Adelaide Hills area, while others suggested 90km/h and 70km/h or conversely, a standard 80 km/h speed limit to all Hills roads. A maximum speed limit for heavy vehicles of 80 km/h was also suggested.

Birdwood to McLaren Flat, Gumeracha and Mt Barker, Torrens Valley Road and Birdwood to Mt Pleasant were some examples of locations where inconsistent speed limits on rural road currently applied.

Several people again stressed the importance of driving to conditions, just not to the speed limit. While 100km/h was seen to be a reasonable speed limit on a straight section of rural road in good driving conditions, some argued there are other factors apply which does not make a 100 km/h speed limit conducive on most rural roads in Adelaide Hills. These factors included limited overtaking lanes and turn outs, concealed driveways, cyclists sharing the road, and sections of winding roads with poor sight lines.

Possible Solutions

Some people suggested an 80km/h speed limit be set on rural roads, while others argued a 90km/h or 100km/h speed limit would be a good and safe speed in the Adelaide Hills area, comparing The Adelaide Hills landscape to a section of bitumen road between Wilpena Pound and Blinman, which is set as a 90km/h speed zone.

From the workshop outcomes, in the main, it appears more people were supportive of a reduction in the 100km/h speed limit on rural roads to 80km/h in areas closer to the city, while those attending workshops in Gumeracha, Woodside and Uraidla in particular, were more favourable of a 90km/h or 100km/h speed limit being maintained.

2.2.1.3 Changing Speed Limits

Issues and Inconsistencies

A reduction in the number of speed limit changes was called for, with inconsistency of speed limits between townships seen as a major issue. Balhannah to Woodside and Uraidla to Summertown were raised as two examples of where speed limits changed between 50/60/50.

On Onkaparinga Valley Road and Greenhill Road, several speed limit changes currently apply which people felt are not intuitive. The extent of transition zones was not readily understood or why the difference between speed limits in some locations exists. Woodside (from Lobethal) to Balhannah was given as an example of where speed limits change from 80 km/h to 50 km/h.

Transition zones were seen to make no sense and in the main too long in places and inconsistent between townships. Notable examples included the 60km/h zones on the north side of Charleston and Woodside, the Nairne Road section on the north side of Narine, the whole length of Upper Sturt Road and the Woodside end of Oakbank. It was suggested that this made travelling through the hills area painfully and unnecessarily slow.

Possible Solutions

The majority of workshop attendees were in favour of the rationalisation of speed limit zones in Adelaide Hills, calling for the consistent application of no more than three (3) speed limits. It was suggested that in determining these speed limits, consideration should be given to the demographics, type of activity and the local environment.

As previously noted in the above sections, 80 / 60 / 50 km/h or 90 / 70 / 50 km/h were the overall preferred combination of speed limit zones for the Adelaide Hills area.

2.2.1.4   **Signage Including Advisory Speed Limits**

Issues and Inconsistencies

Overall, there was a perception that there was insufficient speed limit signage, particularly warning of speed limits ahead signage. There was also seen to be a general lack of consistency of signage i.e. size of signage, number of signs and locations between townships. Some thought that '50' signage was posted too far out from town centres and Inglewood from Chain of Ponds was given as one example. Onkaparinga Valley Road was also highlighted as an example where inconsistent speed limit signage applied.

While several people thought there was insufficient signage, there was also a view expressed that road users are becoming 'signage fatigued' and not seeing signage already in place. A small number of people also argued that there may be too many signs in some locations, such as Woodside.

A lack of advisory speed limit signage was also raised and there was a perception that road users are not abiding by the curve advisory signage and may not be fully aware of its purpose. Insufficient advisory signage coming into tight corners was also raised.

While not within the scope of the project, inconsistency around the application of temporary road works signage and the length of work zones and lowered speed limits was raised. Some felt it didn't make sense to have a speed limit of 40 km/h when passing Emergency Services, and a 25km/h speed limit when passing through a road works area.

Possible Solutions

It was generally agreed, that taking 'signage fatigue' into account, innovative signage and driver education to support the introduction of any additional signage be considered by the Department.

There was support for more 'on road' painted speed limit signage, and greater use of technology i.e. electronic signage boards and flashing light like is used on the freeway, to create more awareness of speed limits in the Adelaide Hills area. The use of auto speed signs with 'check your speed' particularly in sections were road works are being undertaken or high crash areas were also suggested.

Colour coded speed limit signs and bigger signs of the same size were also suggested, along with more 'advance warning' signage. In addition, greater consistency between the size of Council and DPTI speed signs were recommended.

A call for more 'concealed driveway' signs was also voiced.

2.2.1.5 Driver Behaviour and Enforcement

The was a perception those living outside the Adelaide Hills area were more likely to not travel at the set speed limits i.e. drive too slow or fast and don't drive to conditions.

Some people also felt that road cyclists, particularly the sport cyclists aren't complying with the Australian Road Rules.

One of the repeated criticisms of driver behaviour related to crossing solid single centrelines, although some felt that this was often happens when motorists are trying to avoid road cyclists who aren't riding single file on the roadway.

Some criticism about licencing laws was expressed and a call for stricter testing and medical examinations, including eye testing.

Possible Solutions

A common view expressed at most of the workshops was greater reinforcement of speed limits and increased police presence, rather than a reliance on speed cameras would encourage better driver behaviour, particularly in, or close to townships.

In addition, some people believed that cyclist behaviour should be more closely monitored and regulations put in place and enforced which would ensure cyclists travel single file on Adelaide Hills roads.

Other suggestions included a review of licencing laws, stricter testing, regular re-examinations, a compulsory road rules test after a crash and driver refresher training.

Advertising of road rules in RAA magazine and tourist publications were also promotes as avenues to inform tourists and non-Hills residents of speed limits and road safety information.

Increased driver education, particular for new drivers on road safety, speed limits and driving to local road conditions was also identified as a possible solution which may be more beneficial than looking at speed limits in isolation.

2.2.1.6 Vulnerable Road users – Pedestrians and Cyclists

Some people held the view that guard rails/barrier blocked cycle paths and forced cyclists onto the road, particularly on narrow road ways. Guard fencing was also seen to be unsafe when breakdown vehicles can't stop and passengers alight safely.

Roads with no footpaths and pedestrians with walkers/strollers and cyclist road users need to be taken into account when setting speed limits and implementing safety measures.

Some people felt that that greater driver awareness of cyclist usage of Adelaide Hills roads was required.

Possible Solutions

Consideration to moving pedestrian crossings in high use areas such as Stirling Main Street and increasing school education on road safety and crossing roads, were suggested to improving pedestrian safety. More advance signage to warn of pedestrians crossing the road instead of simply changing the speed limit was also suggested as a measure to increase awareness of pedestrian activity zones. In addition, some people also thought that greater controls over cyclists using Adelaide Hills Roads and enforcement of these controls would lead to greater safety of both cyclists and motorists. In addition to enforcing cyclists to travel single file on narrow roadways, other cyclist controls were suggested such as registration of bikes, restricting cyclist use of Adelaide Hills roads between 11pm and 5am and in foggy conditions.

2.2.1.7 **Road Maintenance and Infrastructure**

Several workshop attendees wanted the Department and Council to be aware of the need to improve road maintenance and provide better infrastructure to increase road user safety in the Adelaide Hills area.

A lack of overtaking lanes and slow vehicle turn outs were perceived to be a significant safety concern. Onkaparinga Valley Road was highlighted as a road with no overtaking lanes and double centre lines in most parts.

Another concern raised, was the difficulty in seeing some line marking, particularly the white middle lines in wet conditions.

Pot holes and loose stones on the bitumen edge of the road and overgrown vegetation obstructing the line of sight were also raised as safety issues on both Department and Council roads.

Possible Solutions

A number of possible solutions to address safety through road maintenance and road infrastructure were shared at the workshops. These included installing more cats eyes and reflector strips on roads so people can see in the foggy weather night or day; fluorescent painted line marking, particularly the middle line markings; improving the quality of road surfaces in some Adelaide Hills roads and making quality road repairs when required.

Other ideas included, road widening where practical; removing trees or heavily pruning vegetation to improve sight lines and see speed limit signage more easily; and providing a clear verge area in suitable locations to allow for an emergency pull in stop.

Additional overtaking lanes and slow vehicle turn outs were also suggested at several of the workshops.

2.3   Evaluation of Workshops

At the end of each of the workshops, attendees were asked to complete an evaluation form, providing feedback to the Department and Adelaide Hills Council on whether they thought the workshop was worth attending, whether they felt they had the opportunity to 'have a say' on the speed limits in the Adelaide Hills Council area and whether they felt their views were listened to.

In addition, people were also asked to add any other comments and identify how DPTI can improve the way it works with the community.

Of the 157 people who attended, 113 completed evaluation forms.

The graph below illustrates that the vast majority of attendees responded positively to their involvement in the workshop.

Graph 4: Community Feedback on the Adelaide Hills Area Speed Limit Review Workshops
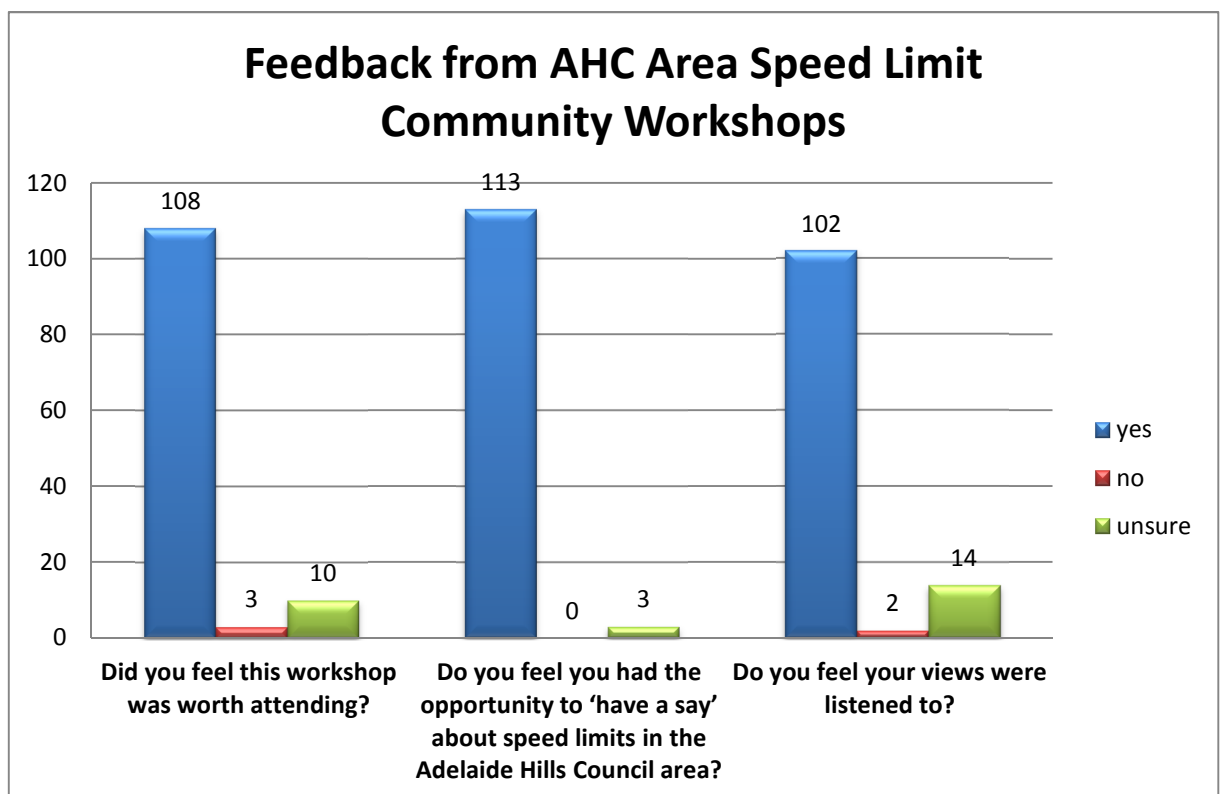
How can DPTI improve the way we work with the community?

There were several comments in support of the workshop approach used.

Some typical quotes included:

- *'Try to engage with the silent majority and utilise tonight's methodology for community consultation in other areas of the public awareness program – if you turn on your windscreen wipers, turn on your headlights'*

- *'Implement the same approach to other road and transport issues'*

- *'More widespread consultation, less listening to the vocal minority'*

- *'This type of event is good… along with online interaction for people who can't travel to workshops or would like to contribute in their own time. Have information days, advertised and presented annually'*

- *'Workshops have been an excellent initiative'*

- *'This was an excellent chance to give my views and this is a good step in the right direction. Well done DPTI!'*

- *'Beginning one hopes, of a move from 'thin' democracy to strong democracy and grass roots decision making'*

- *'Many thanks for the opportunity to have our say. It felt quite empowering. I shall look forward to the outcome of these workshops'.*

Some people felt that an even greater turn out to these workshops would have occurred if the workshops were more widely promoted. Typical comments included:

- *'Have more workshops, but communicate their details more widely – we only learned of this through an email from another colleague. AHC could sent an email out to residents'*

- *'Very well done on behalf of the facilitators and scribes, but there needs to be a better way of letting people know about these workshops – print media, especially the Hills newspaper is no longer appropriate or helpful'.*

Other Comments:

Several people took the opportunity to reinforce the importance of taking a broader view than simply changing speed limits to address road safety concerns in the Adelaide Hills area. Some typical comments included:

- *'The bigger picture should be used to find solutions to problems – not just speed limits'*

- *'Need to address proactive policing of things rather than just speed. Driver training, registration of cyclists and education/training for the broader community'*

- *'For me, the prime outcome I would like to see are safer roads and a much lower accident rate'.*

APPENDIX A –

OUTCOMES OF EACH OF THE FIVE COMMUNITY WORKSHOPS

ADELAIDE HILLS COUNCIL AREA SPEED LIMITS REVIEW

Community Workshop Outputs

Date: 9 July 2014   Venue: Uraidla Football Club

Small Group Discussion 1: Setting a Consistent speed limit in the Adelaide Hills Council Area (what this means – identify inconsistencies and locations of most concern)

Orange Table

Education
- Driving to the conditions – speed limit does not mean travel at that limit
- Deviation Road (80) lowered. If 60 then concentrating on not speeding (Whites corner)
- Carey Gully Road to Stirling East 50 km – why – 50 for built up area (No buildings)
- Norton Summit School - 80 past entrance – now dropped 60. Why no school zone when kids there?
- Leading into townships
- Eastern states timed speed limits
- Lobethal Road school zone can't see
- Woods Hills Road why 80 when can't do 80 - so windy
- Continual lowering of speed limits over last 10 years why?? – getting used to limit then it is changed
- Swamp Road Uraidla should be 60 from Parish Hill Road to Kidney Street.

Cyclists and sharing the road
- 11pm / 5am
- Speed restriction linked to use
- Identify bikes
- Not to cycle in fog/night/packs
- Increase awareness of them on the road
- Greenhill Road and Norton Summit Road - apply speed limits
- How to overtake near a solid line
- Deviation Road -Cyclists take over whole road – tactics so can't overtake.

General comments
- No overtaking opportunities across roads in general
- Greenhill Road (50 km) – reversing out of driveways – why not 50 on all of it though? Summertown and Uraidla. – Retirement village
- Medians near shops
  Days Road to Hotel – overtaking
- Mirrors on side of the road to enhance vision.

Tregarthen Road (80)
- Due to geometric with steep grades have to ride brakes to keep to limit
- SAPOL always there.
- Motorcycles.
- 60 near tennis courts works

Lenswood
- Swamp Road – 50 km no houses why? – crazy
- 50 or 60 through townships??

Summertown
- Lobby – small amount of people get to change the speed limit, is this right?
- Forest Range is not 50 – need to define what a town is.
  Carey Gully what is a town versus residential area?
- Arterial roads 60, back road 50 in Adelaide, what is it in the hills?
- Old Carey Gully Rd – 50 up the hill to Stirling scattered houses, good vision
- Motorbikes doing crazy speeds.

Other issues
- Signage cyclist + drivers – shared environment need to increase awareness of this.
- Exceeding speed limit if it is safe.
- Upper limit speeds – new people in Hills try to drive to the max - aware that you can't do 80 at a 35km corner
- Learning to drive not catering for hills environment – more information for learners to driving to conditions
- Motorbikes leaning over the centreline
- Education – drive to conditions
  Alignment + Width of roads haven't changed since the 1960's
  1940's. Lobethal Road Forrest Range lack of guard fence
- Where are the footpaths?? – pedestrian safety – horses – Council to look at access onto roads is no reversing
- Can the road responsibilities to be made clear in the Hills DPTI and Council roads
- Enforcement of speed limit doesn't occur where the crashes are happening
- Woods Hill – reduce speed limit (60)

Yellow Table

- Can't do 80 anywhere along the road
- How many people in danger by dropping speed?
- 50 in Summer town doesn't make sense
- Is there traffic pedestrian warnings to dropping down speeds in some roads and not others?
- Happy 50 in Uraidla
- All roads lots of changes of speed limit.
- Location of 80's after townships
- 60k Rd on Cudlee Creek
- 60 km/h continues on Gorge Rd after development heading west out of Cudlee Creek
- Lack of clear signage
- Piccadilly Rd towards Summer Town 80km speed limit
- No sign that says 50 – beginning of Basket Range Rd
- Is there assumption when there is no sign in rural area when there is no developments?
- Confusion of speed limit when there is no sign. Is it urban area or not?
- Inconsistency of speed limit is more concern
- Onkaparinga Valley Rd through Balhannah is 50 and Oakbank is 60
- Driver wants more info on speed changes + why speed

- Driver wants more info in regards to 25k where the sign 'children crossing' is installed? How the driver should assume the presence of child in Rd?
- Speed limit impact on response to emergency calls from home to station. (fire station)
- Many people drive under speed limit
- Cyclist in the hills (parking lot)
- Teringie area is 50k and needs to be more in terms of responding to emergency calls.

Red Table

- Questions re current limits
    - Old Mt Barker & Pomona – suggest 60km
- Range view – Old Carey Gully becomes 50km near golf course why 50 km – was prev. 100. Only golf course should be 60 just near freeway.
- Main Rd not in shopping & with footpaths should be 60 km.
- Residential Road in metro is 50km so why not
- Interstate 50 + 60 roads makes more sense than Adelaide Hills
- Cars much safer but speeds coming down
- Crash statistics – are they speeding anyway
- Greenhill Rd - doesn't make sense too many changes 80 – 60 -50 -60 -80
- Uraidla – not a "township" anymore – maybe just 50
- Greenhill – common sense.
- Norton Summit Rd (Old and New) – cyclists should be on new encourage them to be there.
- 60 on Old Norton Sum Rd crazy on bottom section (no appropriate) as progress into 80 zone.
- Consistency – look out window (not a surprise, this is what consistency is) and see what going past should tell you speed limit.
- Greenhill - Summer town should be 50 – residential / shopping.
- Greenhill in city 60 – it's arterial.
- Swamp Rd – inconsistent and why 50 km – Parish Hill there are only cabbages!
- Uraidla – Carey Gully – advisory sign 30 in 80 zone, is the 80 in wrong place a bit odd to have 80 zone and 30 advisory.
- Gawler 50 km / 80 advisory.
- Surprise - all of Old Mt Barker Rd
  Used to be 110 – Greenhill Rd Adelaide side of Balhannah near bridge happy - with 80 blanket.
- Community attitudes – use to local roads.
- Motorcycles on hills roads – policing issue + cars hooning.
- Tregarthern road inconsistent - towards Ashton is the issue, getting up hill
- Lobethal Rd – about right, self-regulate (Driver education) – who decides this? Don't need to drive to speed limit – drive to conditions.
- Woodside (from Lobethal)/ from Balhannah 80 straight to 50. Inconsistent moving from 50 – 80, sometimes 60 in between.
- Junction Rd (as above) still 100 until over rail line inconsistent.

- Onkaparinga Rd – inconsistent 50 and 60's. Why back to 50 too soon Bridge St/ Greenhill Rd/ Balhannah footpath either side etc?
- Arterial / thru roads should be 60 unless significant shopping, 50 km/hr. doesn't match concept of thru road.
- Don't make sense
  - Old Northern Summit
  - Greenhill Rd from (ups and downs) Burnside – Balahannah
  - Old Mt Barker (50) inconsist especially (aren't they the same type of road?) compared to Piccadilly Rd (60).
  - Swamp Rd.
  - Old Carey Gully – Nth of freeway.
  - Old Mt Barker – thru school etc. 50 is okay but school is protected by school zone.
- Ashton v Stirling (this is principle) – 50 v 60 - small hamlet vs town.
- How (distance of transitions – too long) far out 50 + 60 signs are inconsist.
- Charleston – only few businesses but long 50 stretch.
- Mt Torrens main street should be 60, wide road etc.
- Minlaton – long stretch of low limit.
- Rd design – how close guard – Greenhill, Old Norton Summit not enough room for cyclist not well designed.
- Bus hazard sign - so how can trucks get through and width of road?

Green Table

- Over time changes of speed have occurred – fewer speeds simpler to understand.
- Norton Summit for e.g. it was inconsistent to have 80 at a school zone.
- Consistency could be where schools are – 10 km speed limit.
- Townships should have consistent speed limit that is applicable to the public. – Church Road.
- Defining where the townships are.
- Not enough signage.
- Lobethal Road, the wider the road, more crashes.
- Can't travel to posted anyway.
- If the speed limit were dropped to a sensible limit
- There are now 800 non-developed land lots within AHC - most new access (potential/current).
- Speed limit should not be 'stupidly" low. If I can drive faster, why not? Lobethal Road. You will have to check the speed, not relaxing.
- At least be consistent to the environment.
- Speed limit is max; drive to conditions.
- Most traffic on weekends are not hills residents, 'hooning' motorbikes when a motorbike sees a speed limit, they gun it. Persuade speed (Corey B) near hills.
- Lobethal Road; believe the motorcyclist club has reduced the speed limit has somewhat reduced after the lowering of speed limit.
- Cyclists on the hills; if you turn the corners at 100 km/h and not see them; stopping right distance.
- People still do not abide by curve advisory signs.
- We haven't revised the curve advisory signs when we reduce/ change speed limits in recent years.

- Birdwood – inconsistent speed limit.
- Transition zones are inconsistent; some are up to 3km
- Is there a transition on Onkaparinga Valley Road; Woodside - Charleston.
- I think we should only apply Australian standards where it makes sense.

Top 3 – 4 comments shared from each table – re: Issues / inconsistencies

Orange Table

1. Cyclists and sharing the road
- 11pm / 5am
- Speed restriction linked to use
- Identify bikes
- Not to cycle in fog/night/packs
- Increase awareness of them on the road
- Green Hill Road and Norton Summit Road - apply speed limits
- How to overtake near a solid line
2. Greenhill Road – reversing out of driveways – why not 50k on all of it through Summerton and Uraidla
3. Need to define what a town is – 50 or 60 through townships?

Yellow Table

1. All road lots of speed limit changes
2. Confusion of speed limit when there is no sign – is it an urban area or not?
3. Drivers want more info in regard to 25k where the 'children crossing' sign is installed

Red Table

1. Transitions up and down long and inconsistent e.g. 50, 60, 80 or 50 – 80.
2. Speed on Arterial roads – shouldn't be 50. But what is arterial road?
3. Old Mt Barker and Greenhill Rd and Old Norton Sum Rd.

Green Table

1. Consideration of multiple road users when determining speed limits.
2. Making sure the built up areas are clearly identified: how do you know it's 50 km/h??
   Signage!! Environment? Characteristics?
   Transition zones do not make sense.
3. Most speeding issues come from non-residents! Insufficient policing & education

Small Group Discussion 2: **Applying a consistent speed limit in the Adelaide Hills Council Area** (Explore solutions i.e. speed limit changes/locations)

Orange Table

- What do speed limits look like to you – where are the changes.
  - ➤ 50/60 from Summertown to Uraidla.
  - ➤ 60 Woods Hill Road.
  - ➤ Any Main Road / Arterial Road with Schools/ retail 50.
  - ➤ Houses main road 60 – windy 80 straight 100.
  - ➤ Not 50 for Old Carey Gully.
- 50 Ahead sign.
- Time restrictions
  - ➤ School times 40 km (8am-9am, 3pm-4pm) – electronic signs.
  - ➤ Peak times 7am-9am.
  - ➤ Heavy cyclists 6am-9am weekends. 60 instead of 80. Greenhill Rd, Norton Summit and Old Norton Summit.
- Length of schools areas to be increased.
- SAPOL to police with a car not a camera. – Why not like when patrolling for fire bugs.
- CFS – low speed limit longer to get to station. Not getting to incident in fire truck.
- 60 on arterial road.
- 50 on side roads.
- Limits to reflect environment need to link – look at a windy road and straight roads different limits.
- Hahndorf a self -regulatory road.
- 'Drive to the conditions' sign.

SIGNAGE:
- Speed limit painted on the road.
- All roads 60 unless signed.
- Auto speed signs "check your speed" – advising not realising.
- Auto speed signs were used at road works – because you are looking at the road not the speeds.
- Concealed driveway signs – need more of them.
- Adds on TD to explain the speed limit is an upper limit – drive to conditions – human error.

Yellow Table

- 50 in all towns (50/50 split opinion).
- 60 and 80 and 100 rural – no 70/90
- Consistency of speed limits reflecting the road environment.
- More 'SLOW VEHICLE TURN OUTS'
- Shopping centre/ precincts to be 50,
- Old Norton Summit Rd 70 km/h.

- Improve quality of road (surface) in Adelaide Hills
- Increased policing of speed limits.
- Norton Summit Rd / thru Teringie raised to 70 km/h.

SPEED SIGNAGE:
- More 50, 60 AHEAD signs when slowing down to a town.
- Vegetation obscuring speed limit signs – more trimming.
- More road side electronic is your speed, digital signs.
- More speed limit signs.
- Speed limits painted on road surface.
- Stirling – Aldgate should be 50 rather than 50/60.
- Greenhill Rd to be 60.
- Greenhill Rd 60 to be raised to 80.

Red Table

- 60 on arterial roads unless shopping centre.
- Apply similar approach as in City to arterial roads. We have fewer pedestrians etc.
- Greenhill Rd – 60 + maybe 50 in Uraidla?
- Old Norton Summit Rd – 70 from City – Norton Summit.
                         Norton Summit – Woods Hill 70 and then 80 to Lobethal.
- If come out of Cres Drive onto Old Norton Summit Road might be difficult at 70.
- What is an arterial road? It's not just a busy road? (it's about function) – Different opinion on this e.g. between Monument and Crafers isn't arterial Rd.
- Onkaparinga Valley Rd – some say 80, fine as it is.
- Greenhill Rd – 60 is too far out.
- Warning signs in townships e.g. Uraidla.
- Speed limit on road in addition to signs.
- Improve road. E.g. Greenhill widen where practical. Delineation – Cat's eyes back please – difficult in conditions.
- Transitions – 60 ahead signs – might be helpful mixed views.
- Old Carey Gully Rd – 60 all way and change where it becomes so other side of bridge.
- Spring Gully Rd (from Piccadilly Rd) – should be 60 not 50.
- Should anywhere be 100 – Onkaparinga past Mt Torrens.
- Oakbank – Woodside 100? Or 90
- Woodside – Charleston 100? Or 90
- If put 100 in is this too many zones?
- Swamp Rd – should be up limit the cabbages will define.
- Tregarthen Rd – 60 speed limit zone smaller – back to the houses, it's too long now.
  60 is hill on not on the hill.
- Can we straighten up Greenhill between Parish Rd and Gully Rd.
- Range view on Greenhill a lump! Can't see traffic. – (Turning right). Remove the lump!
- Restrict cyclist v roads for everyone.
- Lower speed limits doesn't necessary make it safer.
- Manage pelotons – riding and gathering.
- Hovercrafts.

- Ban trucks not cyclists.
- More control over private entrances to roads.

Green Table:

- Woods Hill Road, from Lobethal Rd is too fast, cyclist etc. / primary school.
- Angela fines as it is.
- Corkscrew Rd – no speed signs – should be 80 km/h.
- Old Norton Summit road to be 70 km/h. – Currently not intuitive. (Cr. Bradshaw – disagree – can't drive to posted anyway).
- Old Norton Summit road – infrastructure improvements, wide road, edge line.
- Lobethal – Ashton - Forest Range– should be 70 km/h.
- Upper Sturt Road – should be 70 km/h - hard to maintain 60 km/h.
- Marble Hill Road – Pound Rd to Ashton – should be 60 km/h.- Consistency
- Horizontal alignment / windiness and development / built up area.

Top 3 – 4 comments shared from each table - solutions

Orange Table: Andrew Excell

1. Signage

   ➢ Speed limit painted on the road.
   ➢ All roads 60 unless signed.
   ➢ Auto speed signs "check your speed" – advising not realising.
   ➢ Auto speed signs were used at road works – because you are looking at the road not the speeds.

2. 50 ahead sign
3. Time restriction speed limit
   ➢ 40km school times 8am-9am and 3pm – 4pm
   ➢ Peak times 7am -9am
   ➢ 60 instead of 80 - Weekends (heavy cyclists) 6am -9am

Yellow Table: Masoud

1. Increased policing of speed limits
2. 50 in all towns
3. More speed limit signs and speed limits painted on roads

Red Table: Deb Richardson

1. Cyclists – how to compromise/ manage.
2. Arterial Road – consistent treatment as a principle.
3. Better manage 50 – transitions.

Green Table: Julian and Helen

1. Definition of built – area can't be applied everywhere – speed limit standards should be re-looked at
2. If you can't drive to posted safety, it should be reduced.
3. There is no answer that everyone will agree to; therefore we need standards/ criteria.

OTHER ISSUES/COMMENTS

- Drivers do not use lights: grey foggy day, dark car, grey road dark trees – over 60% of cars in this category whether behind or coming towards – so difficult to be seen!
- The hills need more cat's eyes on the roads and more reflector posts so people can see in the foggy weather night or day.
- The hills roads need to be maintained more regularly than they are in the 2014.
- Condition of roads in hills is appalling and needs to be addressed ASAP.
- 60 – 80 k's in all towns to sop confusion for all.
- Seriously assess the condition of the road surfaces.
- Road furniture is a big issue for road users. Inappropriate otherwise.

ADELAIDE HILLS COUNCIL AREA SPEED LIMITS REVIEW

Community Workshop Outputs

Date: 22 July 2014   Venue: Stirling Council Chambers, Stirling   :

Small Group Discussion 1: Setting a Consistent speed limit in the Adelaide Hills Council Area (what this means – identify inconsistencies and locations of most concern)

Yellow Table

- Town speed limits consistent 50.
- Pomona Road speed limit.
- 35 km/h is 55 km/h. Now 60 km/h.
- German Town Hill speed limit review.
    - Bus stop. Driveways 50 built up
    - 60 to freeway?
- Sturt Valley Rd 80?
    - Narrow, winding driveways, vulnerable road users, no footpath.
- Upper Sturt Rd 60?
- Sheoak Rd, Crafers West review too low.
    - Thru road with slow points leads to speeding.
- Bay to Birdwood route 70 not 80.
- 50 in towns.
- Avenue Rd school sign posting.
- School zone speed limit 30 not 25.
- Bridgewater 50.
- Echunga is a good model.
- Mylor – 50 ahead does not provide warning.
- Speed limit does not match environment.
- Freeway Crafers to Heysen it is too high.
    - Adaptive speed limit not used in peaks.
    - Heysen tunnels speed limit 90?
    - Alt view speed limit at 100 ok.
- Commentary provided (Bill W).
- Truck speed limit too high – 80 all road.
- Contrary view.
- 85% variation from posted speed limit.
- 85% skewed by m/cs.
- Bridgewater and Verdun 60? Heavily residential.
- Crafers Main Street 50 or 60 unclear.
- Not consistent use of speed limits.
- Decisions already made.
- Cynical view of community re: review.
- Enforcement of speed limits.
- Knowledge of road rules (all ages).

- Medical conditions.
- Policing Sheoak Rd.
  - Money from motorists.
- Policing Main St Bridgewater has reduced.
  - More visible cameras.
  - these are of more benefit.

Facilitator's additional notes at Yellow Table
- 35 mph – 55 km/h?
- 30 mph – 50 km
- German Town Hill road 80 unsafe   - go to 50km.
- Upper Sturt Road 60 – why
  - When this limit reduces traffic moved to Sheoak Road slow points.
  - VSR should be 80km.
- Sturt Valley Road 80 – why
  - Roads and cyclist no spake – no footpath – speed to be 50 km.
- Are after general lower speed limits.
- TTG – Birdwood 80 to high – why not 70 km – curves are well sign posted.
- Avenue Road Kindergarten- No one follows 25. When some slow down others beep
  - the 25 km is the odd fine. – Why not 30 km/h other states have 40 km/h.
- All towns should be 50km.
- Echunga is a good model. Speed is signed well.
- 80 to 50 a concern. Not the 50 ahead.
  80 - 60 – 50
  Other comments - too many speed signs.
- Bridgewater / Carey Gully Road get 60 all the way to roundabout
- Longwood Road – Sign road posted at 80 but can't do 80 as road environment not suitable.
- Freeway – Crafters to top of tunnel too high - poor sight. Speed differently. Traffic peaks at 100 km/h. 90 from tunnels to Crafers. Others don't agree to lower limit.
- Worldwide speed limits
  - 50 towns / 70/ 90.
  - Trucks limited to 80 km.
- Views that trucks should not go at 100.
- Slow down whole confusing. Why lower speed limits. If lowered then havoc. Speed (Applies to AHC) not cause of crashes with trucks.
- Policing of speed limits.
- American system. Highway patrols separate from criminal police..
- Reasonable testing – older drivers understanding of rules. Teaching drivers the road rules.
- No eye test for licence. Sheoak Road policing 50 km/h – slow points – next step enforcement.
- Enforcement needs to be limited to speed limit. Funds from enforcement not going onto into roads.
- Safety – crashes.
- Speed cameras Main St Bridgewater – Not there anymore. Waverly Ridge Road used to be heavily policed why not now. Like to see enforcement in towns.

Red Table:

- Can't see logic having 50 km/h and 60 km/h in towns. Apply sensibly to be same.
- Heathfield Oval – goes on 60 km/h forever and no houses.
- Littlehampton's 50 km/h sign is appropriations in some locations. Other locations have 'long run ins' to the lower limit /50 km/h).
- 50 km/h ahead sign (as seen in Victoria) is good to give warning of impending 50 km/h sign.
- People ignore speed limit when it goes forever for no apparent reason.
- Verdun Hotel – turning to right-drivers suddenly stopping to prevent hitting turning drivers.
- Not aware of 50 km/h speed limit. Some places 50 or 60 (Stirling).
- Most speed limit issues are in towns. The maps don't have/towns (speed surveys in).
- Summertown
    - Speed limit too low in places.
    - Periods when it's quite busy.
- Consistency not obvious at location. If housing, or town signs - 50 km/h.
- Control by signs and the visual environment need to complement each other – consistency.
- Balhannah – morning lots of activity.
- How can busier roads be 60 km/h while less busy roads are 50 km/h – not consistent.
- Certain areas have different levels of complexity.
- Speed is dangerous.
- Drivers slower than speed limit are dangerous and inconsiderate. Holding up traffic.
- Norton Summit – reinstated to previous speed limit.
- Generally if most drivers are travelling faster than S.L. the S.L. is too low. (SL = speed limit).
- Stirling – Scott Creek Rd- used to be 100 now 80 (went to 60) – past Heathfield Oval should be 80.
- There will always idiots who will not obey speed limits.
- Cyclist not complying with ARR (Australian Road Rules) – particularly sport cyclists.
- Stirling – 40 km/h is acceptable (currently 50 km/h) – due to complexity – parking, pedestrian road crossing.
- Training drivers to drive appropriately to conditions – conditions vary throughout day.
- Pedestrian to be observant and not to push their way.
- In towns pedestrians 1st, drivers 2nd.
- Conditions may vary speed limits to match conditions – variable speed limits.

Green Table

- Lack of presence of walking tracks / footpath. – Lower speed in these locations.
- Narrow roads – for example Scott Creek Rd (adj. Oliphant Park).
- Policing of speed limits. Needs to be obeyed / enforced.
    - Minimum speed limit?
    - Otherwise can get people going too slow, causing frustrations / can change driver behaviour.

- Disparity between people driving at speed they feel comfortable versus speed limit i.e. driving 50 on an 80 road. Only feel safe at 50.
- Concealed driveways with limited sight distance.
- Sturt Valley Rd – speed limits varying along length.
- Guard rail can limit ability to walk – or encourage it to be safer to speed.
- Adelaide – Lobethal – same road, same widths / bends BUT – different speed?
- Stock Rd (50/60 in township not making sense).
- Varying skills of drivers/vehicles. Should be lower.
- Changing vehicles over time, 4x4s on narrow lane widths.
- Remove the race tracks options / chance to speed.
- Trucks / horses / farm vehicles all that can't go quicker – restrictive by that – more slow vehicles turnouts?
- Perceptions of pull in lanes, people not always taking them. – Heavily large vehicles taking too much time to get back up to speed.
- Longwood Rd 50/60/80. Windy/ walkers with no paths concealed driveways.
- 60 zone – people wanting you to go faster. – Aggressive driving by those wanting to speed – no spots to pass.
- Leslie Creek – 80 feels too fast.
- Should be safe for all people, not just people wanting to get to places quickly. – Speed limits that fit to conditions, and speed you can safety drive / comfortable.
- Clash of bicycles on roads – No bikes on roads – 50 km/h.
- Upper Sturt Rd – 60 with no overtaking.
- Old Mt Barker Rd versus Piccadilly Rd - same road, different speeds.
- Aldgate – Strathalbyn Rd (past Mylor to Echunga).
- Greenhill – Carey Gully to Balhannah. Reduce from 100 to 0, but no change to road.
- Onkaparinga Valley – Woodside to Mt Torrens was 100 down to 80.
- School bus routes – slower in these locations.
- What is safe to drive (drive according to geometry/ conditions), i.e. advisory speed signs

Top 3 – 4 comments shared from each table (issues)

Yellow Table

1. Pomona Road Speed limit
2. Echunga is a good model
3. Enforcement of speed limits

Red Table

1. Buffer transition speed limits were too long, Verdun – 60 km/h on freeways get to town and straight road – hit it and speed!!
2. Warning of approaching speed limits – use of speed limit ahead signs – Little Hampton to Nairne – 80 kph downhill then BAM – 50 kph need warning.
3. Match speed limit to conditions on road – variable speed limits
    - Conditions vary in a day.

- Stirling – rush hour, school time, etc. Maybe 40 kph is more appropriate – other times 50 kph (or 60 kph) might be betters. Similarly Summertown and Uraidla – empty most of the time 50 (or slower not appropriate!!).

Green Table

1. Themes - Speed limits based on conditions / what's safe (and difference in perception) to drive.
2. Less changes in speed limits.
3. Roads with no paths with pedestrians or bikes create a clash with drivers and unsafe. Take into account these roads, and the geometry.

Small Group Discussion 2:   Applying a consistent speed limit in the Adelaide Hills Council Area (Explore solutions i.e. speed limit changes/locations)

Yellow Table

- Consistent 50 in towns.
- Road works poorly signed, signs poorly placed.
- Cold Store Rd?
- 100, 80, 50 consistent not 100, 90, 80, 70, 60, 50.
- 20 km/h changes 30, 50, 80.
- 40 km/h not applicable.
- Diversity is reason for range of speed limits.
- Air pollution, fuel use at higher speeds.
- Sign posting ahead signs.
- Alt use 60 buffer.
- Variable speed limits (flashing) by time/day.
- Design of speed limit signs – display Alt speed limits.
- Drive to conditions.
- Aust Road Rules.
- Improve gen knowledge of road rules – media.
- Emergency services speed limits.
- Public response to lower speed limits – graphs – most drivers do not see benefit of 50 limit.
- Roads at 100 are appropriately signed.
- Other view 90 max.
- More signs warning of pedestrian on narrow roads.
- Assess roads that are very tortuous, have cyclists.
- Mirror at Torrens Hill Rd (Paracombe Rd?).
- Overtaking, SVT courtesy lanes – need more.
- Tourists -Blanket speed limit not appropriate.
- Hahndorf 40 – use variable speed limits.

Facilitator's additional notes for yellow table

- Consistent 50 through Townships.

- Road works. 25 km to for ahead – Return to 60 too far ahead – reasonable placement – Remove when not working.
- Cold Store Road – No 70 km
  Rather 60, 80, 100 – 30, 50, 70, 90, 110
  Consistent is 20 km difference between limits.
  50 – 60 – rubbish
  60 – 50 – rubbish
  80 – 50 too much - simple regularly – like Echunga
  Council are diverse.
- Air pollution over 80 km then slower speeds (noise).
- More 50 ahead signs (flashing signs) VSLS - Avenue Road
- Divided sign 50 / 60 drive to conditions.
  Max limit only.
- Advertising road rules - DPTI should do RAA do it in their magazine.
  Police / emergency vehicles - 40 km/h.
- Drive to conditions.
- Better information signs for other road users e.g. Sturt Valley Road.
- Overtaking issues – need lanes.
- Assessment of built up area (Mark Oliphant Park).
- Cyclists – some are the worst offenders.
- Use of mirrors at driveways.
- Difference between tourist and locals - can tell who is driving.
- Is there a blanket solution – perhaps not due to diversity.
- Remove 60 through towns.
- Talked about Hahndorf 40 km speed limit and wombats - will cars able to move.

Red Table:

- Drivers travelling at the speed limit.
- Balhannah and Oakbank – 60 km/h and 50 km/h – all built-up so why is not all 50 km/h? – to be consistent.
- Instead 80, 60, 50 have 80, 50 with warning between where necessary.
- More consistency issue in towns with (50 and 60) compared to 80, 100 on rural roads.
- 60 km/h is consistent speed limit I Summertown and Uraidla – nothing happening there – businesses closed.
- Issue to constantly looking out for the speed limit is a lot of different ones.
- Signs to warn of pedestrians crossing road instead of changing speed limits.
- Flashing light on freeway's (speed limits signs) works well. Use elsewhere.
- There is a place for 60 km/h – at night – not when is busy.
- No more than 2 different speed limits. 80 and 50 or 80 and 60.
- 100 too fast for most Adelaide Hills Council roads.
- Use of speed limit AHEAD sign.
- Minimal number of changes.
- Problem is stopping people exceeding speed limit.
- State Govt. in SA doesn't permit speed limit on road. NSW, VIC and QLD do and have better speed limit compliance than SA.

- Consistency of signs. Better maintenance and more signs. Seeing signs,
- Widening roads – Slow vehicle- Turn out lanes.
- Govt. shouldn't just change speed limits without agreement by community.

Green Table:

- Outside of townships – No speed limit. So people don't think they have to drive to limit, just drive to what's safe.
- Only 2 speed limits – 50 and 80 – not a mix of some 50, some 60.
- Improved enforcement by SAPOL – point to point cameras.
- Higher fines, to act as a deterrent.
- Speed limit change ahead signs, plus duplication of signs.
- Speed limits on seal, improve awareness.
- Better communication of speed limit changes – colours /RPMs / line marking.
- Township speed limits are consistent with township boundaries (all defined).
- Balhannah / Oakbank changes between 50/60 but not 50 where schools are.
- Reduce speed limit to lowest perception of safe speed. (May be too low).
- Licence law:
    - Stricter testing.
    - Regular re-examination.
    - Review road rules after a crash.
    - Enforcement.

Top 3 – 4 comments shared from each table (solutions)

Yellow Table:

1. Consistent 50 in towns
2. Sign posting ahead signs
3. More signs warning of pedestrians on narrow roads

Red Table:

1. Flashing light on freeway works well – use elsewhere
2. Minimal number of speed limit changes
3. Consistency of signage and better maintenance

Green Table:

1. Licencing laws – stricter testing, regular re-examinations, review road rules after a crash
2. Only 2 speed limits - 50 and 80, not a mix of 50, 60, 80, 90
3. Better communication of speed limit changes - colours, RPMs and line marking

OTHER ISSUES/COMMENTS

- Cyclist, registration of bikes.
- Excess, behaviour, hooning.
- Cyclist, not keeping left.
- Move back to single file for cyclist.
- Enforcement of cyclist behaviour, better use of bike tracks.
- Move pedestrian crossing in high use areas e.g. Stirling Main St.
- Increase school education on safety crossing roads.
- Driver training.
- Move speed cameras in townships long Onkaparinga Valley Road. All townships on that road should be 50 kph (many vehicles are exceeding the 60 kph).
- Better road maintenance.
- More reflector strips and cats eyes on roads.

ADDITIONAL EMAIL COMMENTS FOLLOWING THE WORKSHOP

- Consistency means - along a single road whereby the same narrow, windy road doesn't magically become less hazardous and capable of be driven at 80 kph just because it's some critical distance from a (50 kph) township and secondly, consistency between roads of similar topography and usage (or the converse, roads with very different topographies and usages being set different speed limits).
- What consistent speed limits would 'look like' to me - Many 80 roads being reduced to 60 and at the same time many 50 roads being increased to 60 as well
    - Leslie Creek and Stock Roads Mylor are a good example of where this should be applied, as is Onkaparinga Valley Rd at Balhannah.
    - Most of Onkaparinga Valley Rd from Bridgewater through to Woodside should be set at 60 and left rather than 60-80-60-50-80-50-80 etc.
    - The aim in all areas should be to create something similar to exiting the freeway at Hahndorf and through to Mt Barker: 110 exits to 80 where there's farmland still, which reduces to 60 when the housing picks up, down to 50 when the idiot tourists start wandering across the road without looking, then back up to 60 and then 80 until the industrial estate at Mt Barker - logical break-points for the limit changes and reasonable distances for each zone.
    - Very few townships have the level of pedestrian traffic (and stupidity it seems) as Hahndorf -- Stirling does, Mount Barker, but that's about it -- and so very few townships should be designated 50 at all. Bridgewater's 60 through the main street, so should Aldgate, Mylor, Balhannah, Littlehampton etc. be too. There just isn't the need for 50 on these main commuter routes.
- When DPTI does the inevitable after all this 'consultation' and only drops speed limits in the area rather than raise any of the inappropriately low ones, I think that care should be taken not to stick Council with shouldering the blame (they get enough flak as it is) and not to do any promotion of it in the patronising "it's good for you" tone that so many 'road safety' campaigns recently have had. That bubble-wrap graduated licensing thing? The MAC should be hauled over the coals for that piece of insulting rubbish!

ADELAIDE HILLS COUNCIL AREA SPEED LIMIT REVIEW

Community Workshop Outputs

Date: 24 July 2014   Venue: Village Well, Aldgate

Small Group Discussion 1: Setting a Consistent speed limit in the Adelaide Hills Council Area (what this means – identify inconsistencies and locations of most concern)

Yellow Table:

- Drop speed limits – nanny state – slows us down volunteers with red flags!
- If not sign posted 50 – clearer in suburbs, not as obvious in hills 50 too slow on 'major' roads between townships.
- Not always clear e.g. Fox Hill Rd – people think it's 80 but it's not and it's not sign posted.
- Onkaparinga Valley Rd – so many changes 50 thru some townships but not all.
- Seems that over years has been 'gut' (e.g. 70 on Gorge Rd) (decisions made in response to accidents) reactions to accidents.
- People don't drive to conditions
- Fix the road – make them safe – but also drive to conditions.
- Tunnels – was 90 a test?
- If the sign says 60 or 80 or whatever I should be able to do it??
- Is there research about consistency? Confused about the question
- Piccadilly, Summertown, Uraidla – one 50 one 60.
- How do you work out if a road (Andy answered that there are standards) is 60 or 80 – so many variables very difficult. – comment – over ridden by emotion.
- You can lower all the speed limits you like - people still travel speed c at the speed they are comfortable with
- What might be consistent for one isn't for another.
- Advisory signs show the maximum speed in worst conditions – gets forgotten people wonder why it's low.
- Getting licence – log book no test by person in authority could just be parent.
- Motorcycle licence – restrictions but not cars – powerful car.
- Illegal behaviour – impacts speed limits but speed limits shouldn't be set in to "hoons" response.
- Exits to road from private property should be considered in planning applications. – Also turning in/out across double white lines.
- Queensland – no reverse from private property if over 80 km.
- Question? – how are the decisions made, it's not clear, it's not communicated is it in response to community requests etc. (AE answered specific example).
- Ad hoc – community force/influence change – is it the squeaky wheel?
- Question? – who is controlling thebody, who is looking at big picture – what about the broader community?
- Lobbying – influence (squeaky wheel).
- People driving to what it feels like – it isn't intuitive.
- People self-regulate.

- Slow vehicle turn at – some too short – Upper Sturt Rd.
- Chain of Ponds – no one uses SV turn out – too short?
- Mt Barker – Strathalbyn (double line all way) - don't use SV turn out.
- Cyclists – have to cross double white line to pass them.
- Why ride to abreast?
- Double white lines everywhere too long.
- If drove car as slow as cycle would be booked.
- Woods Hill Rd and Greenhill Rd – cyclist speed in fog hard to see and get around.
- Speed limits and speed safety cameras – lower speed limit to collect fines.
- (Revenue) Ridge! – Revenue raising – Waverly Ridge.
- Upper St Rd – hoons in 60 k – where are the police.
- Crafers - moved speed limit zone.
- If a lot caught speeding – is speed limit wrong – we aren't all irresponsible, surely haven't all got it wrong?
- Measure speed to speed limits – self regulate.
- Question? – Dirt roads they speed limited?
- Additional signs – coming into Verdun and Woodside – multiple sae sign.
- Woodside – out in Nairne Rd (50 80) zone is different lengths.
- Research – drop speed limits do people change behaviour.
- Norton Summer Rd – difficult (same when moved from 60 to 50) to adjust from previous speeds – rewire!
- Township of Flaxley – 70!
- What town is it, what speed is it – confusing!.

Red Table:

- Old Carey Gully Drive – speed limit do not make sense.
- Onkaparinga Valley Road (Verdun – Woodside) – a lot of changes in speed limits – too slow – 80. – Marge – disagrees.
- Townships – too many changes in while.
- Hahndorf - What's going to happen when the wombat crossing go in? 80 – 60 - 50 – 40.
- Long transition zones – edges of towns.
- Enforcements.
- Victor Harbor Road – very little signage (tourist)
- Lack of experience in driving in the hills by tourists.
- More signs that shows the transition in speed limits (ahead signs)
- Aldgate Valley Road – 3 signs all lines road (confusing) – towards Aldgate. – Stock Rd.
- Cyclist going down Aldgate Valley Rd too fast.
- Positioning of signs (Longwood Rd) – placement of speed sign near advisory signs.
- All Longwood Rd should be 60 km/h.
- Ridge Road should be 60 km/h.
- Nichols Road (off Redhill) should be slower. – Horse riders, etc. – more children walking sign.
- Hahndorf to Echunga – really works – 80 good. Echunga to Meadows – 100 good.
- Mylor to Echunga – 80 good.
- Out of Hahndorf to Berenberg (strawberry place). – 50 should go further

- Stock Rd (Mylor) – Currently 80 – too high.
- Mt Barker Rd / Bridgewater should be 50 – currently 60 km/h.
- Stock Rd / Leslie Creek - same?
- When it's built up (townships), should not be more than 50 km/h.
    - All the rest 80 km/h
- Lower speed limit safer for younger / inexperience drivers.
- Amy Gillett bikeway – crossing road (Mt Torrens Rd) that's 100 km – not safe, and better experience for cyclist.
- Vulnerable road users (cyclist, pedestrians) should be considered when setting speed limits.
- Entrapment.
- More continuous footpaths particularly to/from schools.
- Better edge lines.
- Variable speed limit, confused to be suggestions (freeway).
- Application of VSL cluing fogs – can't see??
- Education the public on Mt Barker – Stirling to Aldgate – (50-60) – bends where you can't get 60 on way.

Blue Table:

- Consistent speed limits are intuitive.
    - Visual cues are the same and easily understood.
- Balhannah 50 is inconsistent and too subtle. Too short.
- Bridgewater /Tower 60/50 lower speed where activity increases.
- Bridgewater/ Carey Gully Rd very busy.
- Why Stirling and Aldgate Main streets at 50?
- Woodside 60/50 not consistent with Bridgewater.
- Speed limit in Victoria is painted on road.
- Aldgate and Stirling have roundabouts to slow traffic / manage traffic why not Carey Gully / Bridgewater.
- Outside of towns – unseated road speed limit clarified.
- Onkaparinga Valley Rd – speeds inconsistent.
- Roads in Northern Adelaide - Hills are tree lined and speeds ok.
- On Onkaparinga has increased travel time.
- Driver behaviour (crossing single centreline) is often poor (cyclist).
- Consistency on fringes of towns – is it built up or rural. Rangeview Rd speed inconsistent with speed limit.
- Built up – visual cues not apparent some 50 roads.
- Consistency about driver perceptions
    - Mt Torrens –Springhead Road.
- Posted speed limits – locals are desensitized to these /Speed limit sign post fatigue.
- Not enough signs on some streets.

Orange Table:

- Consistency – Roads posted at limit which is not too high or low.
- Consistency – Not a road which is posted 80 but you cannot travel at 80.

- Old Mt Barker Rd (entering from Kain Ave)
    - Not one single sign in 4.2 km '50' SAPOL.
    - Difficult to travel at 50 while negotiating the road. Watching the road rather than speeds.
    - Doesn't feel like a '50' road.
- People watching speed/signs rather than hazards.
- Limits set too ling such that drivers are switching off.
- Speed limits marked on road surface rather than watch for signs – zig zag markings as per school zones.
- Why is not Bridgewater 50 when other towns are 50??
- Speed posted limit not consistent with environment.
- Differing application of 50/60 in interface townships.
- Junction Road 50/60/80 zone lengths appear too long.
- Why do we see and '80' limit and then 50 metros down the road a curve advisory of 65 km/h?
- Length of zones entering townships.
- Longwood Road by Woolcott '80' - the tight bends immediately after.
- Heathfield Rd posted at '50' difficult to maintain.
- Stirling off ramp – roundabout (stop sign perhaps?).
- Where a town has no identifiable CBD why have 50? Why not 60?
- Hahndorf main street 40/50.
- Roads where enforcement (level of fines) indicates that speed limit may be too low.
- Time based speed limits for wildlife hazards (e.g. 60 nite / 80 day).
- Lack of signs – not clear what limit is / Pavement marking.
- Lacks of signs for turning off Main Road into ADT built up area – no indication that it's 50 (default).
- Some road signed at 50 while others are not.

Top 3 – 4 comments shared from each table (Issues)

Yellow Table:

1. Knee jerk / squeaky wheel.
2. Gut feel – should be intuitive.
3. If so many speeding - is the speed limit wrong.

Red Table:

1. Onkaparinga Valley Road (Verdun-Woodside) too slow and a lot of changes in speed limits
2. Hahndorf to Echunga really works (80 good) and Echunga to Meadows (100)
3. When it's built up in townships it should be 50 and all other areas 80

Blue Table:

1. Consistent speed limits are intuitive – visual cues are the same and easily understood
2. Consistency of speed limits on town fringes - is it built up or rural?
3. Posted speed limits – signage 'fatigue'

Orange Table:

1. Posted speed limits not consistent with the environment
2. Length of zones entering townships
3. Lack of signs / not clear what speed limit is / pavement marking

Small Group Discussion 2:   Applying a consistent speed limit in the Adelaide Hills Council Area (Explore solutions i.e. speed limit changes/locations)

Yellow Table:

- Mt Lofty Summit Road – TV tower 60 – narrow windy 80 (people try to do this) – can't do it more like 50.
- Greenhill Rd between Greenhill and Carey Gully – is 50 in Summertown and Uraidla goes to 80 either side Summertown and Uraidla – should be slower because tight bends.
- Trying to crack egg with sledge hammer.
- Road safety not really about speed limits (not addressing issues) – attitude – patience.
- Require more detailed driver training and license system. Should be about safety and revenue.
- Suggested:
    - Dual lane – 80 or 90
    - Main road suburb – 60
    - Freeway – Open
    - Single lane – metro 50
    - Not 25 – 110 and everything in between.
- SAPOL report lower crash / road toll, is it about car safety improvement.
- Biggest single improvement in road toll - medical treatment.
- Statistics don't capture impact e.g. cut to arm and critical injury.
- Apply speed limit according to design standard of road not lowest common denominator.
- Should be intuitive – know its 60 km and it is, should look and feel like it.
- Line marking - colour linked to speed.
- Fox Creek Road use to be 100, dropped to 80.
- Penalty too high – so more dangerous – speed away when on motorcycle.
- There won't be a consist speed limit - too many variables in Hills it's not achievable.
- Should be out of town speed limit and in town speed limit - Townships the same.
- Should have 60, 80, 100 (except in township) not 70, 90 – should be less limits, less confusion.
- Unlimited on freeway.
- Less limits – less confusion.
- Travelling long distances - low speed – frustration.
- E.g. Onkaparinga Valley Rd – townships consist, open area same. E.g. 50 and 70 (not 50, 60, 80).
- Speed limits should be clearly marked including on road (is paint slippery for motor cycles?).
- Look at other states and countries for direction.

Red Table:

- 50 in township is good speed limit.
- Time based speed limit in Hahndorf.
- Hahndorf is special case.
- Woodcock should be 60 km/h.
- Trained people – driver education.
- Some places 60 are too fast and some it is too slow.
- Longwood Rd driver comes onto a blind corner.
- More advisory speed signs.
- Aldgate Valley Rd speed limit sign not consistent.
- 80 is good speed limit on windy country roads.
- 50, 60, 80 are 3 options for Adelaide Hills roads.
- More park and ride in hills area, especially in Hahndorf.
- Lobethal Rd 80 to the point you get to township.
- 60 near schools perhaps – Aldgate Valley 50, Longwood 80.
- Transitions of speed limit from 80 to 50 or increase consist between transitions of speed limit Aldgate Valley Rd 60 km/h speed limit more consistent.
- More repainted speed limit sign.

Blue Table:

- Bridgewater / Carey Gully /Wembley very busy, too fast.
- 50 from Kain to Start exist 80 – suggestions
    - General discussions to Start point at Western End?
- Onkaparinga Valley Rd
    - 50 at Verdun – is a suggestion
    - Inconsistent 50 in Balhannah (one or other)
    - Woodside and Mt Torrens speed limit are inconsistent.
    - Lobethal / Tungkillo / Birdwood / Springhead in Mt Torrens – change priority – dangerous.
- Relationship of density / activity to speed.
- Demographics of population.
- Bull bars on vehicles – dangerous.
- Pavement mark speed limits.
- Perception countermeasures.
- Lack of footpaths.

Orange Table:

- Old Mt Barker Rd 50 - should be 60.
- Heathfield Rd 50 - should be 60.
- Longwood Rd 60/80 – winding road - should be 60.
- Cricks Hill Road 80, should be 100.
- Onkaparinga Valley Rd – reduce the frequency of speed limits changes.
- Where enforcement indicates speed too low, look at higher limit.

- Use variable speed limits.
- Mt Barker Rd, Bridgewater 60, should be 50 – Hotel – Jarrett's (German town Hill).
- Mark speed limit on the road,
- Explore alternative methods of conveying speed limits to the motorists. (Include marking on road).
- Leaving Strathalbyn to Mt Barker 60 is too long (flat road doesn't feel too right).
- Early warning of lower limit approaching town.
- Shorten township 50s to where 50 is appropriate.
- Use ARMCO rather than WRSB.
- Over 50 all the way
    - More slow vehicles turnouts.
    - Educating drivers – just because a limit is shown as 80, you don't have to do 80.
    - General road craft / courtesy.
- Ramp speeds entering freeway and vehicles on freeway.

Top 3 – 4 comments shared from each table (solutions)

Yellow Table:

1. Less choice in speed limits.
2. Clear signage – consider use of technology on roads and line marking.
3. Less change in speed limits on given road.

Red Table:

1. 50 in townships is a good speed limit
2. 50, 60, 80 speed limits are good options for Adelaide Hills
3. Increase consistency between transitions of speed limit. – transitions of speed limit from 80 to 50 and Aldgate Valley Road speed limit more consistent.

Blue Table:

1. Onkaparinga Valley Rd

    - 50 at Verdun – Suggestion
    - Inconsistent 50 in Balhannah (one or other)
    - Woodside and Mt Torrens speed limit are inconsistent.
    - Lobethal / Tungkillo / Birdwood / Springhead in Mt Torrens – change priority – dangerous.
2. Relationship of density / activity to speed and demographic of population

Orange Table:

1. Old Mount Barker Road is 50 – should be 60
2. Where enforcement indicates speed too low, look at higher limit
3. Explore alternative methods of conveying speed limits to motorists, including line marking.

OTHER ISSUES/COMMENTS

- Cyclists!! Too many double lines everywhere.
- Needs to be a STOP sign at the ramp exit into Stirling. Too many collisions happen because ramp traffic does not check left and right before entering roundabout – and drive thru at speed. – Needs to be ONE LANE from Pomona Rd roundabout into Stirling Village Centre.
- C.F.S. Involvement in this process? They provide a unique "services" to the hills community attending road accidents.
- The maps show deaths and injuries. It is too easy to only look at the deaths. Yet in some accidents some injuries are worse than death.
- In Adelaide difficulty seeing white lines in wet conditions.
- Loose stones on bitumen edge of road – potentially pushes pushbikes into road more.
  I think due to the state of the roads and the number of road users the limit may have to be reduced to 80kms. but reducing the speed limit should not be an excuse not to act on road maintenance.
- Many of the roads from Birdwood to Woodside, particularly Lobethal to Mt Torrens Road now have a lot more large trucks travelling on them - Log trucks, sheep semi-trailers into Lobethal and quarry trucks. In my opinion the road structure was never designed for the size and amount of traffic that now uses it.
- Remove trees from the edge of the roads because;
    - ➢ it would keep the verge clearer and allow for a pull over area,
    - ➢ motorist would have a lesser chance of impacting with a tree
    - ➢ it would preserve the road, integrity - moisture, root damage, branches

ADELAIDE HILLS COUNCIL AREA SPEED LIMIT REVIEW

Community Workshop Outputs

Date: 05 August 2014   Venue: Woodside

Small Group Discussion 1: Setting a Consistent speed limit in the Adelaide Hills Council Area (what this means – identify inconsistencies and locations of most concern)

Yellow Table:

- Don't need a sign for the area to know what it is. e.g. built up 50 km, townships 60 km, urban 100 km.
- Not consistent in Adelaide Hills Council (how the road feels).
- The environment around the road.
- Inconsistency in townships, some of 60 km some have 80km.
- No policing of road work signs (leaving road work signs out and there not on site).
- Need to clear off road works signs.
- Not consistent, South Ridge sign says 'End 50' what is the signpost sign?
- Oakbank coming out of 60 km – no sign to tell you what the speed limit is.
- Township sign display the speed limit (speed signs need to be displayed before and after townships.
- Charleston out of Charleston 60 km then straight to 100 km.
- Barossa Council speed limit consistency.
- Coming into Uraidla 60-50-60-50 to Summertown. Not consist. Be all the same speed.
- Drivers are no obeying sign post speed limits.
- Windy road on the other side of Summertown is 50 km would not be possible to do the speed.
- Too many tight corners to be doing 80 km.
- Lack of advisory signs coming into tight corners.
- Too many speed limit changes.
- Swamp Road very windy 80 km -not possible to drive at that speed.
- Stirling to Aldgate keep it 60 km, keep it regular.
- 60 km is a reasonable speed limit.
- The clowns who think just because its 80 km they have to do 80 km.
- They have to drive to conditions.
- A lot more policing of the speed limit.
- Speed cameras – impounded cars with speed camera in it.
- Police presences – need a blitz.
- Need a speed camera in Uraidla.
- Lots of confusion with back streets, speed limit- is it 50 km?
- Painted speed limit on the road surface.
- We need to manage the environment around the roads, e.g. if trees grow speed limits shouldn't be lowered (manage road environment).
- Sight lines to be improved (trees trimmed).

- Balhannah 50 km then after level crossing 80 km (consistent start to new speed limit zone from 50 to 80 km).
- Speed limit change in and out of Woodside not at the same spot.
- We don't ever receive any consultation when speed limits change.
- Townships changing speed limits are not consistent (one person complains and the speed gets changed).
- Main Street in townships should be 50 km (built up) all surrounding streets are 60km.
- Main section in townships 50 km.
- Speed cameras should be set up 'danger zones'.
- Signage that makes sense.
- Confused drivers not knowing what speed to go due to lack of signage.
- Greenhill Road 50 km, Basket Range Road first mile needs a sign.
- Consistent speed limits.

Red Table:

- Balhannah to Woodside and Uraidla to Summertown – ever changing 50/60/50 (consistency). Identical roads with different speed limits.
- People are not driving to the speed limit, afraid of getting fines. (80 km driving to 70 or 75)
- Woodside (60 km) to Balhannah – slowing down because the last town is 50 km. Insufficient signs upon entry.
- Speed limits reduced rather than improving conditions of road.
- Norton Summit Road and Old Norton Summit Road, road rule defined for cyclist and motorist.
- Onkaparinga Valley Road and Woodside – Nairne Road
  - Look the same but different speed limit.
  - Lack of overtaking due to slower speeds.
  - Congestion.
- Mappinga Road and Nairne Road, bad sight distance and high speed.
- Speed limits not only solution; need to consider road upgrades and technology.
  - ➢ Technology in cars has surpassed the capability of roads.
  - ➢ Roads should be designed with slow turnouts for overtaking.
- Guard fence unsafe, breakdown vehicles not place to stop safety.
- (UK/US) 5 of more cars holding up by a vehicle to be an offence.
- Kanmantoo – Dawesley, slower vehicles holding up others.
- More traffic in hills – no public transport.
- Inconsistency of speed limits through townships.
- Guard fence improve road safety.
- Curve advisory speed limits inconsistent signage.
- Lack of signage, one corner has one, the other none- misleading.
- Mt Barker turning of Woodside, lack of signage.

Blue Table:

- Why did Onkaparinga Valley Road undergo several reductions in speed limit to 80? Was this related to the Amu Gillett Bikeway?
- 100km is an appropriate limit for much of the Onkaparinga Valley Road. South of Charleston 80 is ok given numbers of driveways on these lengths.
- 80 speed limit causes frustration as many motorists travel below speed limits.
- Broad range of speed limits, too many changes. Reduce number of speed limits.
- How do we manage the flow of traffic?
- No overtaking zones restrict overtaking opportunities speed given mix of slow moving traffic.
- Management of multiple road users. Signs to raise awareness of motorists to slow moving vehicles - (tractors).
- 50 km speed limit leaving Nairne, Birdwood (towards Mt Pleasant).
- Inconsistency of TTG – Mannum approaching Zoltrans corner from Birdwood – opposed to 80 north of corner.

Green Table:

- Road approaching Birdwood inconsistent compare to approaching Woodside.
- Inconsistent application 50 and 60 in towns, Balhannah and Woodside.
- Inconsistent in transition between speeds.
- Some of the transitions are too long.
- Too many different type of speed limits.
- Transition too short from 80 to 50 too quick.
- 70 changes of speed limits in 30 kmh.
- Lack of journey efficiency when dropping speed limit.
- Too slow for too long.
- Beasley to Onkaparinga Valley Road inconsistent. 80-50-60.
- Too slow speed limit results in road rage and road safety. Outback to Woodside.
- Number of abutting driveways should be inconsideration.
- Not enough overtaking, slow vehicle bay on hills.
- Locations of SAPOL speed cameras inconsistent limit locations.
- Old Carey Gully Road 50 is too long and no need for that.
- Upper Sturt Road 60 km all the way. Rural road - not making sense. Should be 100, it needs advisory curve sign.
- Junction Road from Balhannah to Littlehampton 80 – 100 but road looks the same.
- Not enough signs need to be duplicated.
- 60 ahead signs good.
- 50 in Junction Road - Balhannah.
- Birdwood to Mt Pleasant speed limit changes at council border.
- Speed limit changes too hard to concentrate on road.
- Speed camera, Mt Torrens approach to Birdwood, 50 is put too far.
- Painting speed limit on road – good idea.
- Tree trimming required around speed signs.

Other email comments - Issues

- It means a sensible speed limit for the road. So many roads are sign posted at 80kmh when they should be reduced to 60kmh.
- Numerous roads still require a speed limit reduction to make them safer. For example, Knotts Hill Road at Basket Range is 80kmh. It is a steep road (often slippery) with only one small section guard railed. It is used by all types of traffic (including trucks) as a shortcut between Ashton and Forest Range. Reducing this limit to 60kmh would seem sensible. Guard railing the road would be great as well.
- Biggest concern is the overtaking issue. Many times people have been dangerously overtaken (often in places where it is permitted). Better speed detection strategies also need to be implemented.
- Other roads that require speed reduction to 60kmh could include:
    - Lobethal Road (between Norton Summit and Forest Range)
    - Marble Hill Road (between Pound Road and Montacute)
    - Picaddilly Road (between Picaddily and Summertown) – especially since there is a major turn off to Uraidla in this section
- The 60kph zones through the Hills are too long and too slow. Notable examples include the north side of Charleston and Woodside, the Nairne Rd section on the north side of Nairne, the whole length of Upper Sturt Rd and the Woodside end of Oakbank. These make travel through the Hills painfully slow, which is frustrating for commuters and commercial traffic.
- No overtaking lanes on Onkaparinga Valley Road and for the most part double centre lines, resulting in slower and ever frustrating travel to and from Adelaide city.
- Major roads from the Adelaide Hills to the Plains have had steady decreases in the speed limit, roads like Upper Sturt road, 80 to 60klm. Onkaparinga valley road speed limits in some areas dropped from 100klm per hour to 60klm per hr – traffic queues, numbingly long travel times and risky overtaking.
- Tendency by many drivers to travel 10klm under the speed limit this also includes the Freeway perhaps due to the chance of momentarily becoming a victim of an unsympathetic speed camera.
- Further reduction in many of the Hills roads will increase frustration and risk taking behaviour compounded by the large number of cyclists(push bike) now frequenting many hills roads travelling in groups and displaying inconsiderate behaviour
- Issue is poor driver behaviour and is not controlled at all by police.

Top 3 – 4 comments shared from each table (issues)

Yellow Table:

1. More consistent signage.

2. Different townships have different means (keep it all the same speed, e.g. all 60).

3. Consistency between townships, e.g. speed zoning in Woodside is the same as Lobethal's speed zoning.

Red Table:

1. Balhannah to Woodside and Uraidla to Summertown – ever changing 50/60/50 (consistency). Identical roads with different speed limits.

2. Speed limits not only solution; need to consider road upgrades and technology.
   Technology in cars has surpassed the capability of roads.
   Roads should be designed with slow turnouts for overtaking.

3. Curve advisory speed limits – more consistent signage.

Blue Table:

1. 100k is an appropriate limit for much of the Onkaparinga Valley Road.
   south of Charleston 80 is ok given numbers of driveways on these lengths.

2. Broad range of speed limits, too many changes. Reduce number of speed limits.

3. No overtaking zones restrict overtaking opportunities speed given mix of slow moving traffic.

Green Table:

1. Inconsistent in transition between speeds.

2. Too many different types of speed limits.

3. Not enough overtaking, slow vehicle bays on hills.

Small Group Discussion 2: Applying a consistent speed limit in the Adelaide Hills Council Area (Explore solutions i.e. speed limit changes/locations)

Yellow Table:

- Painted speed limit on the road (line marking/painted with grips) especially in townships.
- New South Wales they use grip strips as you are coming into a lower speed. Having the noise from the strips will remind the driver to slow down.

- Sign 'This is a 50 km zone' on Sunnyside Road, St Georges to reminder drivers of the speed limit.
- Built up areas should be 50 km (main road in township) 60 km for the rest.
- Put boom gates up at the bottom of the freeway to keep the city sliders out.
- Adelaide Hills Council residents are used to doing things for themselves.
- People are putting themselves in dangerous positions, e.g. riding on Gorge Road, and then expect authorities to do something about it.
- Signage about warning people to use their lights in bad conditions.
- Cyclists are putting drivers at risk by riding more than two bikes wide, drivers can't pass them.
- Drivers should be able to overtake cyclist over a solid line if safe.
- Roads for cyclists, display signs that indicate cyclists will be on the road.
- Cyclists don't have enough visibility, should wear items that doesn't allow them to blend into the surroundings.
- The Department and Council need to be transparent as to why we lower speed limits, why are we doing it, what is our process, giving people an education.
- Signage reflectors too dazzling.
- Remove all speed signs, people have to drive to conditions or they don't survive.
- Don't regulate too much.
- Roads that exit the Adelaide Hills Council area should be consist as they continue into Barossa Council.

Red Table:

- Changing speed limits – speed limits on the road.
- 60 ahead signs.
- Markers to indicate as you approach townships.
- Identify key roads that may be affected by developments, resulting in the reduction of speed limits.
- Onkaparinga Valley road very busy, consider future planning, limiting access. Have accesses connected to a road which will (collector) then connect to key arterial roads.
- Cyclists have shoulders to ride on when they have not dedicated paths, limited by guard fence.
- Educate people on rural roads. Speeds.
- Some roads should have speed limits increased because you don't have to drive to posted speed.
- Raise Onkaparinga Valley Road (not safe enough for 100?) to 100 to improve traffic flow (disagrees – leave it as is). Travel time specially when there are no overtaking opportunities.
- Woodside – Nairne to be 80 km. (some disagreement – leave it as is).
- Statics of crashes not accurate and should not be only factor when a determining speed limits e.g. excessive speeding.
- People living at the hills have to travel longer on roads, and as such wants to feel comfortable.
- Summertown and Uraidla should be 60 km.

- Colour – coded speed limit signs. Bigger signs on the road.
- Woodside, example of ideal limit, 50/60 transitions does not make sense – suitable for road conditions. Condition reflects speed limit.
- All townships to be 60 km or just one speed or judge the town bases on factors like schools.
- Better roads should have higher speed limits.

Blue Table:

- Speed limits should be consistent and readily understood. Apparent.
- Main shopping areas where pedestrians cross can be 50.
- Drive to conditions.
- 50 zones should be limited to busy pedestrian areas, the increase to 60/70. 50, 70, 90 not 50, 60, 70, 80, 100.
- Balhannah 50 is good. Confined to pedestrian area.
- Interstate speed limits are higher for comparable roads.
- Approaches into towns are inconsistent.
- Offset speed limits at Woodside?
- Neuman Road Charleston, inconsistent speed limit 50 one way 60 another.
- Bird In Hand Road and Mail Road, Harrogate (Mt Barker district centre) speed limit too high.
- Nairne Road, Nairne 50 (Mt Barker district centre).
- 80 sections of generally too low is 90 a compromise?
- Stop sign ahead warning sign for Woodside Road approximate road to Onkaparinga Valley Road.
- Johnsons Road Ambleside 80 is too fast.
- Consider 85% percentile speed when setting speed limit – shown by large difference posted vs 85% percentile
- Greenhill Road – Balhannah, increases to 100.
- Size of signs inconsistent.
- More reminder signs.
- Reduce 60 zones with 70 zones. General increase.
- Too many speed zones – rationalise.
- Is there data on crashes speed limit versus excess speed limit?
- Visual distractions along road – too many.
- What is focus – safety or travel time?

Green Table:

- Get rid of 50's from Hills towns (Main Road thru town) Hahndorf exception.
- Main St Lobethal should be 60.
- Main St Stirling should be 60.
- Main St Birdwood should be 60.
- More consistent apply to where limit decreases and increases when entering and leaving town.

- More use of curve advisory and other warning signs. E.g. 'Ahead'. Woodside and Lobethal.
- Active warning signs.
- Speed limits painted on road surface.
- Hahndorf and Echunga should be 100.
- More consistent speed limits (VSLS) on freeway above below tunnels.
- More info on VMS signs on freeway.
- More appropriate applications of roadwork 25 limits (too long before actual work site).
- All hills Road back to 100. E.g. Junction Road, Greenhill, Carey Gully, Balhannah, every road between townships.
- Magill – Lobethal (Norton Summit – Lenswood) should be 100.
- Gorge Road 100.
- If we have two speed limits? 60 and 100.
- Some roads not suitable for cycles. E.g. Greenhill Rd and Norton Summit Rd.
- Register cyclist.
- Onkaparinga Valley Road adjacent to Amy Gillett should be 100. No bikes along this section.
- Increases SAPOL presence.
- More advisory signs.
- Better maintenance and more treatment of black spot / hazardous constant.
- Improved driver training, retesting and education.
- Fatigue management.
- Retain fatality markers, make them bigger.
- Remove trees from edge of the road.
- Betters road safety info for foreign tourists.

Other email comments

- Clearly signed and consistent speed limits.
- A reduction of changes of speed limits along the same section of road. A safe speed needs to be considered when setting these.
- Removal of inappropriately and dangerously marked centre lines that permit overtaking. More slow vehicle turn outs erected.
- Slowing the speed limit would have gone a long way towards other drivers avoiding these accidents.
- Reducing 100kph zones to 90kph instead of 80kph. This is a good and safe speed, as for many of the roads in the Hills 80kph is frustratingly and unnecessarily slow. 90kph is set for the bitumen road between Wilpena Pound and Blinman, a comparable landscape to the Adelaide Hills, and is a very good speed.
- Most if not all 60kph zones could be 70 kph through the Hills, and if this is too fast perhaps the 50kph zones could be extended where necessary. The 60kph zones in the Hills are much less busy than comparable 60kph zones in the suburbs, and so could be increased to 70 for this reason too.
- Overall we could have just 50, 70 and 90 zones, which would be easy to understand and still safe to travel at.
- Reduction of speeds is not the answer; the answer is better roads and efficient public transport.

Top 3 – 4 comments shared from each table (solutions)

Yellow Table:

1. There needs to be more police enforcements in the Adelaide Hills Council, on roads where they aren't usually.

2. Speed limit and audio tactile painted on the roads.

3. Townships are all the same speed limit, 50 km in built up areas and surrounding areas 60/ 70 km.

Red Table:

1. Some roads should have speed limits increased because you don't have to drive to posted speed.

   ➢ Raise Onkaparinga Valley Road (not safe enough for 100?) to 100 to improve traffic flow (disagrees – leave it as is). Travel time specially when there are no overtaking opportunities.

2. Colour – coded speed limit signs. Bigger signs on the road.

3. All townships to be 60 km or just one speed or judge the town bases on factors like schools.

Blue Table:

1. 50 zones should be limited to busy pedestrian areas, then increase to 60/70 i.e. 50, 70, 90 and not 50, 60, 70, 80, 100.

2. Size of signs inconsistent and more reminder signs.

3. Too many speed zones – rationalise.

Green Table:

1. Get rid of 50's from Hills towns (Main Road thru town) Hahndorf exception.

2. If we have two speed limits - 60 and 100.

3. Onkaparinga Valley Road adjacent to Amy Gillett bikeway should be 100. No bikes along this section.

OTHER ISSUES/COMMENTS

• Steel crash barriers detract from amenity of the landscape is safety to be the only consideration? Society benefits from aesthetics! I am not even convinced they contribute to safety. People have been killed by them that might have stood a chance between trees.

• Leaves along the guard fence should be cleared - unsafe for cyclists.

• Onkaparinga Valley Road – Balhannah / Verdun -when will the pipe works be completed?

• Serious push bike riders cannot ride on Amy Gillett Bikeway from Woodside to Balhannah because surface of 'bike' way is too rough for expensive racing tyres. Bike way from Woodside to Charleston is fine.

ADELAIDE HILLS COUNCIL AREA SPEED LIMITS REVIEW

Community Workshop Outputs

Date: 07 August 2014   Venue: Gumeracha   :

Small Group Discussion 1: Setting a Consistent speed limit in the Adelaide Hills Council Area (what this means – identify inconsistencies and locations of most concern)

Yellow Table:

- Spend more time watching speedo rather than road.
- Unsure of speed limit on any road.
- Reduced speed limits – slow poke 20 k under drivers – frustration.
- Reduced speed limits – have done nothing to reduce crashes at intersections.
- Not enough slow vehicle turnouts; slow motorists not using those provided.
- Inappropriate 80 km limits on winding roads.
- Not enough slow vehicle turnouts.
- Lower Hermitage Road dangerous * posted '80' built up? Miller and Airstrip '60'?
- RN 4489 – getting stuck behind trucks going up hills.
- 60 leading into TTG (Neumann's) too long.
- LG Road - too many speed limits 70 for 80? Too many changes.
- SAPOL enforcement in stupid location. E.g. RN 4495 applicable Birdwood 100- 50 transitions no houses '50 ahead'.
- 50 zones in non-built up areas.
- Onkaparinga Valley Road Woodside – Charleston speed limit lowered to 80. Cars pulling out in front main drag because false sense of security.
- 80 speed limit on straight roads where 100 would be ok. Roads need to move traffic efficiently and quickly.
- '50''s posted too far out from town centres e.g. Inglewood from Chain of Ponds.
- Crashes - Vehicles approaching too fast from Houghton Range Road north / 4489.
- 70 km would be a good speed limit.

Red Table:

- Speed limit needs to start and end at the same point at each town. E.g. Birdwood and Oakbank.
- All townships should have the same speed limit. E.g. 60 km. Some townships are not adequate for 60km?
- Not a lot of clarification for 50 km and 60. Why was the speed reduced?
- Make sure signs are clear and visible.
- Too many changes and too many speed limits. Can't concentrate on road.
- Drop from 80 km to 50 km (Forreston and Gumeracha). Drop is too big.
- Birdwood to McLaren flat inconsistent speed limits. Torrens Valley Road, Birdwood to Mt Pleasant, part 100 km and part 80 km.
- Other inconsistent speed limit Gumeracha and Mt Barker.
- Windy roads - why are they 80 km?

- Concerns about cyclists on windy roads. Should ride on single file.
- Very slow drivers on Gorge Road.
- People not using turn-out lanes.
- Why is slow turn-out lanes not called overtaking lanes?
- Does not want to make the speed limits to slow. Many speed limits have been changed to 50 km without being consulted?
- Too busy worrying about looking out for the signs can't focus on the conditions of the road.
- Too many signs. Woodside.
- Signage size needs to be consistent (with Council speed signs).
- Torrens Hill Road - Gorge Road poor sight distance.
- Concerns about the consistent size, number and locations of signs.

Blue Table:

- Mt Torrens to Birdwood speed limits annoying because not consisted.
- Consistency across similar road types. E.g. Lobethal, Woodside.
- Mannum, (turn off) to Mt Pleasant. 100 km in windy and 80 on straights.
- Cricks Mill Road and Warren Road should be 100 km.
- Adding time for shift workers (if reduced speeds) increasing fatigue risk.
- Mt Gawler and Kersbrook Forest Road been lowered has lengthened drive.
- No consistency.
- Don't like reductions from 100 to 80 in most circumstances.
- Behaviour and aggressive drivers, perhaps signage. Conflict of cars and farm equipment.
- Slower vehicles not using turn-out lanes to let faster vehicles pass.
- Entrance to Birdwood (Eastern end) currently 50 should be 60 to bridge (and double barrier lines).
- More double barrier lines which reduce over taking opportunities.
- How are speed limits determined and applied.
- More signage and marked (speed limits) on road.
- Onkaparinga Valley Road, inconsistent and lack of speed signs.
- 60 km in built up areas.
- Double speed zones when entering town. (E.g. Victoria).
- Push bikes on Gorge Road, hidden bends need to break law to overtake. Perhaps more turn outs.
- Who's idea to put a tear drop at Birdwood (Adelaide side)?
- Changing speed limits seemingly randomly has created more inconsistency.
- Amy Gillett bikeway should have STOP signs not giveaway (potential misunderstanding for kids).
- Emergency services can be caught for speeding.
- More opportunities for overtaking (overtaking lanes and slow vehicles turn outs).

Green Table:l

- Forreston changed to 60 - want it back to 50 in township.
- School bus routes recorded and liaise with school.
- Pedestrian facility main street Birdwood near Mill and Gumeracha.

- Lobethal, Gumeracha, Birdwood and Mt Pleasant Road near Mannum turn off inconsistent speed 80 on DPTI road, and 100 on council road.
- Mt Torrens approach 50 km limit too far out to Birdwood.
- Charleston 60, Inglewood changed to 50 why?
- Recognise road uses, locals and tourists.
- Have to do speed limit.
- Use slow vehicle turn out, need more.
- Gumeracha, Lobethal Road and nr Shubert Road inconsistent speed limit.
- Cyclists not complying with road rules.
- Forreston, trucks breaking speed limits through township.
- Near miss between trucks and cyclists between Gumeracha and Lobethal.
- Barriers block cycle paths, need sealed shoulders.
- Need to clean side of the roads.
- Should be 50 in townships and no 100's.
- Heavy vehicle usage through hills.
- Car rally during road operations and during school.
- Need to use 'ahead' signs more.
- 'W" beam too close to road no pedestrian areas.
- Happy with 50's in township want more 100's to reduce fatigue and reduce response time for emergency vehicles and take into account all vehicles types.
- 100 km allow overtaking easier so ahead to Williams town, tourist slow down woo early.
- Short sections of 100 km.
- Too many signs – speed, yellow etc. not reading.

Orange Table:

- Consistent speeds through all hills townships are the same. 50/60/80.
- Balhannah (short 50) good example.
  Birdwood all 50 too slow.
- 60/80/100 was consistent.
  50/60 and 80/100 speed applied inconsistently.
  60/80/100 ok
  Too many speed limits
- Charleston 60 – why?
  Inglewood 50 too long
  Forreston 60 ok
- Why 50 when cars better.
- Mt Torrens approach into Birdwood too slow. Camera sits over crest. No crashes.
- No signs on Onkaparinga Valley Road in Charleston when entering from Grabber/ Neumann.
- Short 50 in Balhannah confusing. Inconsistent with Birdwood.
- 40/50/60 on Prospect Road (Adelaide)
- Speeds too low where not dangerous.
- 60/80/100 preferred speed limits.
- Major arterials in Adelaide 60.
- Retain 60 on arterial roads in hills towns.
- Paint speed limit on road.
- How many accidents occur because of speed limit driver behaviour on hills road?
- Springhead Road past school – 50 too slow.
- South Para Road (South side) 50 should be extended.
- Unsealed roads are 100 too fast – wildlife.

- Cromer Road (Sealed) 80 – unsealed section 100.
- Drive to conditions.
- 100 speed limit on undeveloped roads.
- Lower speed limits do not save lives.
- Excess and undue speed is the issue.
- Educate drivers to drive to conditions.
- Tourists drive too slowly and do not use SVT's
- Low speed limit past SVT's reduce effectiveness of SVT.
- SVT's not used by trucks – too short.
- Bikes on hills roads – roads too narrow especially where guard fence installed.
- Inconsistent emerges and workers. Speed limit past emergency services (40) inconsistent with 25 past road workers. Road work speed limits too long.

Other email comments following wortshop

- Speed limits can be confusing because they are so variable.
- Many drivers behave as if the max speed is either the min or the only speed regardless of conditions – rain or fog or fauna.

Top 3 – 4 comments shared from each table (issues)

Yellow Table:

1. Spend more time watching speedo rather than road.

2. Unsure of speed limit on any road.

3. Not enough slow vehicle turnouts; slow motorists not using those provided.

4. LG Road too many speed limits 70 for 80? Too many changes.

Red Table:

1. All townships should have the same speed limit. E,g. 60 km. Some townships are not adequate for 60km?

2. Too many changes too many speed limits. Can't concentrate on the road.

3. Concerns about the consistent size, number and locations of signs.

Blue Table:

1. Adding time for shift workers (if reduced speeds) increasing fatigue risk.

2. Don't like reductions from 100 to 80 in most circumstances.

3. More opportunities for overtaking (overtaking lanes and slow vehicles turn outs).

Green Table:

1. Lobethal, Gumeracha, Birdwood and Mt Pleasant Road near Mannum turn off inconstant speed 80 on DPTI road an 100 on council road.

2. Need to use 'ahead' signs more.

3. Happy with 50's in township want more 100's to reduce fatigue and reduce response time for emergency vehicles and take into account all vehicles types.

Orange Table: Bob / Deb

1. 60/80/100 was consistent.
   50/60 and 80/100 speed applied inconsistently.
   60/80/100 ok
   Too many speed limits

2. Short 50 in Balhannah confusing. Inconsistent with Birdwood.

3. Speed limit past emergency services (40) inconsistent with 25 past road workers. Road worker speed limits too long.

Small Group Discussion 2: Applying a consistent speed limit in the Adelaide Hills Council Area (Explore solutions i.e. speed limit changes/locations)

Yellow Table:

- Speed limit painted on road.
- 60/70 across the area winding and minor roads.
- Use 50/60 ahead signs.
- Improved flow of accurate speed limit data - GPS manufacturer.
- Yellow line marking rather than white.
- Fluoro signs too bright (Onkaparinga Valley Road) at night.
- The speed limit should match the environment and level of development.
- The speed limit applied inconsistently thru out Adelaide Hills Council.
- Consistent township speed limits Mt Torrens 50 ok. Birdwood 50 not ok (too far out).
- 80/60/50 approaching in towns.
- More uniform applications of road works speed limits,
- Conditions on road to be improved.
- More driver education.

Red Table: Pong and Bec

- Paint speed limits on the road.
- Consistent speed limits start and end with consistent speed limit based on change of environment.
- Put the sign like it was in 1960s.

- Better consultation before speed limits is changed.
- What are the best ways to communicate via: via local council, Facebook, letter drop.
- Better positioning of signs ad same sized signs.
- Road work speed limit signs poorly used. E.g. Wrong locations and not set back to speed.
- Placement of townships signs and speed limit sign to be made the same.
- Not clear when 25 km sign near schools is applicable.
- Improved overtaking opportunities.
- 50 km – side streets
  60 km – main streets, may not apply for Gumeracha Main Rd?
  80 and 100 km – outside
- Woodside - Nairne 50 km is too low in Nairne.
- Better, bigger signage and better placed.
- Black and yellow signs to indicate bends, curve advisory signs at appropriate and consistent locations.

Blue Table:

- Onkaparinga Valley Road, north of Woodside return to 100 km slip lane into Lobethal not long enough. Torrens Valley Road (Birdwood to Mt Pleasant) 80's should be 100 going out (not coming in).
- Some think decisions might have already been made. E.g. time saving data sheet.
- Trees too close to side of road. Not enough vegetation removal and trimming.
- Inconsistency with 50's through towns (some 60). One option to make 50s to 60.
- People should drive to conditions.
- When changing speed limits, leave 'speed limits changed' for 12 months.
- '50 ahead' signs cause people to slow to about 50, annoying.
- Speed limit into Lenswood, leader roads 60.
- Inglewood to be same as other towns 60.
- Buffer zones wanted. 100 – 80 – 60 (50 in towns if needed). Consistency will make it safer.
- 50 in built up areas (but shorter in some cases, 60).
- Speed limits painted on road.
- Sign on Randell Road, Tungkillo is 100 km but not posted.
- Consistency in speed limit signage.
- Forreston and Gumeracha inconsistent, 100's and 80's should be one of the other.

Green Table:

- Don't change existing 100km.
- All townships should be same all 50 or 60 more prefer 50 km where pedestrian crossing.
- Other than existing 100's and 50's rest should be 80 km.
- Set speed for vehicle types.
- More money on maintenance.
- Ban inconsiderate cyclists.
- More 'ahead' signs.
- Some prefer better speed limit.
- Consistency between council, Barossa and Adelaide Hills.

- 50 on Beasley Road, Oakbank too long.
- Casualty crashes, what caused them?
- Cars racing, more education – compulsory driver refreshers (more police presence, slow drivers, poor drivers) better driving e.g. 'P' platers.
- Better line marking on approach.
- Identify speed limit at intersection. E.g. 80
- More edge lines.
- Increase distance between road and barrier.
- Designated roads for cyclist.
- Choosing road for cyclist.
- Road conditions – pol holes, poor condition, improve maintenance.
- Slow turn out lanes need line marking to enforce 'giveaway' rule.
- Get rid of inappropriate speed limits, more people speed.
- More policing, presents not camera.
- More overtaking opportunities.

Orange Table:

- 60/80/100 Consistent speed limits.
- Speed limit is maximum not target drive to conditions.
- Driver education for new drivers.
- More advisory speed signs.
- Paint speed limit on road.
- Lower speed lead to reduced concentration.
- Educate drivers about SVT's.
- Driver behaviour about crossing barrier lines.
- Lack of footpaths on hills roads.
- More policing.
- Cyclist should drive single file on hills roads.
- Reference to media reports – 30 speed limits in cities / urban areas.
- Consistency about where township limits start.
- Ahead signs not required – can see built up area.
- No consultation about implementation of 50.
- Police tolerance at speed signs.
- Too many slow at ahead signs.

Other email comments after the workshop

- Speeds should be:
  - 50km max through all built up areas – not 50km & 60km.
  - 80km max on all hills roads – not 80km & 100km.
- Maximum speed limits should be reduced and standardised.
- Drive education particularly around tailgating and about overtaking on continuous white lines.

Top 3 – 4 comments shared from each table (solutions)

Yellow Table:

1. The speed limit should match the environment and level of development. The speed limit applied inconsistently thru out Adelaide Hills Council.

2. Consistent township speed limits Mt Torrens 50 ok. Birdwood 50 not ok (too far out).

3. 80/60/50 approaching in towns.

Red Table:

1. Paint speed limits on the road.

2. Better positioning of signs and same sized signs.

3. Improved overtaking opportunities.

4. 50 km – side streets
   60 km – main streets, may not apply for Gumeracha Main Rd?
   80 and 100 km – outside

Blue Table:

1. Onkaparinga Valley Road, north of Woodside return to 100 km slip lane into Lobethal not long enough. Torrens Valley Road (Birdwood to Mt Pleasant) 80's should be 100 going out (not coming in).

2. Buffer zones wanted. 100 – 80 – 60 (50 in towns if needed). Consistency will make it safer.

3. Speed limits painted on road.

Green Table:

1. Other than existing 100km and 50km speed limits, rest should be 80 km.

2. Cars racing, more education – compulsory driver refreshing (more police presence, slow drivers, poor drivers) better driving e.g. 'P' platers.

3. Road conditions – pol holes, poor condition, improve maintenance.

Orange Table:

1. 60/80/100 Consistent speed limits.

2. Driver education for new drivers.

3. Cyclist should drive single file on hills roads.

OTHER ISSUES/COMMENTS

- Smooth seal of road so cyclists will ride there!! (and cars can pull over on narrow roads!).
- Slow vehicles pull-off lane going up Gully hill between TTG and Houghton.
- Perseverance road maintenance for safety!
- Amy Gillett crossing Mt Torrens too many signs for bike riders confuses motor uses.
- New Year Eve blow up tear slow down at Birdwood.
- Improve quality of road building/ maintenance. Make it last!
- Reduce speed limit may effect emergency response times to incidents plus the effect of cameras during priority 1 turn outs.
- Clean road shoulders of debris/water/rubbish. (Used to be cleared by local depot workers). Then cyclist can ride there.
- Pot holes head road South 100 in 30 metros. Road not resurfaced in 18 years.
- Stop sign at Onkaparinga Valley Road and Mt Torrens Road at pub.
- Make slow vehicle turn outs into proper and taking lanes.
- Checkers Hills Road condition. Before current development it was smooth now around the bridge there is lots corrugations.
- Guard rail position selection. Very bad prioritizing.
- Ratifying or addressing issues causing traffic accidents
- Gorge Road, Torrens Valley Road intersection 80 km zone on Kenton Valley Road.
- Replace the giveaway sign to a STOP sign at Martin Hill Road and Warren Road Birdwood.
- No more guard rails putting cyclists lives at risk!