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CUMBERLAND PARK AND DAW PARK LOCAL AREA TRAFFIC MANAGEMENT (LATM) PRELIMINARY STUDY

AUGUST 2024



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INTRODUCTION AND CONTEXT

➤ INTRODUCTION

The City of Mitcham has received numerous requests from the community members regarding speeding, the presence of non-residential traffic, request for traffic calming measures, road safety, and parking management within the Cumberland Park and Daw Park area. Further to this, the issues were highlighted again at a forum organised by the local MP of the area. In the vicinity, State Government is about to embark on a major project (N-S Corridor) which will have impact on the local area.

This report has been prepared to document the general assessment undertaken on the roads within the study area to evaluate the performance and conditions of the road network. Subsequently this assessment will provide recommendations on any potential improvements that can be adopted.

➤ ASSESSMENT LIMITATIONS

It should be noted that no guarantee can be made that every deficiency has been identified by Council and as such even if all the recommendations in this report were to be adopted, this would not specifically guarantee that the road/s is/are always 'safe' and operating satisfactorily. Any other roads mentioned that have not been illustrated in the study have been excluded from the scope of this assessment.

A. CUMBERLAND PARK



1 PROJECT BACKGROUND

1.1 STUDY AREA

The aim of the Local Area Traffic Management (LATM) study is to undertake holistic study of Cumberland Park area and to investigate deficiencies with line marking and signage, road design, walking and infrastructure connectivity, vehicle speeds, volumes, intersections, and parking on local and collector streets on Cumberland Park area.

The subject area (shown in Figure 1) has been defined as the area bounded by Goodwood Road, Winston Avenue, Cross Road, and Edward Street

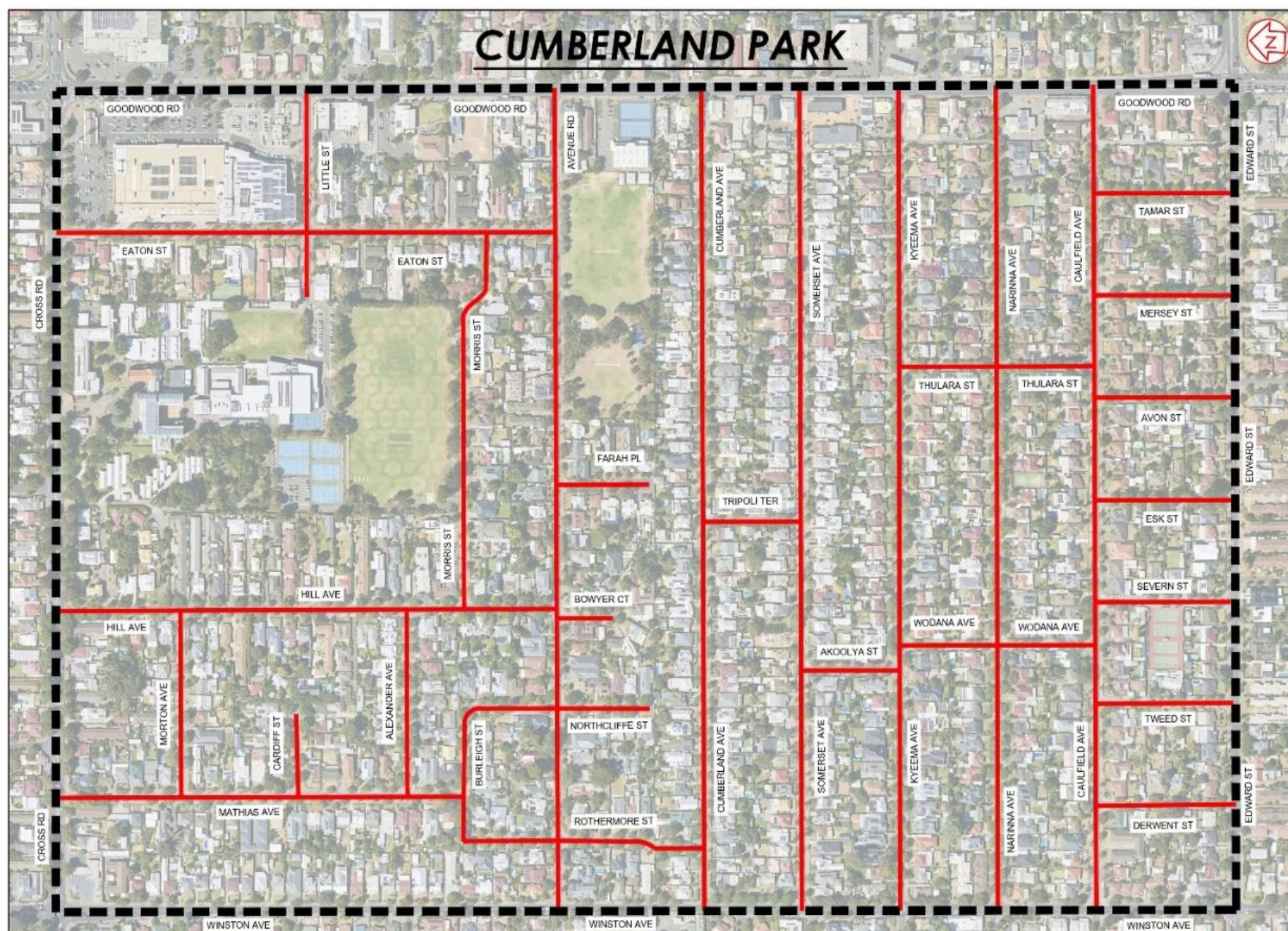


Figure 1: Cumberland Park Subject Area

1.2 SUBURB PROFILE

Cumberland Park is bounded by Cross Road in the north, Goodwood Road in the east, Edward Street in the west and Winston Avenue in the south. Cumberland Park area falls within the care and control of City of Mitcham Council.



CENSUS 2021 DATA

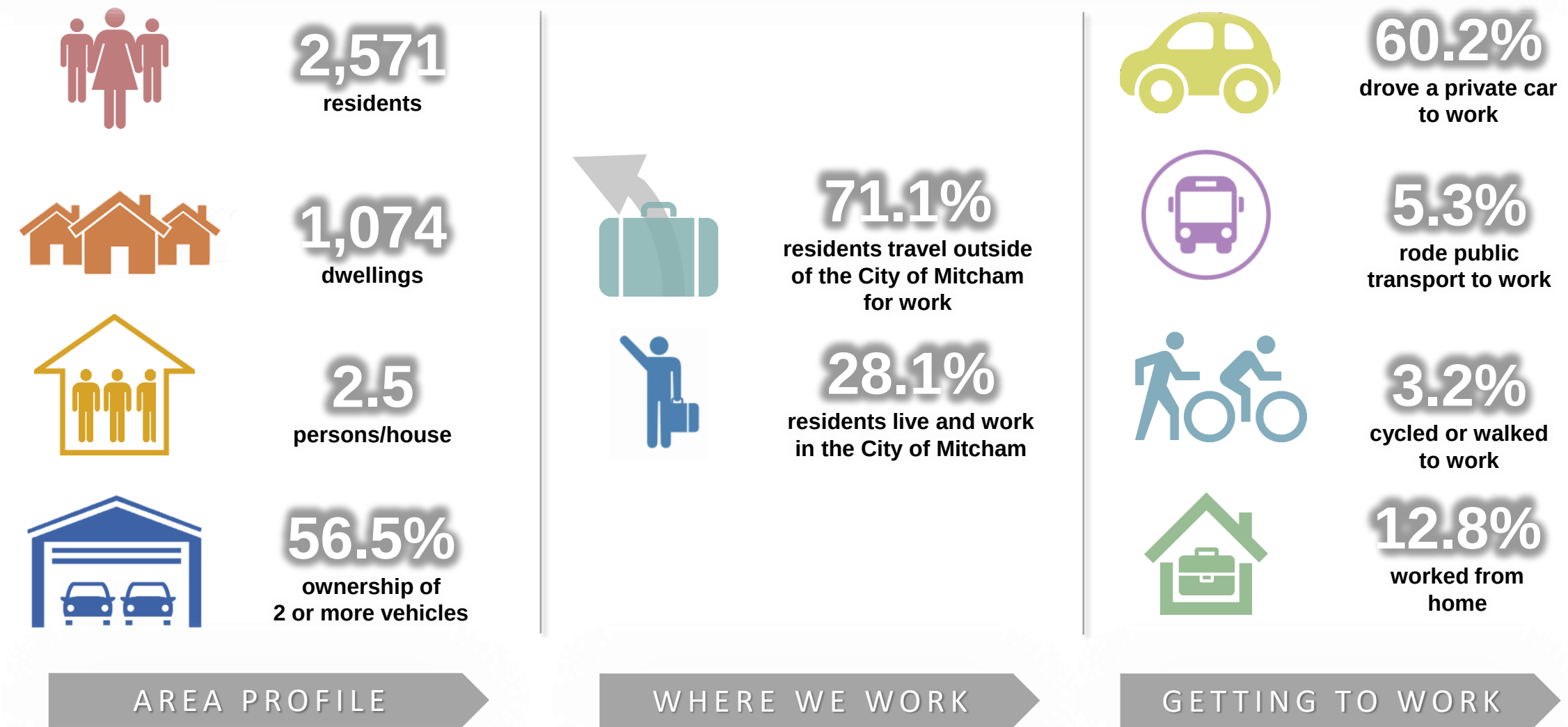


Figure 2: Cumberland Park Suburb Profile ID (based on census data made available by ProfileID and accessed August 2024)

1.3 EXISTING ROAD NETWORK

For the purpose of this preliminary study, the subject area (black boundary) has been defined as the area bounded by Cross Road in the north, Goodwood Road in the east, Edward Street in the west and Winston Avenue in the south and shown diagrammatically below.

Image Source: City of Mitcham, Government of SA (modifications by City of Mitcham)

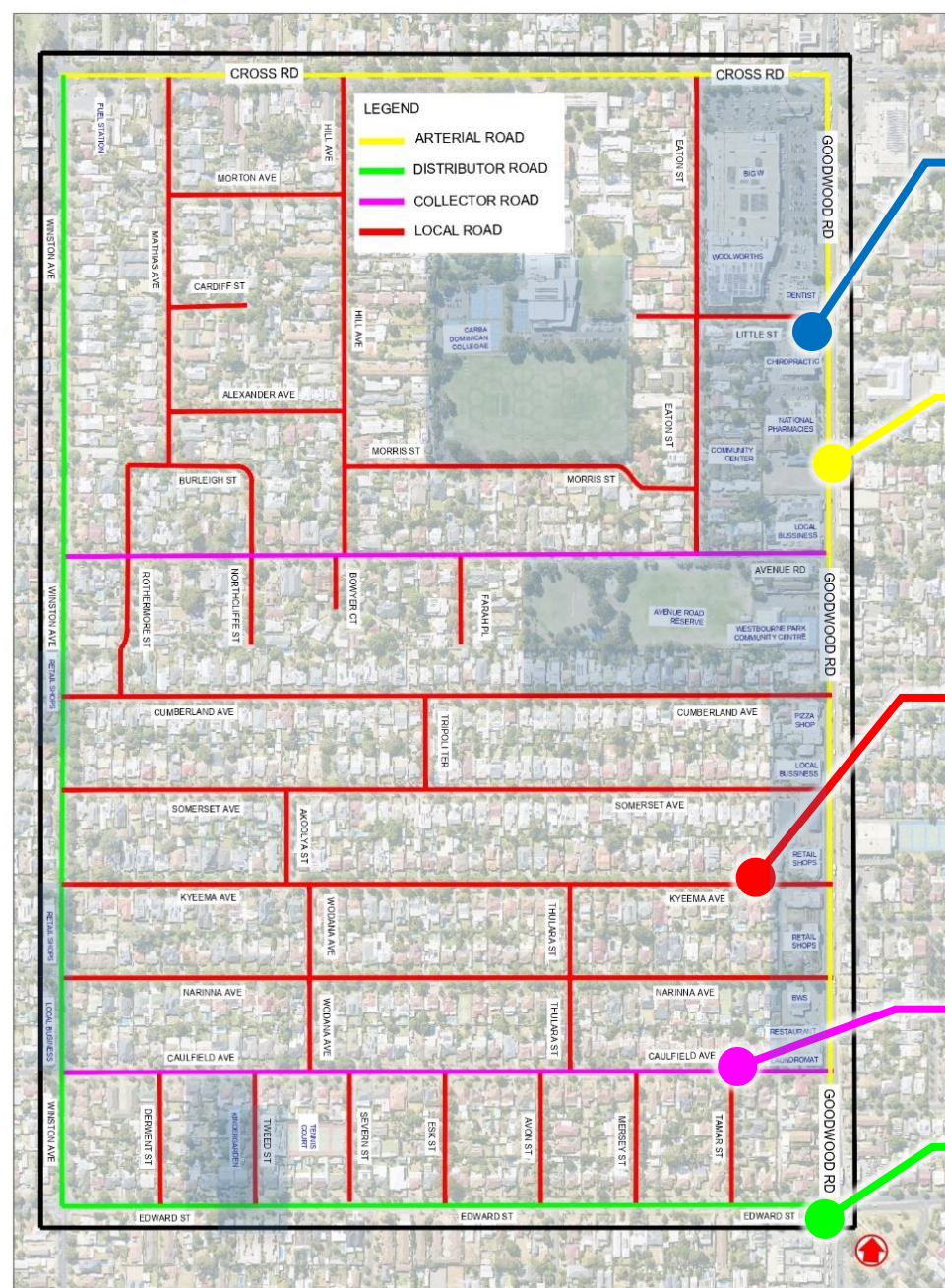


Figure 3: Subject Area

Key Areas
Highlighted area is the zone of high activity in the suburb.

Arterial Road (Cross Road, Goodwood Road)
Arterial Roads form the primary road network for metropolitan traffic movements and provides movement and access to and from main districts and major centres. Typical volumes for Arterial Roads are in the order of 25,000 to 55,000 vehicles per day.
Both Cross Road and Goodwood Road fall under the care and control of the Department of Planning, Transport and Infrastructure (DPTI).

Local Roads (All other roads)
Local roads are designed to carry local traffic only (typically residential) and should be predominantly used for local access only. Typical volumes for local roads within the City of Mitcham are typically not in excess of 2,500 vehicles per day. All other roads within the subject area are under the care and control of the City of Mitcham (Council)

Collector Road (Caulfield Ave, Avenue Road)
Collector roads provide connections to distributor and arterial roads from local streets within and through a local area, as well as provides property access. Typical volumes for distributor roads are typically in the order of 1,500 vehicles per day to 4,200 vehicles per day. Both Caulfield Ave and Avenue Road falls under the care and control of the City of Mitcham (Council).

Distributor Road (Edward St, Winston Ave)
Distributor roads are designed to provide connections for traffic movements to and from the broader arterial road network and to distribute traffic to local road networks. Typical volumes for distributor roads are typically in the order of 3,500 vehicles per day to 13,000 vehicles per day. Both Edward St and Winston Ave falls under the care and control of the City of Mitcham (Council).

2 TRAFFIC ASSESSMENT

2.1 TRAFFIC VOLUMES

As In general transport policy, the adequacy of a road network, coupled with the congestion and delays experienced on Arterial Roads are the primary root factors that drive external traffic into local areas. In areas with grid local street systems, this congestion does not have to be severe for the alternative paths through the local area to become attractive in terms of travel time and avoidance of delay. Local streets intersecting with arterials and sub arterials near traffic signals are especially vulnerable to through traffic. Roads that have been included for the purposes of this study area, are subject to the default urban speed limit of 50 km/h.

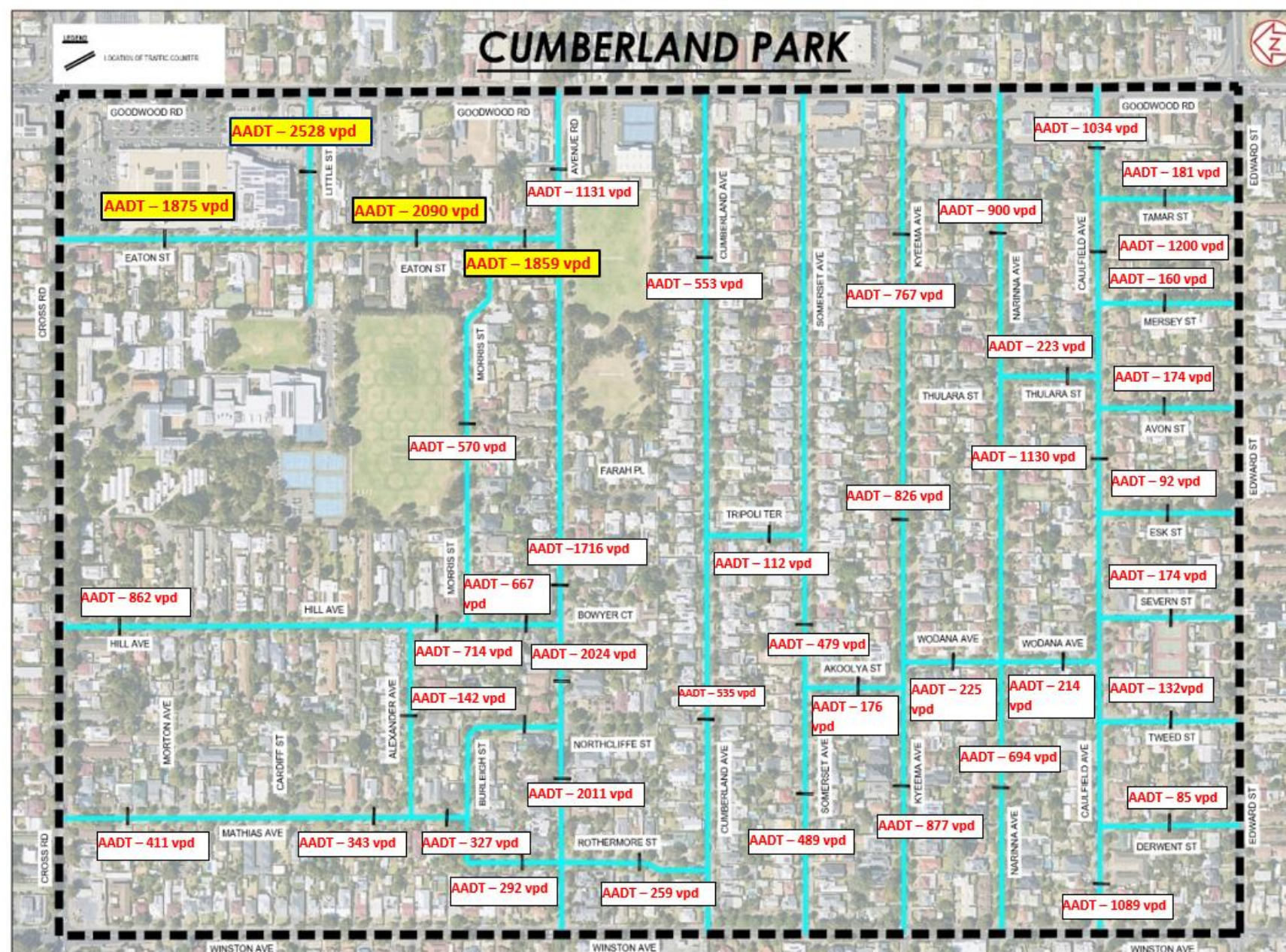


Figure 4: Subject Area Traffic Volumes

2.2 PEAK HOUR TRAFFIC ANALYSIS



For local roads within the functional road hierarchy, an initial assessment compares peak hour traffic volumes to the Average daily traffic (ADT) volumes to identify patterns of non-residential cut-through traffic. The Department of Infrastructure and Transport (DIT) previously conducted an evaluation to establish standard trip generation rates based on local and national survey data specific to Adelaide. The results indicated that the indicative ratio of residential peak hour traffic volumes to Annual Average Daily Traffic Volumes in residential areas is approximately 12%. Local roads with a proportion of up to 12% are considered suitable for accommodating residential travel patterns, according to the findings of the DIT assessment.

Collector and Distributor Roads, characterized by their role in facilitating traffic movement to and from residential areas (local roads) and connecting them to broader arterial road networks, inherently carry a higher proportion of non-residential traffic. As a result, the application of the peak hour traffic volume proportion is not applicable to these types of roads.

Based on the traffic data surveys, the AM peak hour period generally occurred between 8-9 am or 11-12 am and the PM peak hour generally occurred between 2 to 3 pm or 3-4 pm.

An analysis of peak traffic volumes in relation to the Average Daily Traffic (ADT) reveals that numerous sites in the area experienced non-residential traffic during both the morning (AM) and evening (PM) peak periods. The number of local roads with recorded peak hour traffic volumes surpassing 12% of the Average Daily Traffic (ADT) is almost equal in both AM & PM peaks.

The table below provides a summary of the streets that receive a higher percentage of AM and PM traffic.

Road Name	Road Classification	AADT	No. of Vehicles (AM)	AM %	No. of Vehicles (PM)	PM %
Morris St (Between School Entrance and Eaton St)	Local Road	570	78	13.68	75	13.16
Tweed St (Between Caulfield Ave and Edward St)	Local Road	132	16	12.12	12	9.09
Little St (Between Shop Entrance and Goodwood Rd)	Local Road	2528	288	11.39	320	12.66
Eaton St (Between the Two Entrances to Big W)	Local Road	1875	200	10.67	229	12.21
Eaton St (Between Morris St and Avenue Rd)	Local Road	1859	174	9.35	192	10.33

Table 1 :Summary of the streets that receive a higher % of AM and PM traffic.

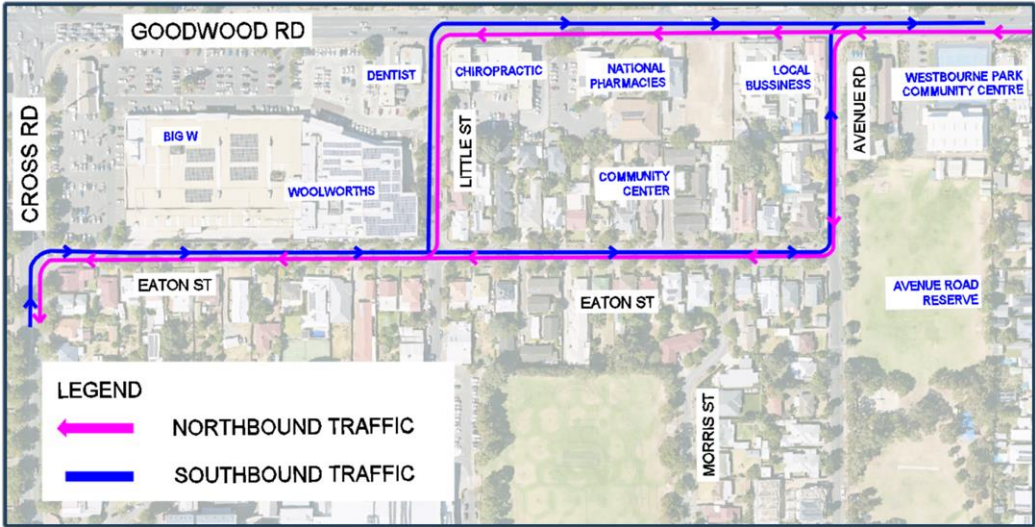


Figure 5: Subject Area Travel Patterns

Non-residents utilize this road segment to connect to Cross Rd from Goodwood Road or vice versa, taking the route via Avenue Rd or Little St. This is done to bypass the intersection of Cross Rd and Goodwood Rd.

2.3 AADT MID-BLOCK ANALYSIS

The Level of Service (LOS) value is a qualitative performance indicator of the traffic condition based on the Volume vs Capacity (V/C) ratio. The Level of Service has six categories from Level A to Level F based on the V/C ratio ranges for the type of Roadway and speed limits. The Volume to Capacity (V/C) ratio is a measure of the level of congestion on a road based on the hourly traffic volume and road capacity. A V/C ratio of 1.0 indicates that a road is operating at 100 percent capacity.

Level of Service (LOS)	Volume/Capacity Ratio
A	0 - 0.6
B	0.6 - 0.7
C	0.7 - 0.8
D	0.8 - 0.9
E	0.9 - 1.0
F	>1

Table 2 ; Road Level of Service

Adopting the level of service thresholds methodology, the level of service of roads within the subject area was assessed.

It is observed that Little St and Eaton St attaining Level of Service of F & D respectively, while all other roads in the subject area maintain a Level of Service A.

Road Name	Road Classification	AADT	Capacity	Ratio	Level of Service
Little St (Between Shop Entrance and Goodwood Rd)	Local Road	2528	2500	1.01	F
Eaton St (Between the Two Entrances to Big W)	Local Road	1875	2500	10.67	C
Eaton St (Between Little and Avenue Rd)	Local Road	2090	2500	9.35	D

Table 3 :Summary of the street with higher AADT Level of service

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Revision A

2.5 CRASH HISTORY

The reported crash history for the subject area has been sourced from the South Australian Government Data Directory (Data SA).

A summary of the crashes for the last available five-year period (2018-2022), within the subject area

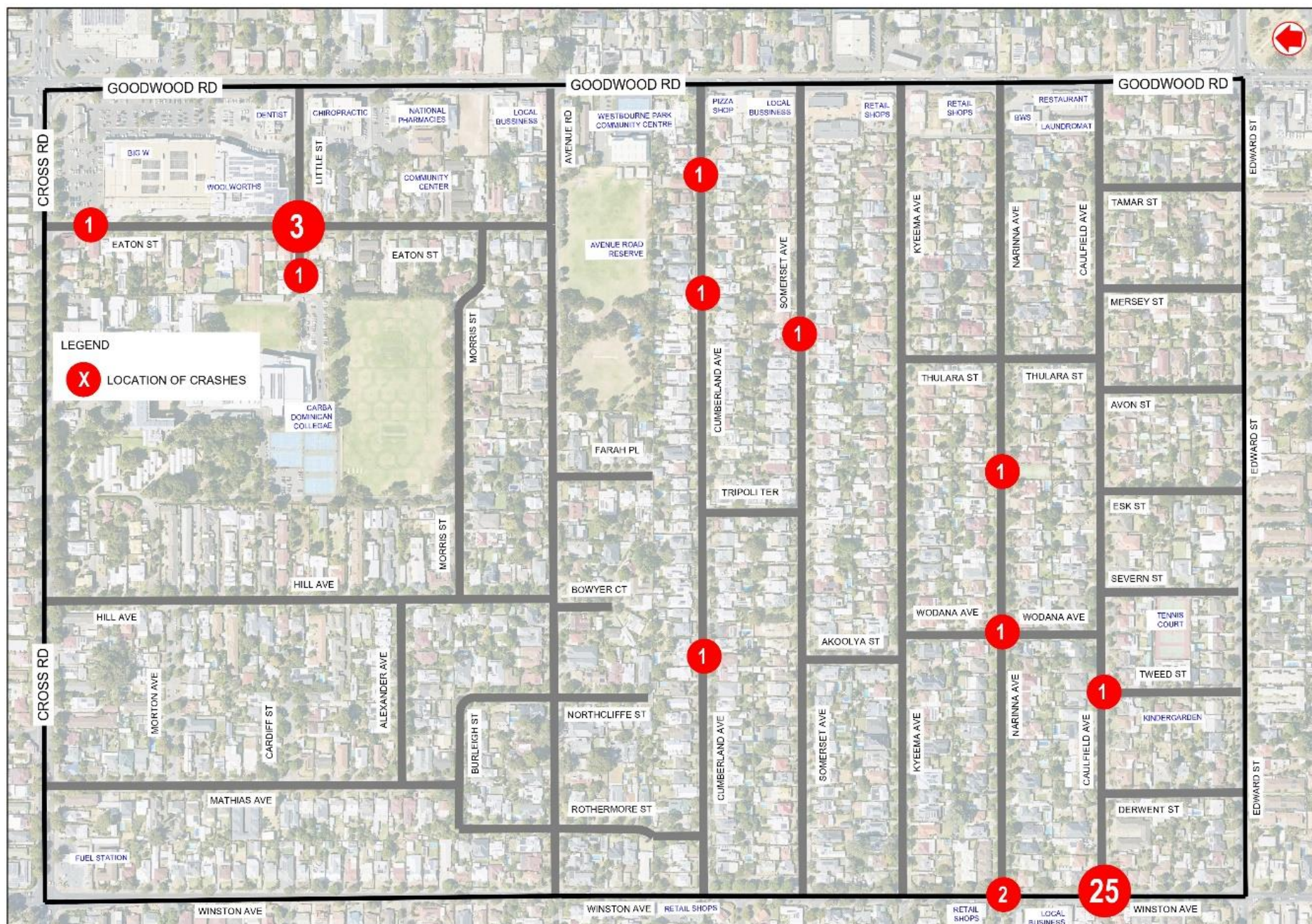


Figure 7: Subject Area Crash History (2018-2022)

Intersection of Caulfield Ave and Winston Ave: (Total 25 Crashes)

Crash Summary

- 19 Property Damage Crashes out of 25 Total Crashes
- 6 Casualty Crashes
- 2 Rear-End Collisions
- 21 Right-Angle Collisions out of 25 Total Crashes
- 5 Night-time Crashes
- 1 Crash involving a cyclist.

Intersection of Narinna Ave and Winston Ave: (Total 2 Crashes)

Crash Summary

- Both Right- Angle Collisions
- 1 Night-time Crash
- 1 Casualties

Intersection of Little St and Eaton Ave: (Total 3 Crashes)

Crash Summary

- 3 Property Damage Crashes

2.6 PARKING DEMAND

The parking demand for the study area is illustrated in the figure below. The highlighted area indicates zones with high parking demand, while other areas in the study have parking occupancy is less.

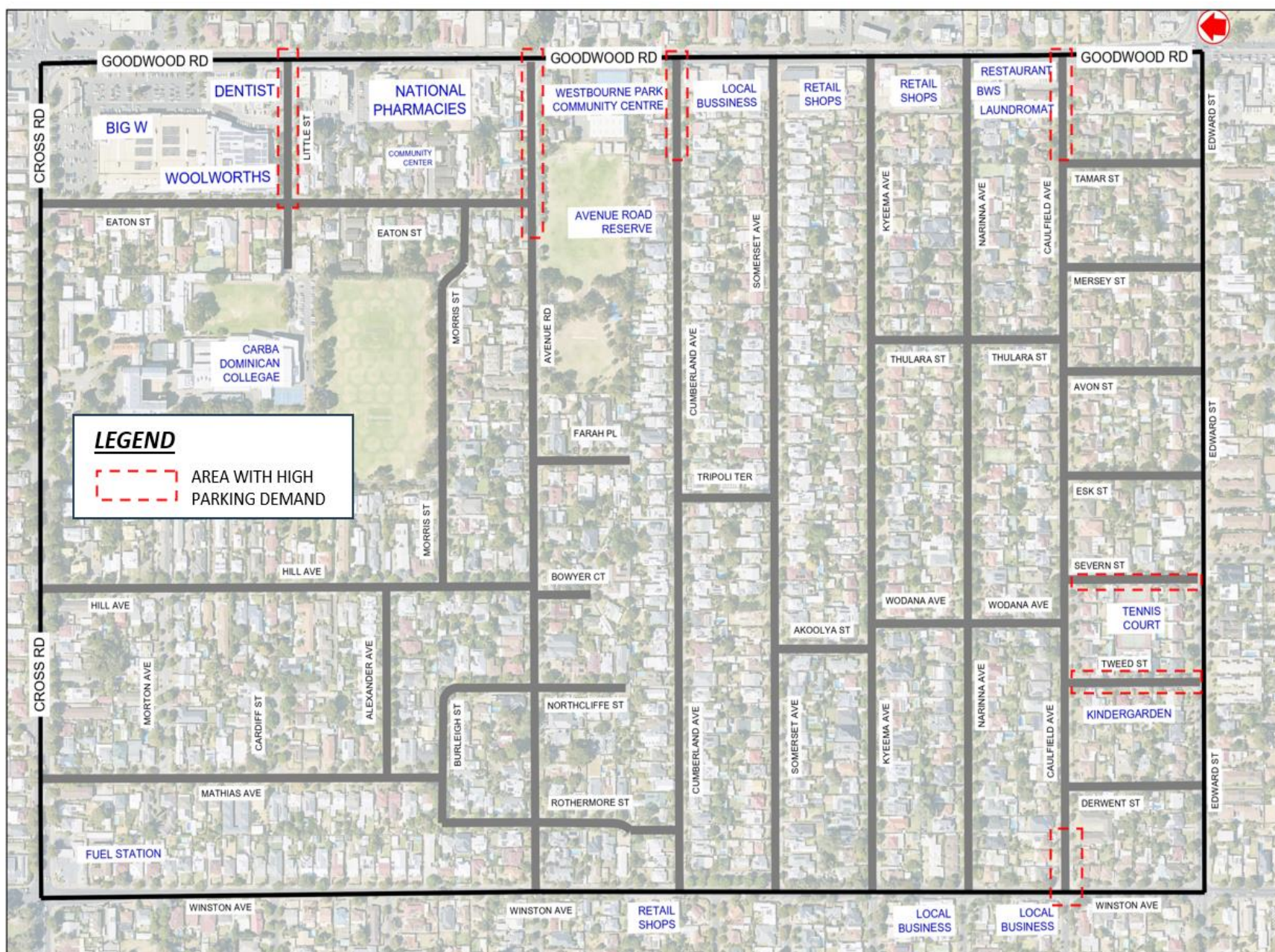


Figure 8: Subject Area Parking Demand

Little Street: There is a noticeable high demand for parking, particularly between Goodwood Road and Eaton Street. This area is frequently used by non-residents to access the nearby bakery, dental studio, National Pharmacy, Cumberland Chiropractor, and other nearby businesses.

Avenue Road is frequently used by non-residents to access Con's Upholstery Shop, Trophy Shop, South Australia Speech and Hearing Centre, Son Studio, Harcourts VennMillar, Sunfarmers Solar, Aelita Rhythmic Gymnastics, and Westbourne Park Community Centre.

Caulfield Avenue: Due to limited parking along Goodwood Road, this avenue is mostly utilized by customers of Klemm Homes, Adelaide Laundromats, The Red Geranium Op Shop, Clay & Coal Indian Restaurant, and a few other restaurants for temporary parking.

Tweed St: The stretch is frequently used by non-residents to access Cumberland Pre-School Kindergarten and Hope Ward Tennis Club mostly. Only on-street parking is allowed on the Eastern side of this road.

3 ASSEMENT FINDINGS

Based on the assessment undertaken within the subject area, the summarised outcomes are detailed below;

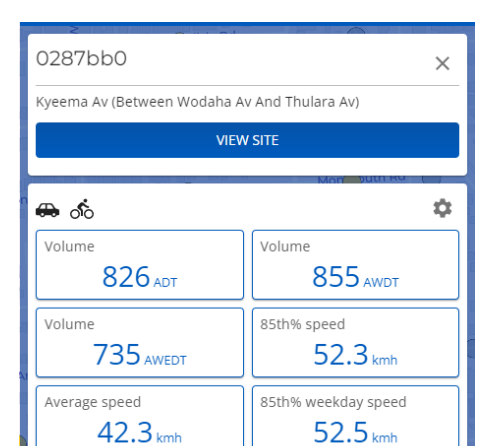
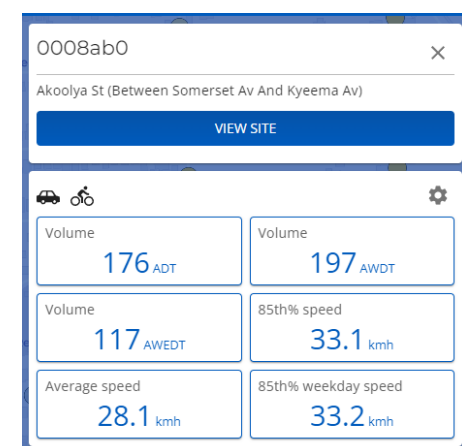
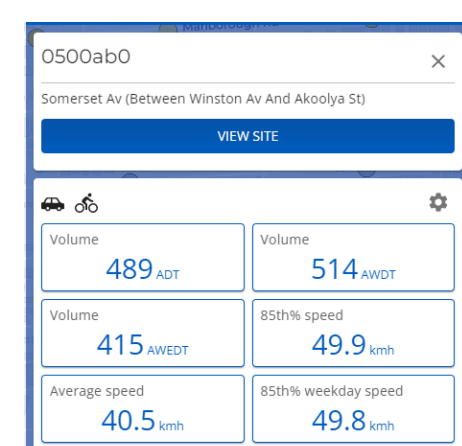
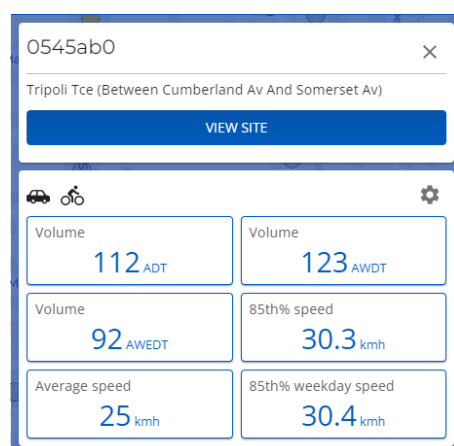
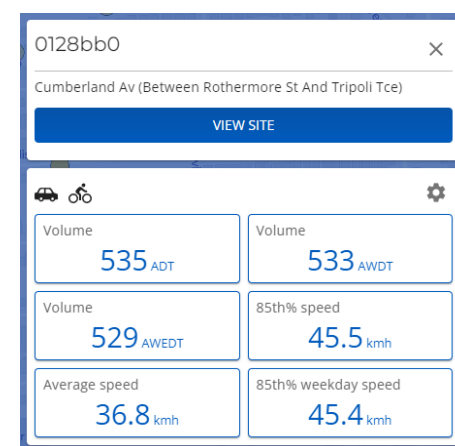
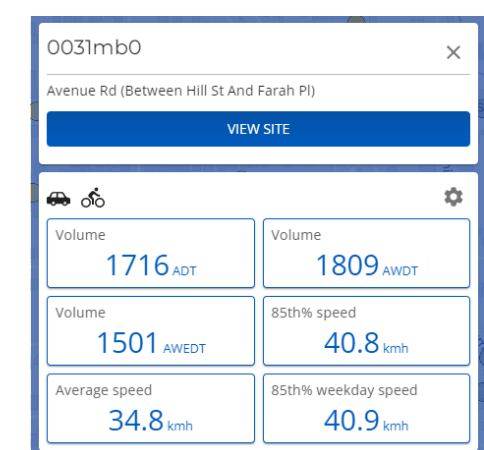
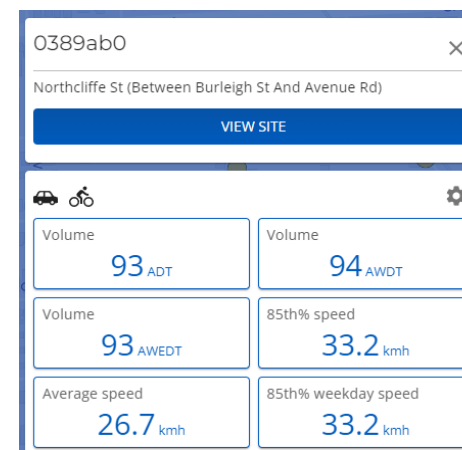
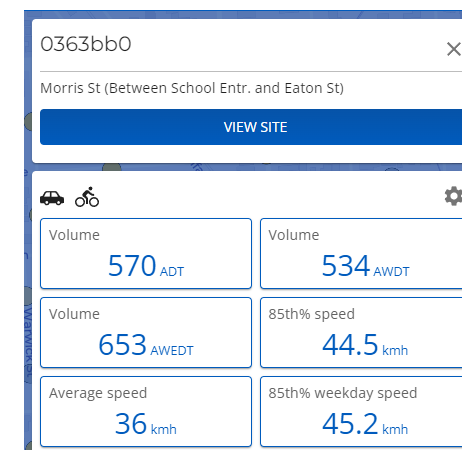
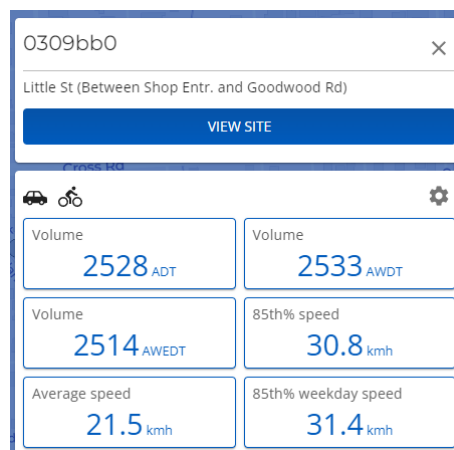
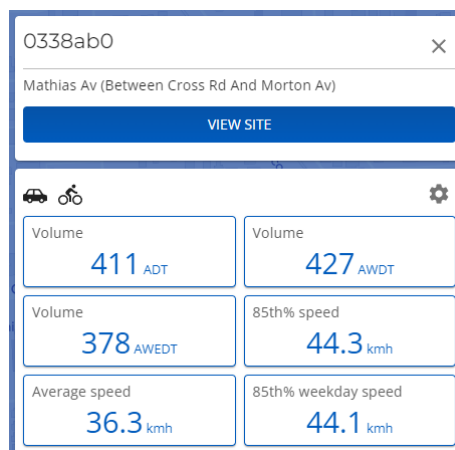
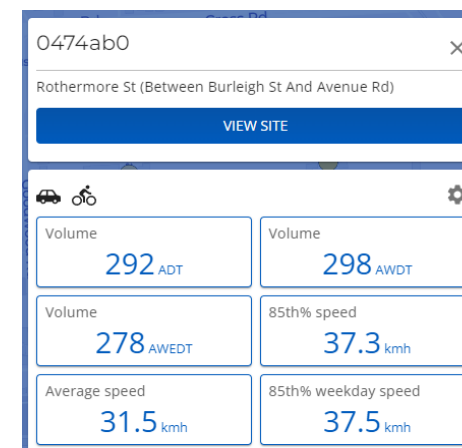
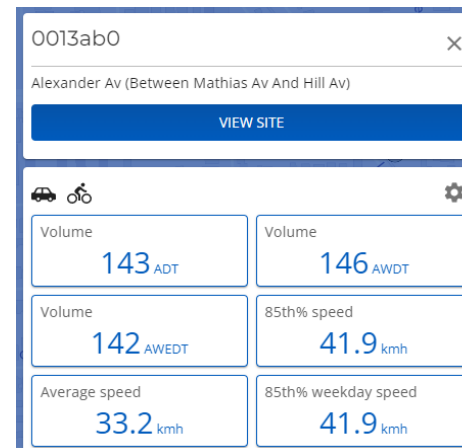
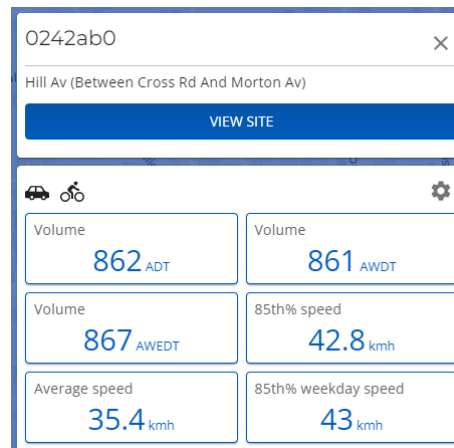
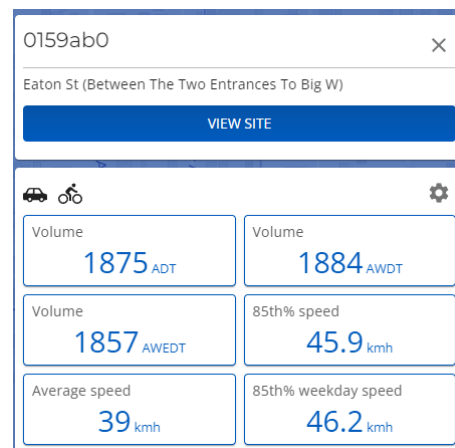
- An assessment during the peak AM/PM peak periods illustrated that vehicles were utilising the local road network to travel to their destination. Little St and Eaton St (via Avenue Road) are some local roads did suffer from high percentages of non-residential traffic.
- A mid-block analysis of the local area determined that roads within the Cumberland Park had not reached their respective capacities. Eaton St and Little St were the only standout from the mid-block analysis, which suffered from a Level of Service D & F rating, respectively.
- An analysis of the vehicle speeds in the local area, demonstrated some minor instances of speeding vehicles. Based on the recent data that was collected, the 85th percentile speeds demonstrated values within an acceptable limit range of the speed limit, with the exception of Caufield Ave, Narinna Ave and Kyeema Ave.
- Winston Avenue/Caufield Avenue has experienced the highest number of crashes and severity, followed by the intersection of Little Street/Eaton Street. Apart from these two intersections, there is no significant correlation in crash statistics on Council-managed roads within the Cumberland Park area at this time.
- Considering the presence of Cabra Dominican College at the end of Little Street, along with the high traffic volume, crash history, and significant pedestrian activity in the area, it is crucial to address the intersections of Avenue Road/Eaton Avenue and Little Street/Eaton Avenue. Implementing treatments at these intersections is necessary to reduce cut-through traffic and improve overall safety within the school zone.
- An analysis of parking demand in the local area shows some parking demand on Little Street, Avenue Road, and Caufield Avenue due to limited parking on Goodwood Road. However, overall parking occupancy in the entire area is low, indicating that no parking control measures are needed at this time.

4 RECOMMENDATIONS

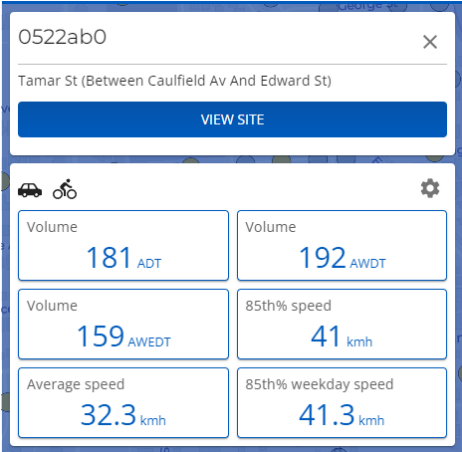
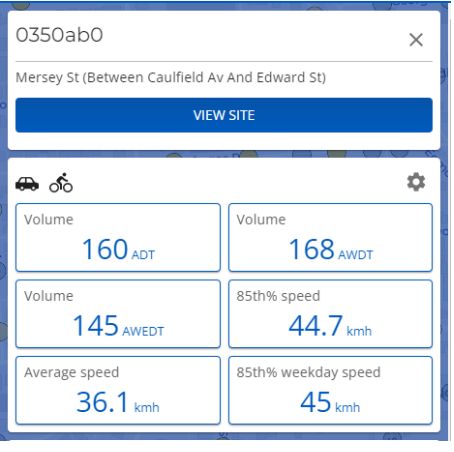
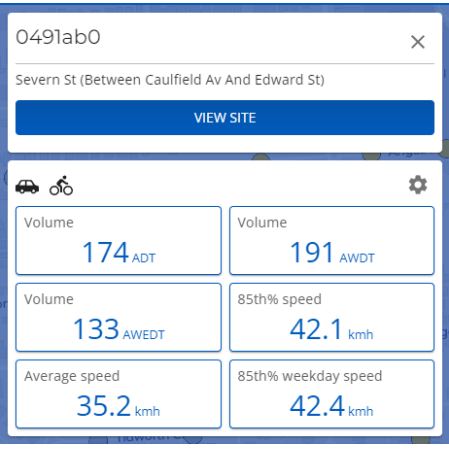
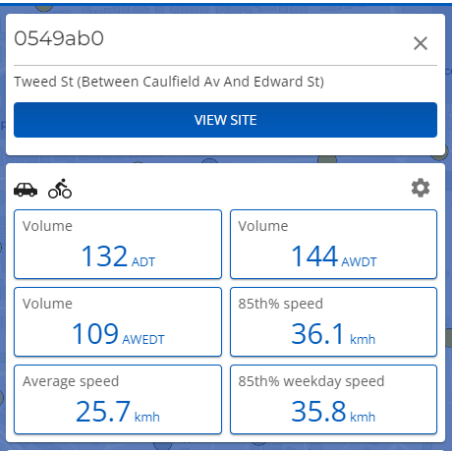
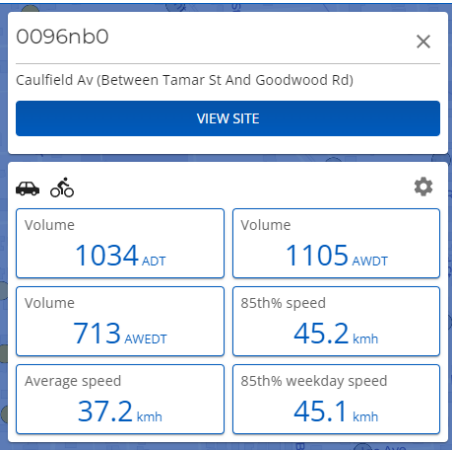
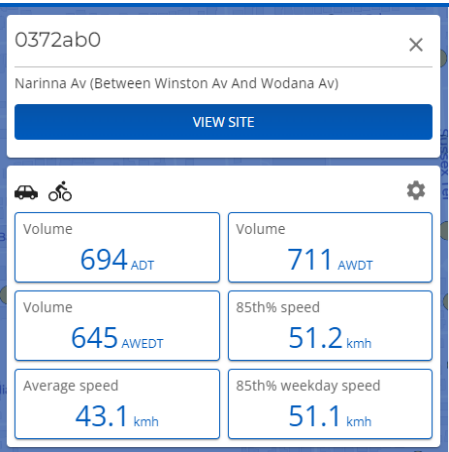
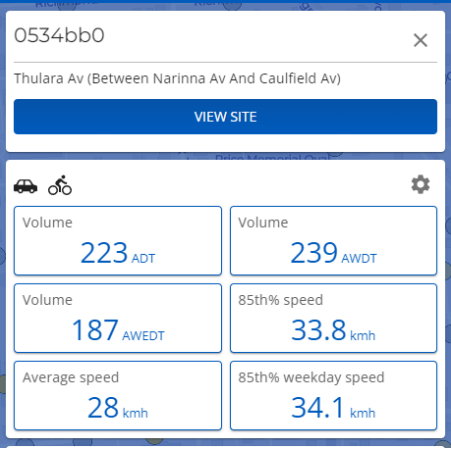
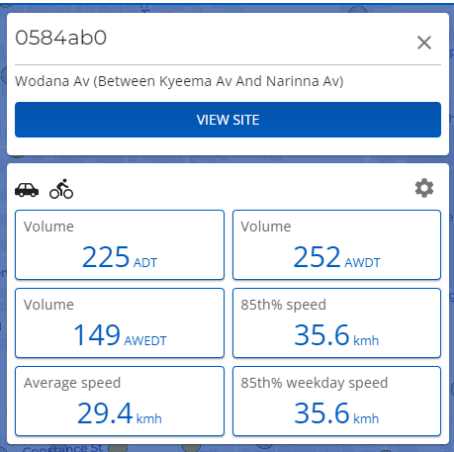
Item	Location	Recommendation	Priority
1.	Whole Study Area – Cumberland Park	Introduce the 40 Area Speed Limit in the study area of Cumberland Park A 40 km/h speed limit has the potential to • save lives • prevent or reduce the number and severity of accidents • create a safer environment for cyclists • improve safety for pedestrians • maintain the existing road environment (no need for road humps, driveway links or other traffic calming devices) • improve the amenity of your neighbourhood with reduced vehicle noise • decrease through traffic.	Within 3 months
2.	Winston Ave/ Caufield Ave Intersection	Upgrade the Winston Avenue/Caufield Avenue intersection to enhance road safety for all users, focusing on implementing measures to reduce the frequency and severity of crashes.	Within 3-6 months
3.	Little St/ Eaton St Intersection	Assess the feasibility of intersection improvements at Eaton Street and Little Street to reduce non-residential traffic, decrease crashes at this intersection, enhance overall road safety for all users, and improve safety within the school prescient.	> 6 months
4.	Eaton St/ Avenue Rd Intersection	Assess the feasibility of intersection improvements at Eaton Street and Avenue Road to reduce the non-residential traffic and enhance the overall road safety for all users, and improve safety within the school prescient	> 6 months

Table 4: Summary of Recommendations

5 APENDIX



5 APENDIX



B. DAW PARK



1 PROJECT BACKGROUND

1.1 STUDY AREA

The aim of the Local Area Traffic Management (LATM) study is to undertake holistic study of Daw Park area and to investigate deficiencies with line marking and signage, road design, walking and infrastructure connectivity, vehicle speeds, volumes, intersections, and parking on local and collector streets on Cumberland Park area.

The subject area (shown in Figure 1) has been defined as the area bounded by Goodwood Road, Winston Avenue, Edward St, and Daw Road.

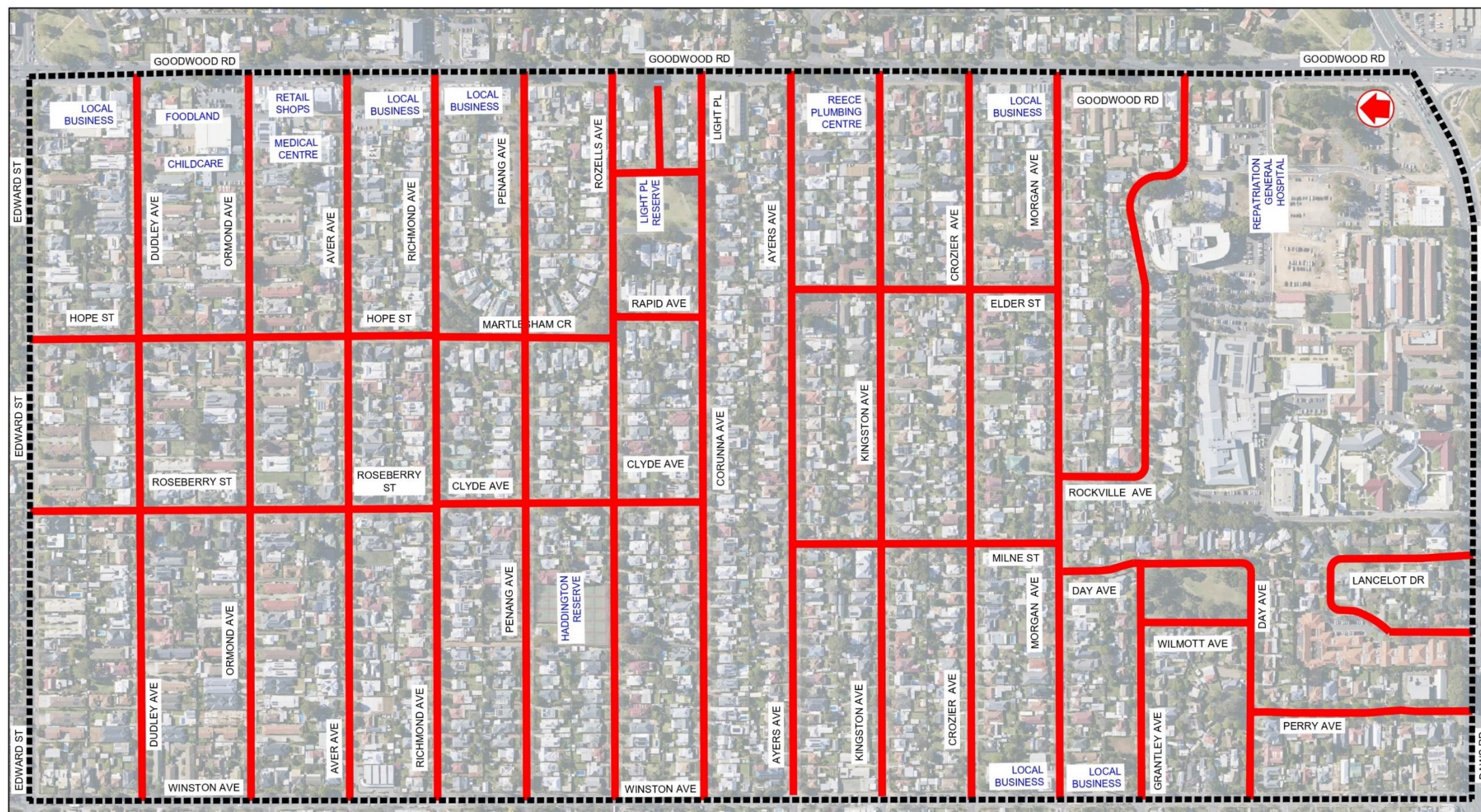


Figure 1: Daw Park Subject Area

1.2 SUBURB PROFILE

Daw Park is bounded by Edward St in the north, Goodwood Road in the east, Daw Road in the south and Winston Avenue in the west. Daw Park area falls within the care and control of City of Mitcham Council.



CENSUS 2021 DATA

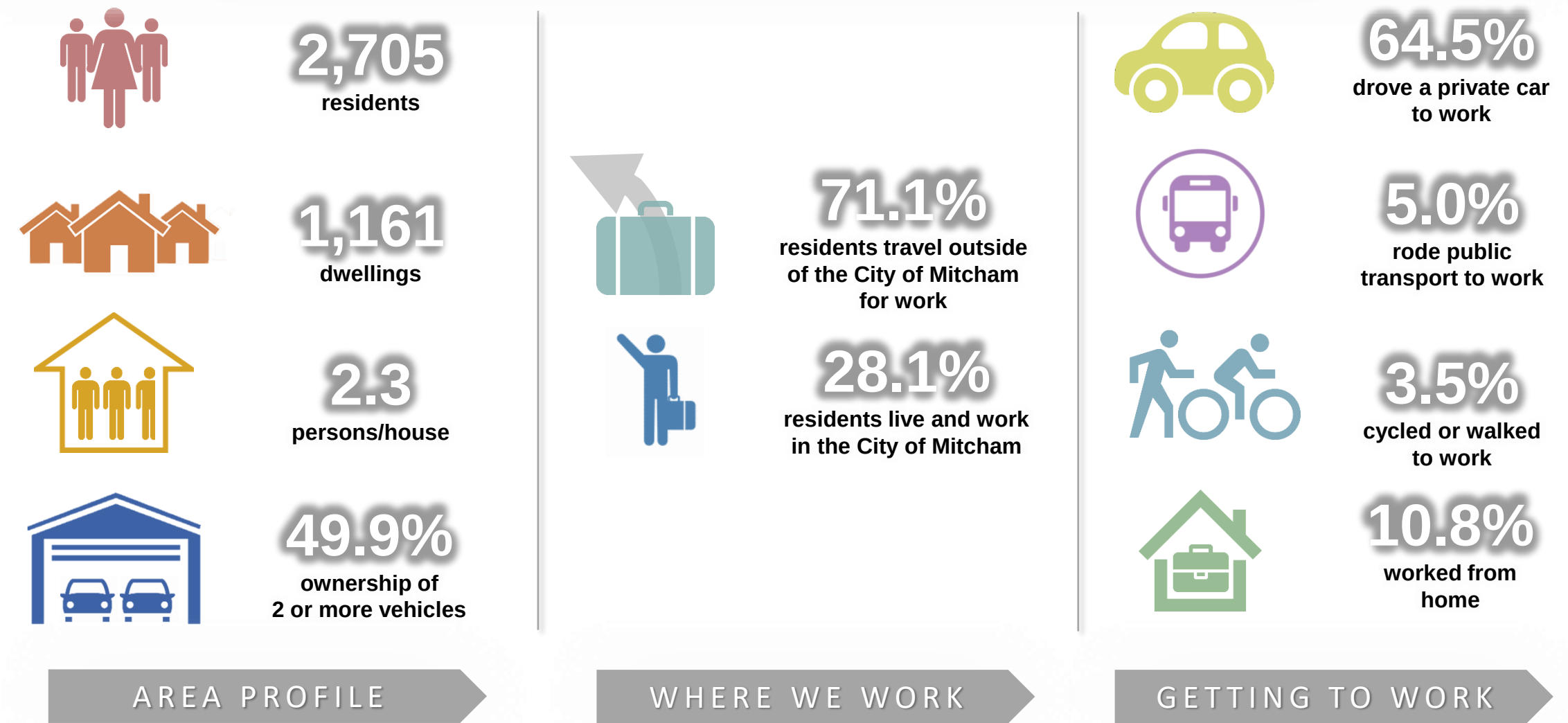


Figure 2: Cumberland Park Suburb Profile ID (based on census data made available by ProfileID and accessed August 2024)

1.3 EXISTING ROAD NETWORK

For the purpose of this preliminary study, the subject area has been defined as the area bounded by Edward St in the north, Goodwood Road in the east, Daws Rd in the south and Winston Avenue in the west and shown diagrammatically below.

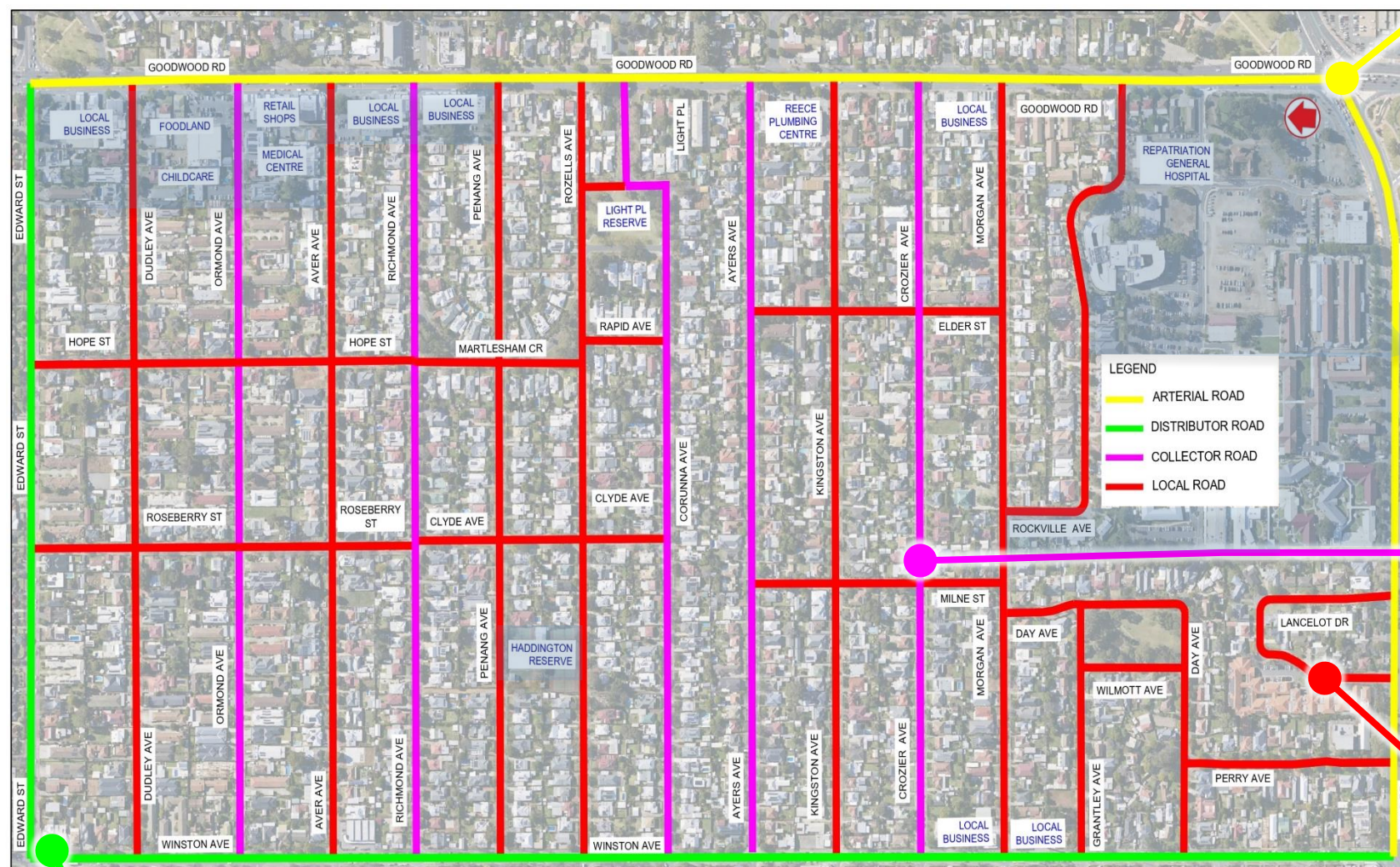


Figure 3: Subject Area

Arterial Road (Daw Road, Goodwood Road)

Arterial Roads form the primary road network for metropolitan traffic movements and provides movement and access to and from main districts and major centres. Typical volumes for Arterial Roads are in the order of 25,000 to 55,000 vehicles per day.

Both Daw Road and Goodwood Road fall under the care and control of the Department of Planning, Transport and Infrastructure (DPTI).

Collector Road (Crozier Ave, Corunna Ave, Richmond Ave and Ormond Ave)

Collector roads provide connections to distributor and arterial roads from local streets within and through a local area, as well as provides property access. Typical volumes for distributor roads are typically in the order of 1,500 vehicles per day to 4,200 vehicles per day Crozier Ave, Corunna Ave, Richmond Ave and Ormond Ave falls under the care and control of the City of Mitcham (Council).

Local Roads (All other roads)

Local roads are designed to carry local traffic only (typically residential) and should be predominantly used for local access only. Typical volumes for local roads within the City of Mitcham are typically not in excess of 2,500 vehicles per day. All other roads within the subject area are under the care and control of the City of Mitcham (Council)

Distributor Road (Edward St, Winston Ave)

Distributor roads are designed to provide connections for traffic movements to and from the broader arterial road network and to distribute traffic to local road networks. Typical volumes for distributor roads are typically in the order of 3,500 vehicles per day to 13,000 vehicles per day. Both Edward St and Winston Ave falls under the care and control of the City of Mitcham (Council).

Key Areas

Highlighted area is the zone of high activity in the suburb.



2 TRAFFIC ASSESSMENT

As In general transport policy, the adequacy of a road network, coupled with the congestion and delays experienced on Arterial Roads are the primary root factors that drive external traffic into local areas. In areas with grid local street systems, this congestion does not have to be severe for the alternative paths through the local area to become attractive in terms of travel time and avoidance of delay. Local streets intersecting with arterials and sub arterials near traffic signals are especially vulnerable to through traffic. Roads that have been included for the purposes of this study area, are subject to the default urban speed limit of 50 km/h.



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2.2 PEAK HOUR TRAFFIC ANALYSIS



For local roads within the functional road hierarchy, an initial assessment compares peak hour traffic volumes to the Average daily traffic (ADT) volumes to identify patterns of non-residential cut-through traffic. The Department of Infrastructure and Transport (DIT) previously conducted an evaluation to establish standard trip generation rates based on local and national survey data specific to Adelaide. The results indicated that the indicative ratio of residential peak hour traffic volumes to Annual Average Daily Traffic Volumes in residential areas is approximately 12%. Local roads with a proportion of up to 12% are considered suitable for accommodating residential travel patterns, according to the findings of the DIT assessment.

Collector and Distributor Roads, characterized by their role in facilitating traffic movement to and from residential areas (local roads) and connecting them to broader arterial road networks, inherently carry a higher proportion of non-residential traffic. As a result, the application of the peak hour traffic volume proportion is not applicable to these types of roads.

Based on the traffic data surveys, the AM peak hour period generally occurred between 8-9 am or 11-12 am and the PM peak hour generally occurred between 2 to 3 pm or 3-4 pm.

An analysis of peak traffic volumes in relation to the Average Daily Traffic (ADT) reveals that numerous sites in the area experienced non-residential traffic during both the morning (AM) and evening (PM) peak periods. The number of local roads with recorded peak hour traffic volumes surpassing 12% of the Average Daily Traffic (ADT) is almost equal in both AM & PM peaks.

The table below provides a summary of the streets that receive a higher percentage of AM and PM traffic.

Road Name	Road Classification	AADT	No. of Vehicles (AM)	AM %	No. of Vehicles (PM)	PM %
Morgan Ave (Between Elder St and Goodwood Rd)	Local Road	842	140	15.50	109	12.07
Roseberry St (Between Dudley Ave and Ormond Ave)	Local Road	198	30	15.15	23	11.62
Day Ave (Between Grantley Ave and Day Ave)	Local Road	172	25	14.53	17	9.88
Day Ave (Between Perry Ave and Wilmott Ave)	Local Road	217	31	14.29	26	11.98
Kingston Ave (Between Winston Ave and Milne St)	Local Road	531	72	13.56	62	11.66

Table 1 :Summary of the streets that receive a higher % of AM and PM traffic.

Roads that have been included for the purposes of this study area, are subject to the default urban speed limit of 50 km/h.



2.4 CRASH HISTORY

The reported crash history for the subject area has been sourced from the South Australian Government Data Directory (Data SA).

A summary of the crashes for the last available five-year period (2018-2022), within the subject area

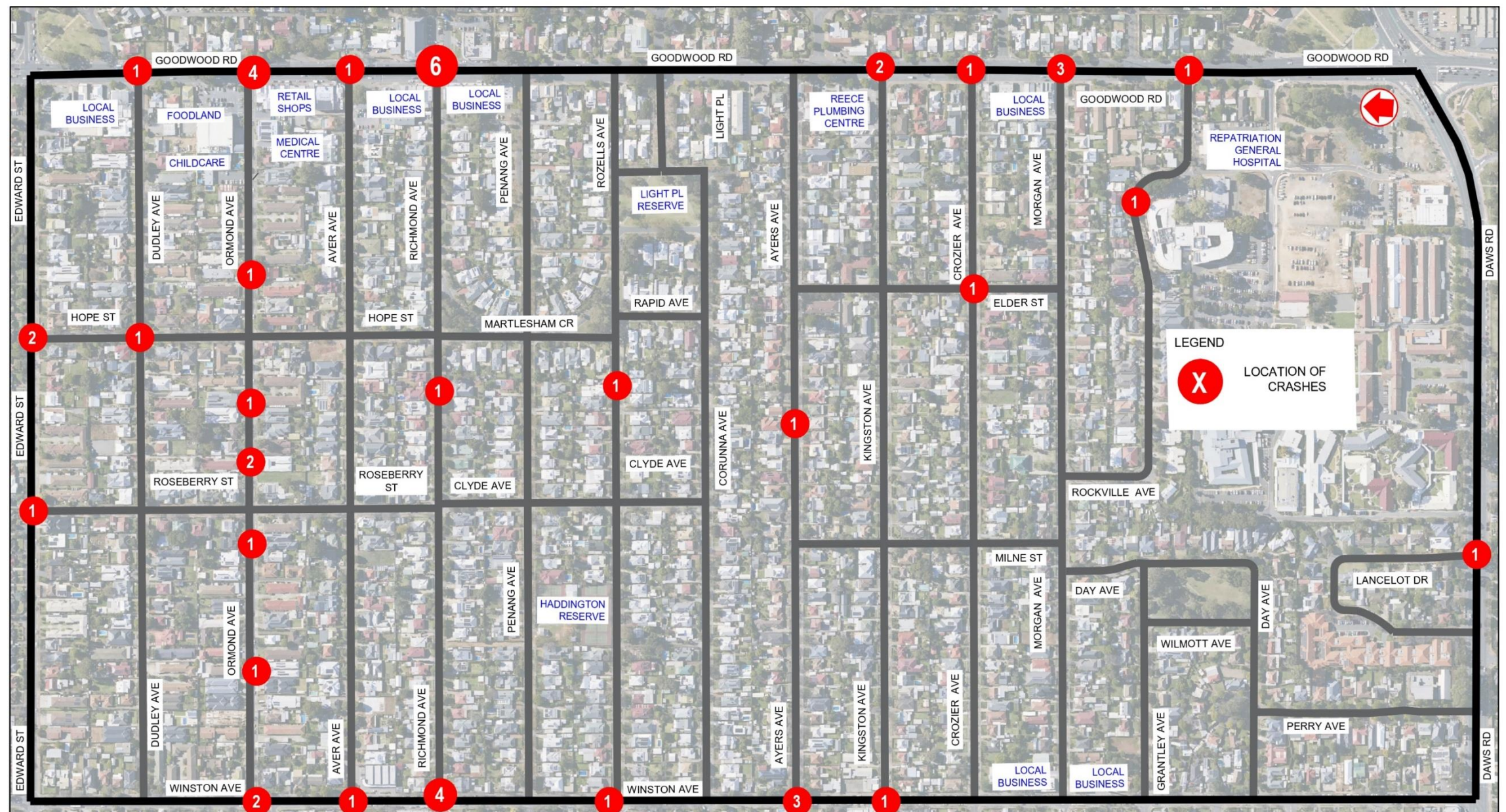


Figure 7: Subject Area Crash History (2018-2022)

2.5 PARKING DEMAND

The parking demand for the study area is illustrated in the figure below. The highlighted area indicates zones with high parking demand, while other areas in the study have less parking occupancy.

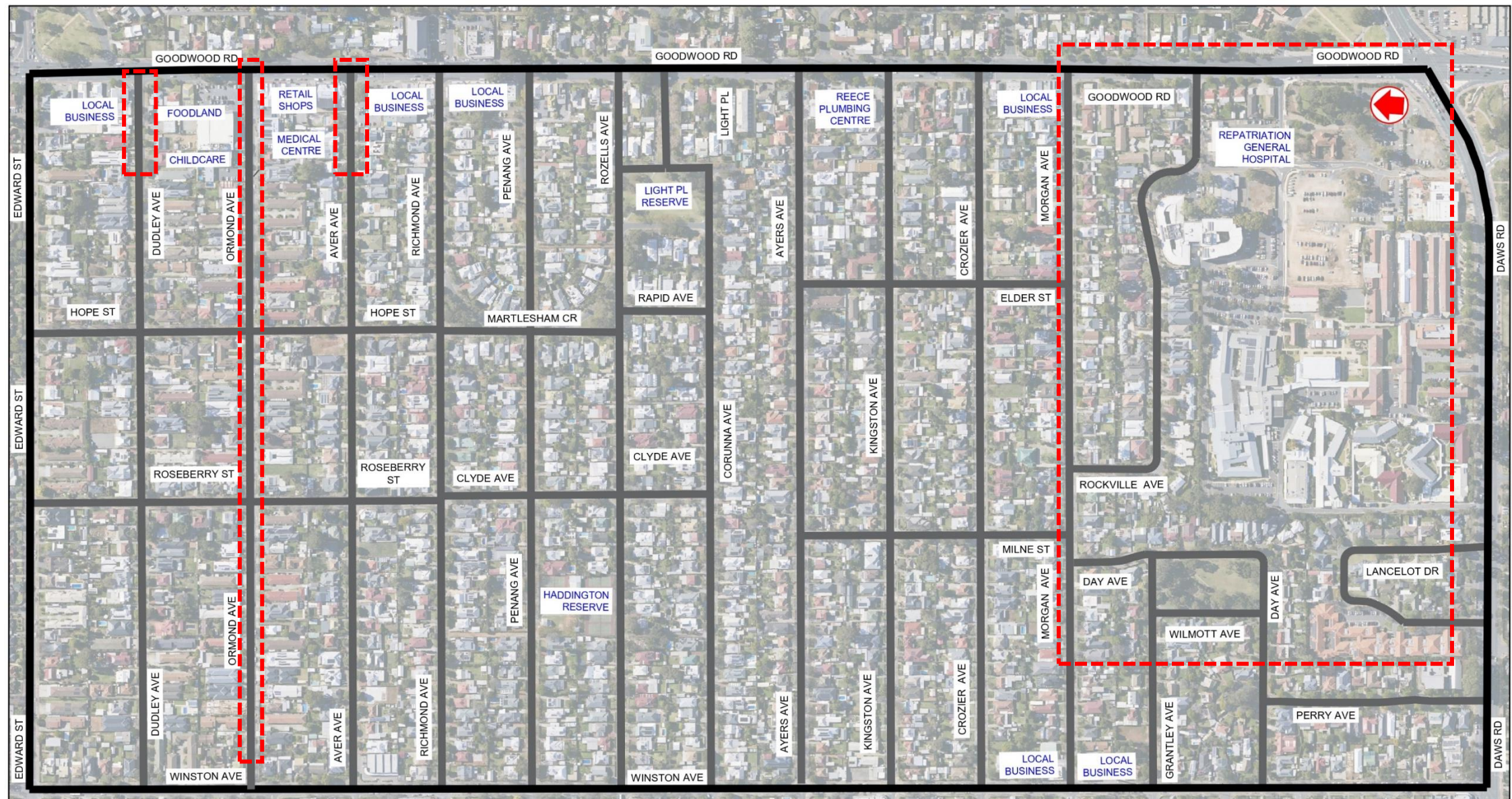


Figure 8: Subject Area Parking Demand

3 ASSEMENT FINDINGS

Based on the assessment undertaken within the subject area, the summarised outcomes are detailed below;

- It has been observed that the section of Winston Avenue between Morgan Avenue and Corruna Avenue, which spans 500 meters, lacks any pedestrian crossing facilities. Given that Winston Avenue is a popular bus route and there are nearby land uses such as residential areas, local businesses, and open spaces, there is a high demand for a pedestrian crossing facility. Additionally, due to the consistently high peak hour traffic volumes during the morning and afternoon periods, there are insufficient gaps in traffic for pedestrians to safely cross the road.
- An analysis of the vehicle speeds in the local area, demonstrated some instances of speeding vehicles. Based on the recent data that was collected, the 85th percentile speeds demonstrated values within an acceptable limit range of the speed limit, with the exception of Crozier Ave and Ayers Ave.
- A mid-block analysis of the local area determined that roads within the Daw Park had not reached their respective capacities. All roads are function at a Level of Service A
- There is no significant correlation in crash statistics on Council-managed roads within the Daw Park area at this time.
- Ormond Avenue is home to significant traffic generators, including the Daw Park Medical Centre and the Guardian Childcare & Education Centre. The avenue also serves as a popular parking location due to the presence of various food and beverage establishments, such as Romeo's Foodland, situated at the entrance of Ormond Avenue along Goodwood Road. Furthermore, with a high number of residential units, apartments, and flats—totaling over 175 dwellings on Ormond Avenue—there is a substantial demand for on street parking along the avenue.
- Ormond Avenue has a width ranging from 7.2 to 7.6 meters, allowing parking on both sides of the road. Given that a typical car is approximately 2 meters wide, this leaves around 3 meters for the flow of traffic when vehicles are parked on both sides. However, it has been observed that motorists often do not park properly (close to the kerb), particularly in the narrower sections of Ormond Avenue, resulting in less than 3 meters of road space for traffic. This situation makes it challenging for trucks to access the road.
- The Repatriation General Hospital has undergone expansion and added new facilities. It has been observed that hospital employees and visitors often park on nearby local streets instead of utilizing the hospital car park to avoid paying parking fees. This behavior is negatively impacting the availability of parking for residents, leading to significant parking challenges. Additionally, the hospital and the nearby aged care facility generate a high demand for parking in the surrounding area, further exacerbating the issue.

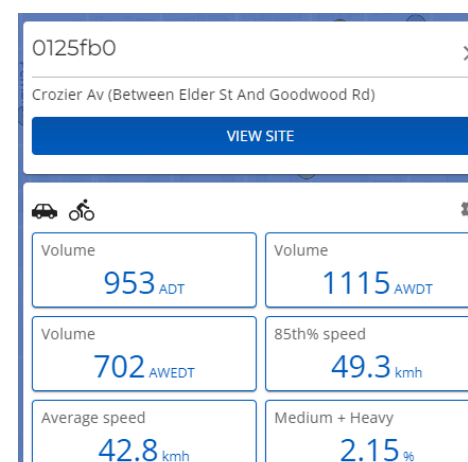
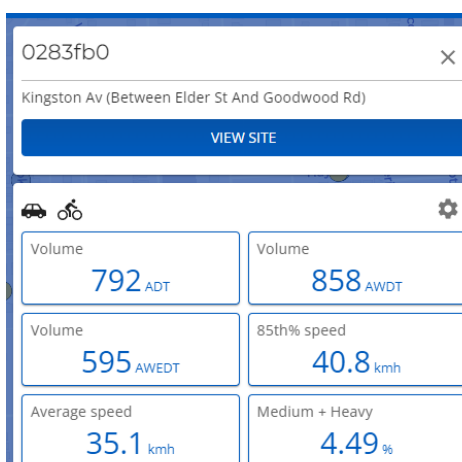
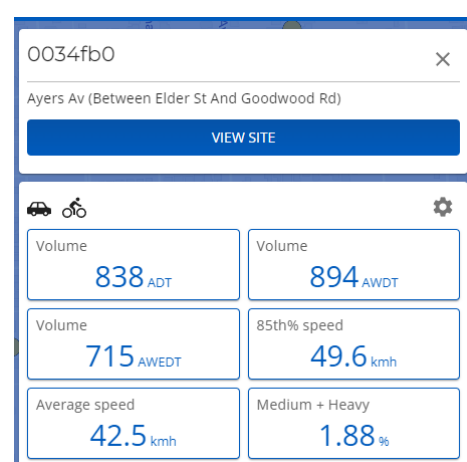
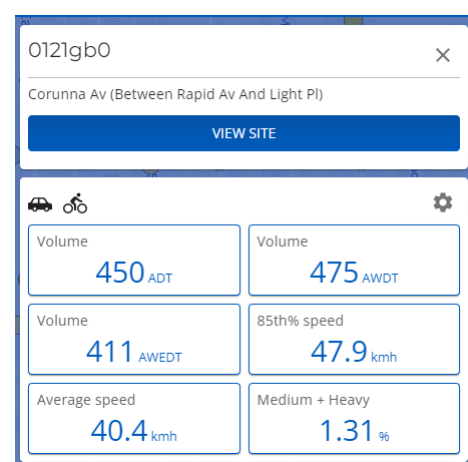
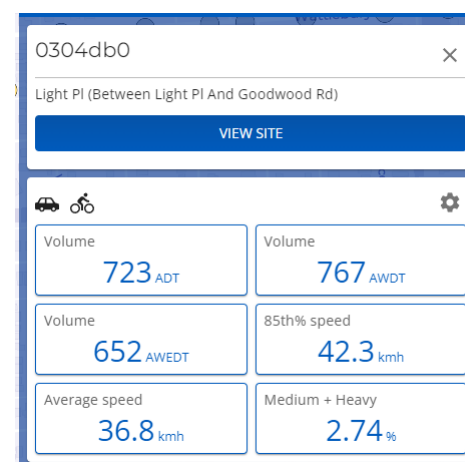
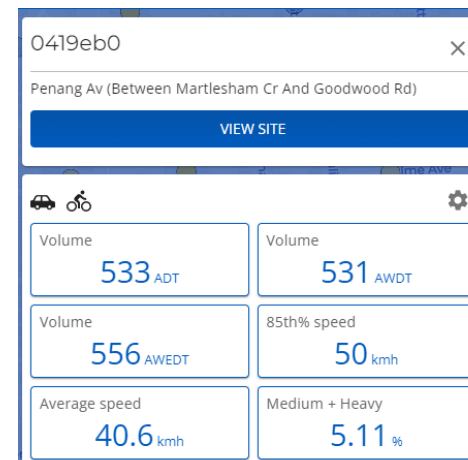
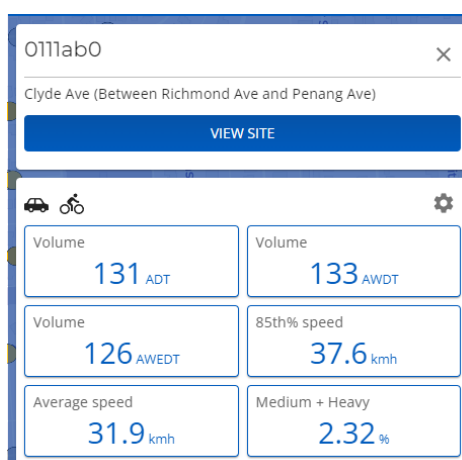
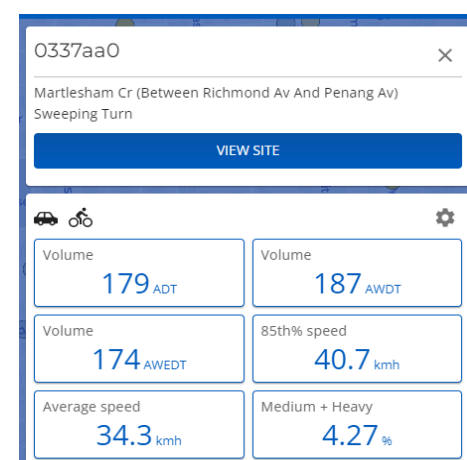
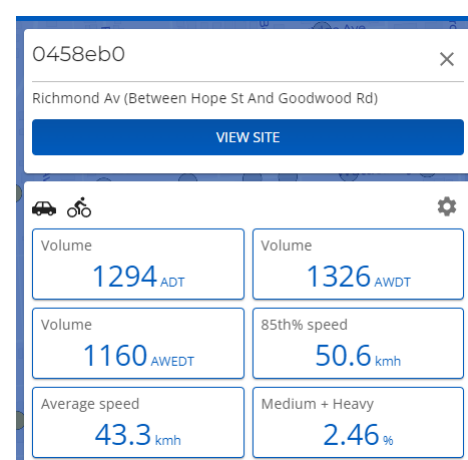
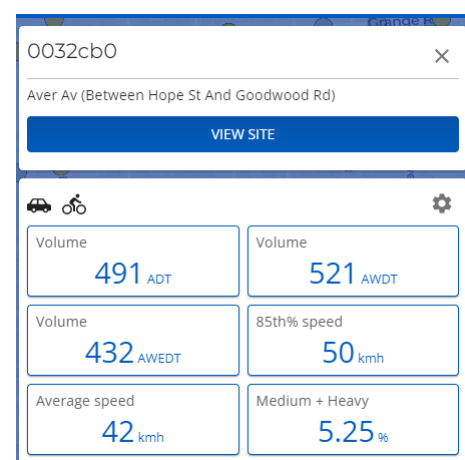
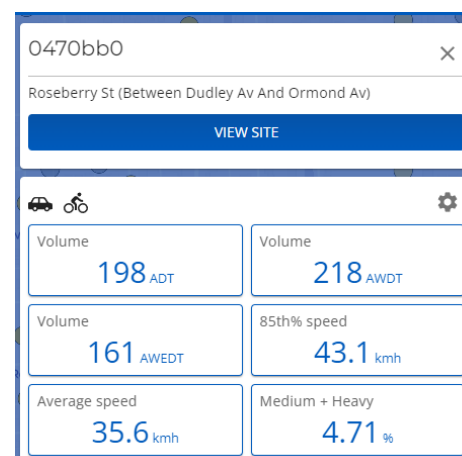
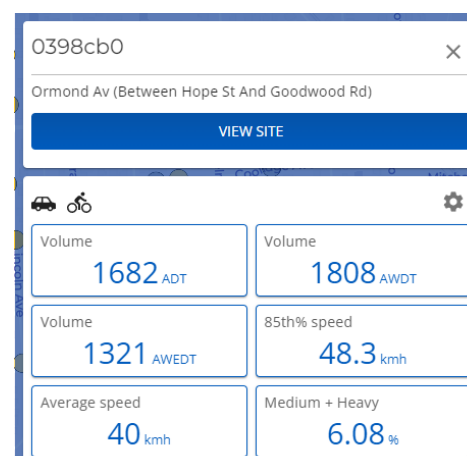
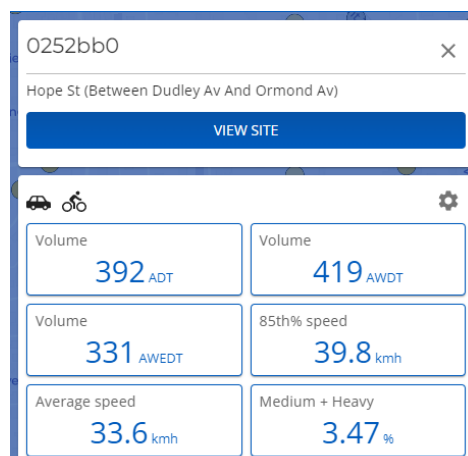
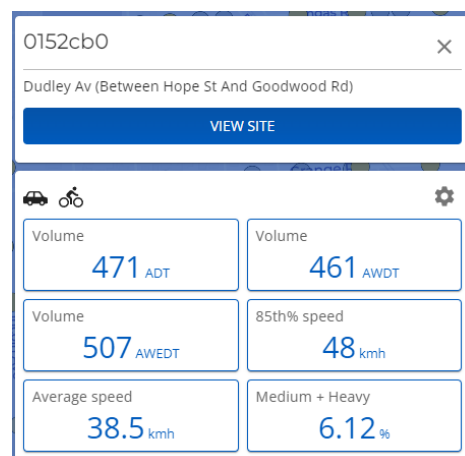
4 RECOMMENDATIONS



Item	Location	Recommendation	Priority
1.	Whole Study Area – Daw Park	Introduce the 40 Area Speed Limit in the study area of Daw Park A 40 km/h speed limit has the potential to • save lives • prevent or reduce the number and severity of accidents • create a safer environment for cyclists • improve safety for pedestrians • maintain the existing road environment (no need for road humps, driveway links or other traffic calming devices) • improve the amenity of your neighbourhood with reduced vehicle noise • decrease through traffic.	Within 3 months
2.	Winston Ave (between Morgan Ave and Corruna Avenue)	Provide Pedestrian Refuge facility on Winston Avenue to improve pedestrian connectivity in this area.	Within 3-6 months
3.	Ormond Avenue	Assess the feasibility of implementing parking controls on Ormond Avenue to address the parking demand and resolve the truck access issue.	Within 3-6 months
4.	Repatriation General Hospital Area	Implement timed parking in the surrounding area to manage the parking demand.	Within 3-6 months

Table 4: Summary of Recommendations

5 APENDIX



5 APENDIX

