

From: [REDACTED]  
To: [REDACTED] [OUT OF SCOPE](#) [DTT:Minister](#)  
Subject: [Wingard](#)  
Stephen Tce/ Ninth Ave St Peter's Road Restrictions  
Date: Friday, 5 March 2021 1:24:51 PM

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My wife and I have just been notified by a deeply concerned resident of [REDACTED] of the proposed changes to the above intersection

[REDACTED] to say that we are also deeply concerned is a gross understatement

The logic and need behind the proposal is totally baffling and the resulting impact on the adjacent streets will be very considerable but just as importantly, the total lack of consultation and communication with local residents likely to be affected, is just so disappointing.

There are so many aspects of this that need to be discussed but I'll just highlight one at the moment. The objective to improve the safety of cyclists is supported by everyone but this proposal actually encourages cyclists to come onto roads, trying to share with vehicles, when there is a dedicated cycling path within a couple of hundred meters. This currently services almost all the areas necessary

I believe there may have been a notice of the proposal on a government website, and I understand the closing date for any submissions is this Sunday 7 March

But is this really good enough? Would it have been too much to ask for the relevant Government Dept involved to call a public meeting to discuss the proposal including a justification of the need, their assessment of the likely impact on the surrounding areas and an opportunity for the local residents to consider the proposals in depth and subsequently give their feedback

Governments and politicians at all level are experiencing a serious lack of confidence, appreciation and most importantly, trust, from the general public at the moment. These feelings are reinforced when we feel that we are being taken for granted, if not treated with contempt

I sincerely request that a proper and detailed consultation process now take place and that the Government be "big enough" to scrap the proposal if that is the outcome

Your faithfully

[REDACTED]

2021/00139/01

#16829526



Government of South Australia

Department for Infrastructure  
and Transport

**TO MINISTER FOR INFRASTRUCTURE AND TRANSPORT  
FOR NOTING/APPROVAL**

**RE: 21INF0294 – INTERSECTION OF NINTH AVENUE AND STEPHEN  
TERRACE, ST PETERS**

Critical Date: N/A

Reason: N/A

**RECOMMENDATION(S):**

DIT'S Recommendation(s)	Initials	Minister's Response
That you consider the attached draft letter of response that has been approved by [REDACTED] Executive Director, Transport Project Delivery	JW	Approved / Not Approved / Noted

**Minister's Office use: Comments****Comments:**

\_\_\_\_\_  
Hon Corey Wingard MP

/ / 2021

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**ISSUE:**

On 5 March 2021, [REDACTED] wrote to you regarding the intersection of Ninth Avenue and Stephen Terrace, St Peters.

**DISCUSSION:**

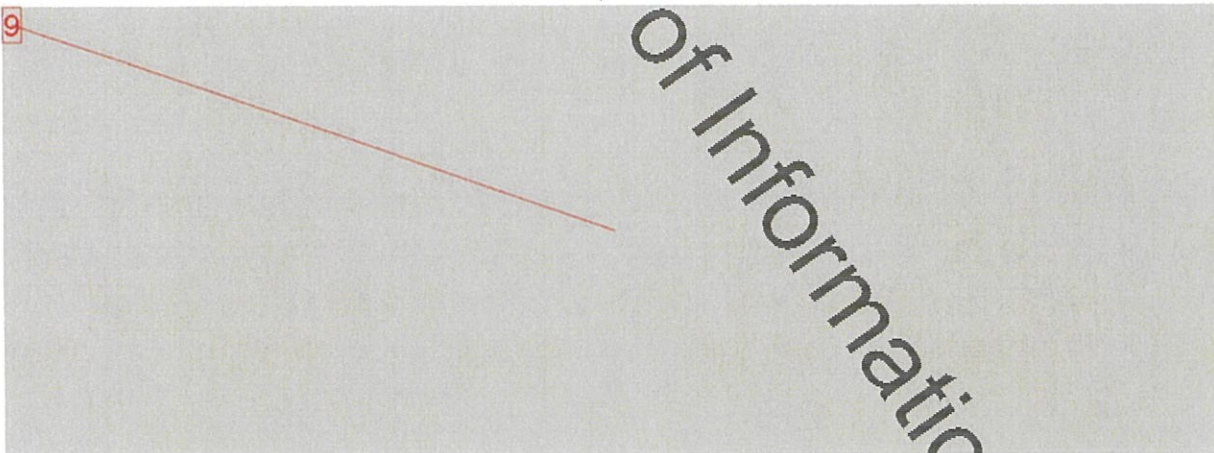
On 12 February 2021, DIT in collaboration with the City of Norwood Payneham & St Peters dispatched a notification (Attachment 1) seeking community feedback on the proposal to improve safety for pedestrians and cyclists through the installation of a bicycle refuge at the intersection of Ninth Avenue and Stephen Terrace, St Peters.

The community consultation period was for three weeks and the notification was dispatched to a catchment area surrounding the project location to approximately 500 properties. The letterbox catchment area is indicated in the map overleaf.

The consultation period was then extended to enable a wider cycling community outside the catchment zone to provide feedback for an additional three weeks, while still allowing feedback submissions from within the catchment zone.

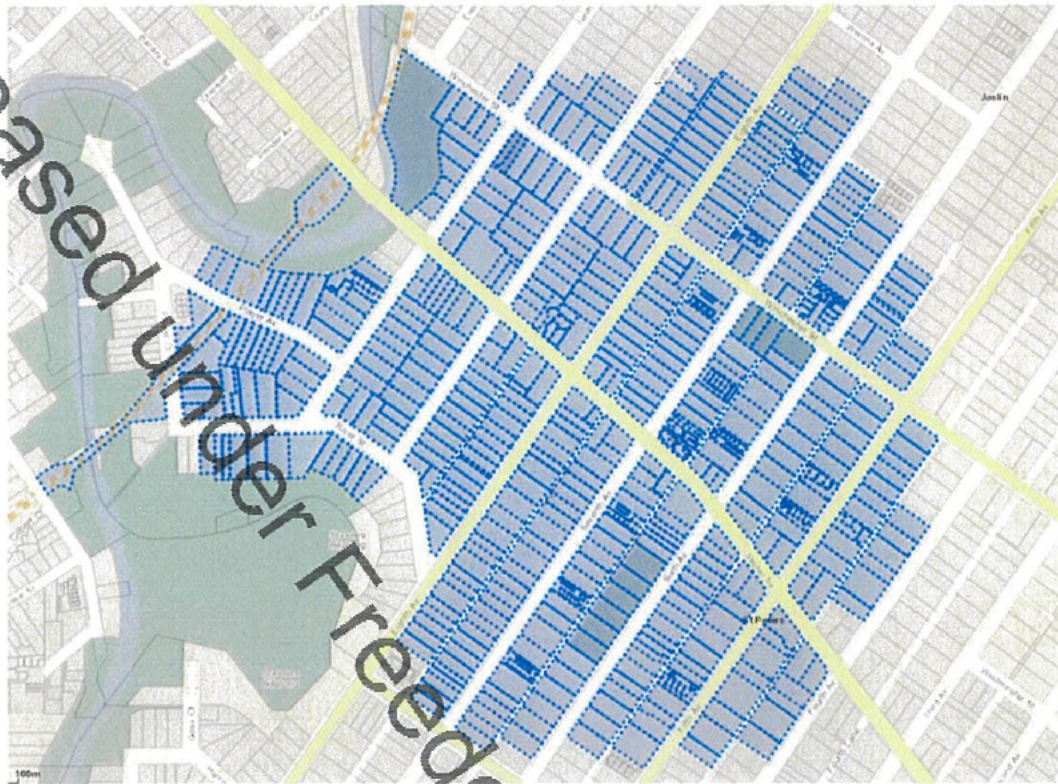
Over the six week period a total of 159 submissions were received via the project website, email, telephone calls and post. 143 of those submissions were negative, or not in support of the project, with 16 positive, or in support of the project.

A summary of the consultation outcomes is provided for your information (Attachment 2).



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**RECOMMENDATION:** That you consider the attached draft letter of response.

**SENSITIVE:** N/A

**FINANCIAL IMPLICATIONS:** N/A

**MEDIA:** N/A

**LEGAL IMPLICATIONS:** N/A

**EXECUTIVE DIRECTOR  
TRANSPORT PROJECT DELIVERY**

07/04/2021

Phone Number  
Mobile



ATTACHMENTS	
KNet <a href="#">16595079</a>	Community consultation notification (Attachment 1)
KNet <a href="#">16884373</a>	Community consultation outcomes summary (Attachment 2)

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From: [REDACTED]  
To: [REDACTED] [DIT: Minister Wingard](#)  
Subject: 9th Avenue and Stephen Tce proposal  
Date: Friday, 5 March 2021 9:21:33 PM

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Dear Minister Wingard

I write to you with some significant concerns regarding a proposal to amend the Ninth Ave & Stephen Tce intersection. I am a resident of [REDACTED] and am disappointed to only now being made aware of this through a local letter drop from concerned nearby residents. No notice from DIT on a proposal which would significantly increase vehicular traffic on our street?!?! That just shouldn't happen.

Please consider my feedback (noting that I am also a regular bike rider so appreciate bikes being considered or prioritised however this is just the wrong outcome):

Firstly, do we have a true understanding of demand and current cyclist utilisation? I think not; it appears we are blindly looking to connect a recent upgrade where sharrows (which cause more confusion than anything) were added to Ninth Ave.

Money would be better spent on investing in sorting out the poorest connection of the shared use path on linear park (Battams Rd to Winchester St). This is the most confusing and disorganised section of the entire linear path. Diverting bikes to Ninth Ave and across a road operating at arterial capacity in peaks (Stephen Tce) is a poor outcome, particularly when such a great alternative exists. It's not every day that bridges or cycle underpasses already exists!! Just get the connections right.

Safety for bikes is better "off" busy roads and that is much better than simply prioritising bike movements on existing roads. This is a rare opportunity to work with the existing amazing linear park/ path asset and finalise/ formalise this missing link.

Also, more information is needed on what the modelling is telling you will happen to the nearby streets. Rat-running is increasing already on what have traditionally been quiet residential streets. This tells you the arterials are clogged; exacerbating this issue by restricting key right turn movements will be a poor outcome. The time to act appropriately is now and ticking the box on enhancing cycling moments in a street (when a far superior option exists) is not appropriate.

Zero 'direct' consultation with surrounding streets is the sign of a poor process. Not keen for actual feedback??

Take a moment to be strategic and you will see a better and safer connection with no impact on vehicle movements in already stressed intersections at peaks.

Please consider this feedback and make the right calls going forward.

Regards

[REDACTED]

Sent from my iPhone

From: [REDACTED]  
To: [DIT: Minister Wingard](#)  
Subject: Ninth Ave- Stephen Tce "upgrade"  
Date: Friday, 5 March 2021 9:18:17 PM

---

Dear Minister Wingard

I write to you with some significant concerns regarding a proposal to amend the Ninth Ave & Stephen Tce intersection. [REDACTED] and am disappointed to only now being made aware of this through a local letter drop from concerned nearby residents. No notice from DIT on a proposal which would significantly increase vehicular traffic on our street?!?! That just shouldn't happen.

Please consider my feedback (noting that I am also a regular bike rider so appreciate bikes being considered or prioritised however this is just the wrong outcome):

Firstly, do we have a true understanding of demand and current cyclist utilisation? I think not; it appears we are blindly looking to connect a recent upgrade where sharrows (which cause more confusion than anything) were added to Ninth Ave.

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Zero 'direct' consultation with surrounding streets is the sign of a poor process. Not keen for actual feedback??

Take a moment to be strategic and you will see a better and safer connection with no impact on vehicle movements in already stressed intersections at peaks.

Please consider this feedback and make the right calls going forward.

Regards

[REDACTED]

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2021/00139/01

# 6830953



Government of South Australia

Department for Infrastructure  
and Transport

TO MINISTER FOR INFRASTRUCTURE AND TRANSPORT

FOR NOTING/APPROVAL

RE: 21INF0291 – INTERSECTION OF NINTH AVENUE AND STEPHEN  
TERRACE, ST PETERS

Critical Date: N/A

Reason: N/A

## RECOMMENDATION(S):

DIT'S Recommendation(s)	Initials	Minister's Response
That you consider the attached draft letter of response that has been approved by [REDACTED] Executive Director, Transport Project Delivery	JW	Approved / Not Approved / Noted

## Minister's Office use: Comments

## Comments:

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 Hon Corey Wingard MP

/ / 2021

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**ISSUE:**

On 5 March 2021, [REDACTED] wrote to you regarding the intersection of Ninth Avenue and Stephen Terrace, St Peters.

**DISCUSSION:**

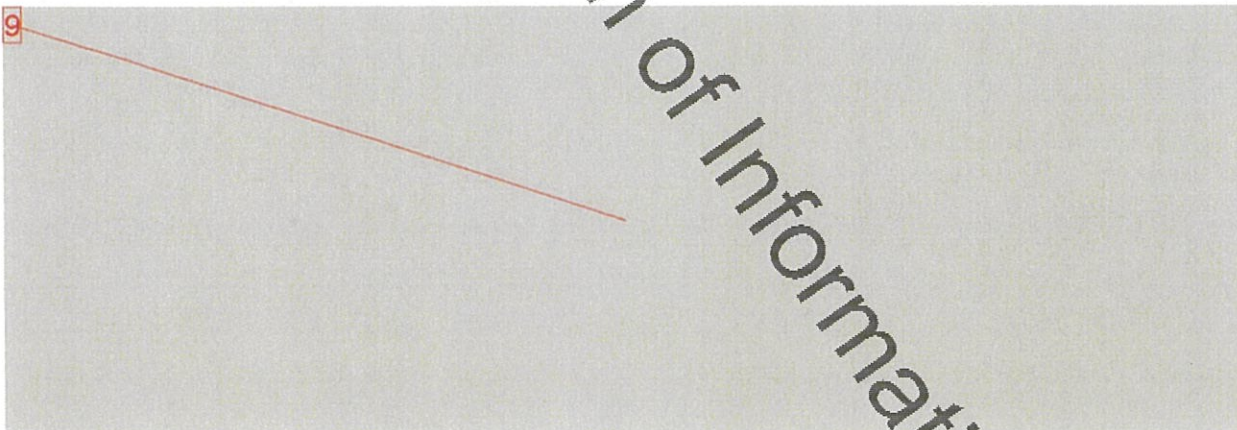
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The community consultation period was for three weeks and the notification was dispatched to a catchment area surrounding the project location to approximately 500 properties. The letterbox catchment area is indicated in the map overleaf.

The consultation period was then extended to enable a wider cycling community outside the catchment zone to provide feedback for an additional three weeks, while still allowing feedback submissions from within the catchment zone.

Over the six week period a total of 159 submissions were received via the project website, email, telephone calls and post. 143 of those submissions were negative, or not in support of the project, with 16 positive, or in support of the project.

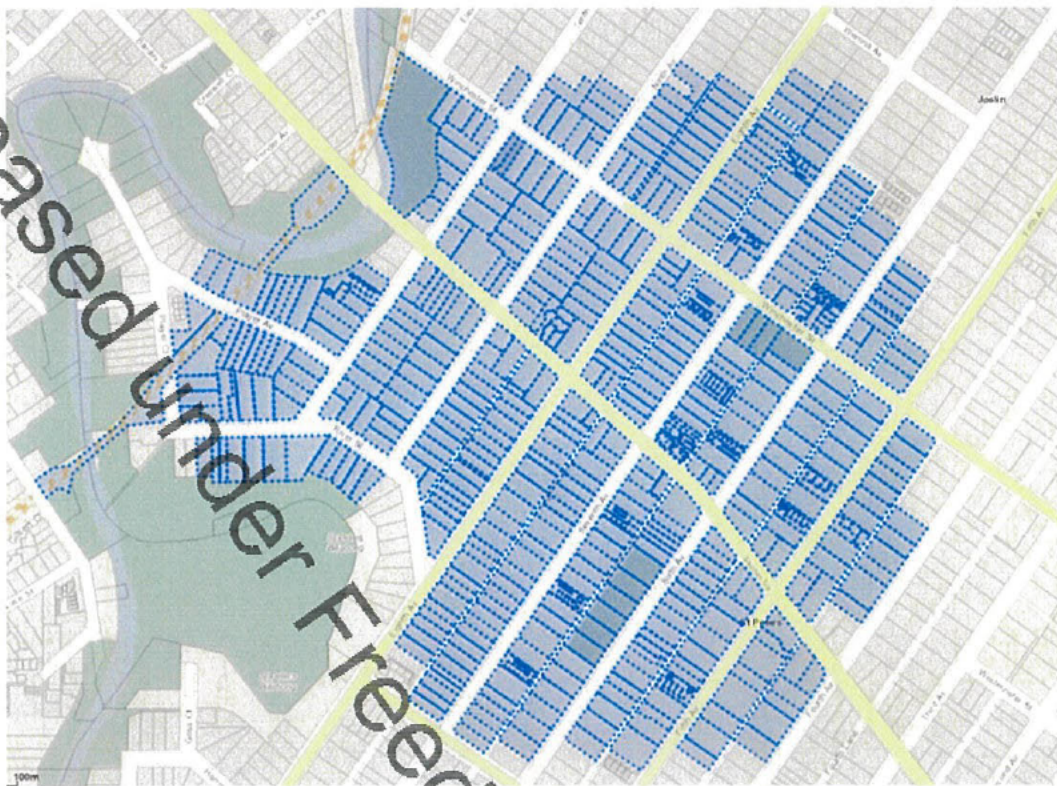
A summary of the consultation outcomes is provided for your information (Attachment 2).



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**RECOMMENDATION:** That you consider the attached draft letter of response.

**SENSITIVE:** N/A

**FINANCIAL IMPLICATIONS:** N/A

**MEDIA:** N/A

**LEGAL IMPLICATIONS:** N/A

(approved)

**EXECUTIVE DIRECTOR  
TRANSPORT PROJECT DELIVERY**

12 / 4 / 2021

Phone Number  
Mobile



ATTACHMENTS	
KNet <a href="#">16595079</a>	Community consultation notification (Attachment 1)
KNet <a href="#">16884373</a>	Community consultation outcomes summary (Attachment 2)

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From: [REDACTED]  
 To: DIT:Minister Wingard; OUT OF SCOPE  
 Cc: [REDACTED]  
 Subject: Proposed safety improvements - Ninth Ave and Stephen Tce St Peters  
 Date: Sunday, 7 March 2021 4:35:58 PM

Good afternoon,

I write with great concern regarding the proposed blockage of entrance (right turn) to Ninth Ave from Stephen Tce in St Peters.

[REDACTED]

Over the past 12 months Eighth Ave has become more of a race track for hoon drivers and other unthinking motorists tearing through at high speed in a manner that is a serious risk to the public – particularly young children – and such a measure will only exacerbate the problem and increase the incidence of such reckless behaviour. Eighth Ave was already used as a short cut thoroughfare between Ascot Ave and Stephen Tce (Seventh Ave not being as popular a route), so that tendency will also worsen if this plan were to go ahead.

The proposal presents itself as yet another example of a senseless unwarranted measure to benefit the few, at the expense of many.

I understand that the primary reason for the proposed infrastructure is to assist cyclists to cross the intersection during peak traffic times. If so, this measure will give rise to significant inconvenience to local residents of adjacent streets such as ours, for the benefit of those who likely do not even live in the area. If crossing Stephen Tce, or indeed any other traffic concerns were such an issue for the small number of cyclists that pass through, then they should instead consider a small deviation to the nearby bike track along the river and enjoy no traffic at all? As such, I find it hard to believe that cyclist concern is the true catalyst for this proposal.

I would also strongly argue that there are far more voters who will be adversely affected by this proposed change, than the number of cyclists who may benefit (if that is the case). Not a good political decision.

Furthermore, when I originally became aware of this proposal via written advice from a nearby [REDACTED] neighbour, my first thought that this was yet another example of the disproportionate favouritism provided to the residents of Ninth Ave in a manner to further reward them for the small 3 week period of "community benefit" arising from the annual Christmas lights. That benefit/service seems to favour far more people from outside our community, than those who are from within. As the Government would be aware, this is when less than half of the residents in their street actually make any effort to display decorative lights of note during that short three week period.

In recognition of this, Ninth Ave residents enjoy footpath paving for the full length of their street, council plantings and manicured council strips next to road intersections, improved street lighting, etc. In recent years during the Christmas period the lights themselves have attracted

excessive and unwanted vehicle and foot traffic late into the evening, along with loud and anti-social behaviour. So the Christmas lights may not be such a great idea after all and notably, the number of houses taking part has been reducing annually.

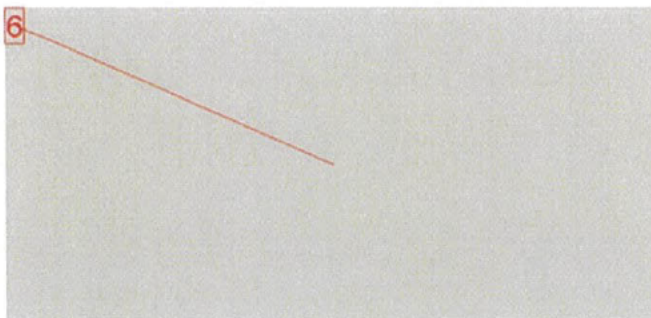
In spite of my suspicion above that the intended benefit of the proposal may have been for Ninth Ave residents, it seems as though that may not have been the case either, since I have also received detailed correspondence from a resident of Ninth Ave who represents a concerned group of his neighbours who are also against the proposed change as well. In his document, amongst other things he indicated that they had been told the State Govt had consulted the Council, yet Mayor [REDACTED] has denied that is the case.

This therefore begs the question as to who is actually behind this proposal and what their true motives really are? Based upon my own thoughts and observations, which are supported by the statements made by the neighbours that have written to ourselves and all other residents in adjoining streets, it would appear that the answers are completely unclear and therefore entirely unjustifiable. There is no doubt in my mind that if this proposal were to proceed, then it would give rise to causing far more significant problems to multiple residents, than it is suggested to be solving.

What the Govt should be looking at instead is to address the chaotic build up of traffic and congestion at the Stephen Tce/Walkerville Tce intersection during peak times of day, including school drop off and pick up times. I'm sure cyclists will have no trouble crossing Stephen Tce at these times, since Stephen Tce is more of a parking lot of stationary vehicles for long periods.

My strong recommendation is that this proposal be axed immediately and that in future, the necessary associated cost/benefit/risk analysis be undertaken in conjunction with adequate consultation with all relevant stakeholders who have an interest in the matter, to avoid such a misguided decision.

Kind regards



2021/00139/01

#16830948



Government of South Australia

Department for Infrastructure  
and Transport

TO MINISTER FOR INFRASTRUCTURE AND TRANSPORT

FOR NOTING/APPROVAL

RE: 21INF0292 – INTERSECTION OF NINTH AVENUE AND STEPHEN  
TERRACE, ST PETERS

Critical Date: N/A

Reason: N/A

## RECOMMENDATION(S):

DIT'S Recommendation(s)	Initials	Minister's Response
That you consider the attached draft letter of response that has been approved by [REDACTED] Executive Director, Transport Project Delivery	JW	Approved / Not Approved / Noted

## Minister's Office use: Comments

## Comments:

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 Hon Corey Wingard MP

/ / 2021

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**ISSUE:**

On 7 March 2021, [REDACTED] wrote to you regarding the intersection of Ninth Avenue and Stephen Terrace, St Peters.

**DISCUSSION:**

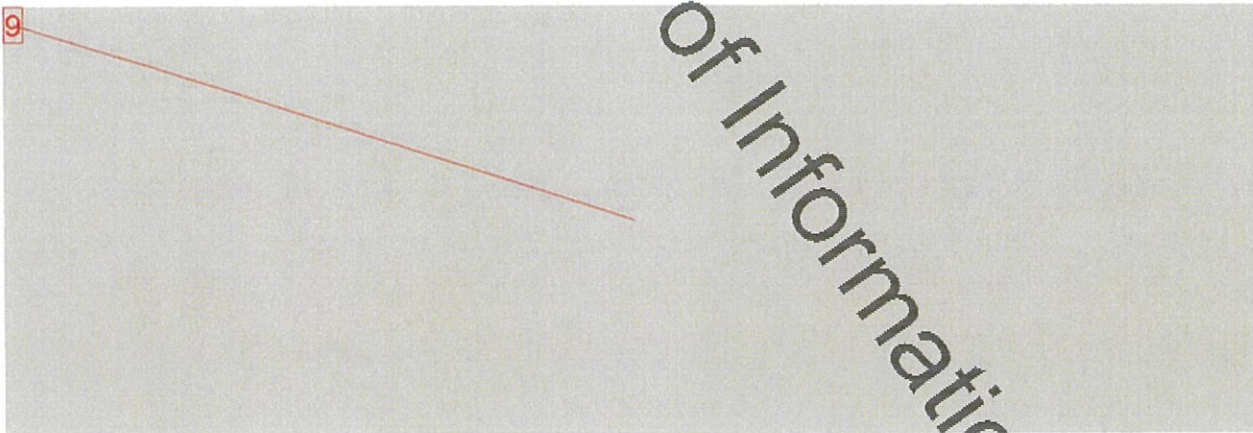
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The community consultation period was for three weeks and the notification was dispatched to a catchment area surrounding the project location to approximately 500 properties. The letterbox catchment area is indicated in the map overleaf.

The consultation period was then extended to enable a wider cycling community outside the catchment zone to provide feedback for an additional three weeks, while still allowing feedback submissions from within the catchment zone.

Over the six week period a total of 159 submissions were received via the project website, email, telephone calls and post. 143 of those submissions were negative, or not in support of the project, with 16 positive, or in support of the project.

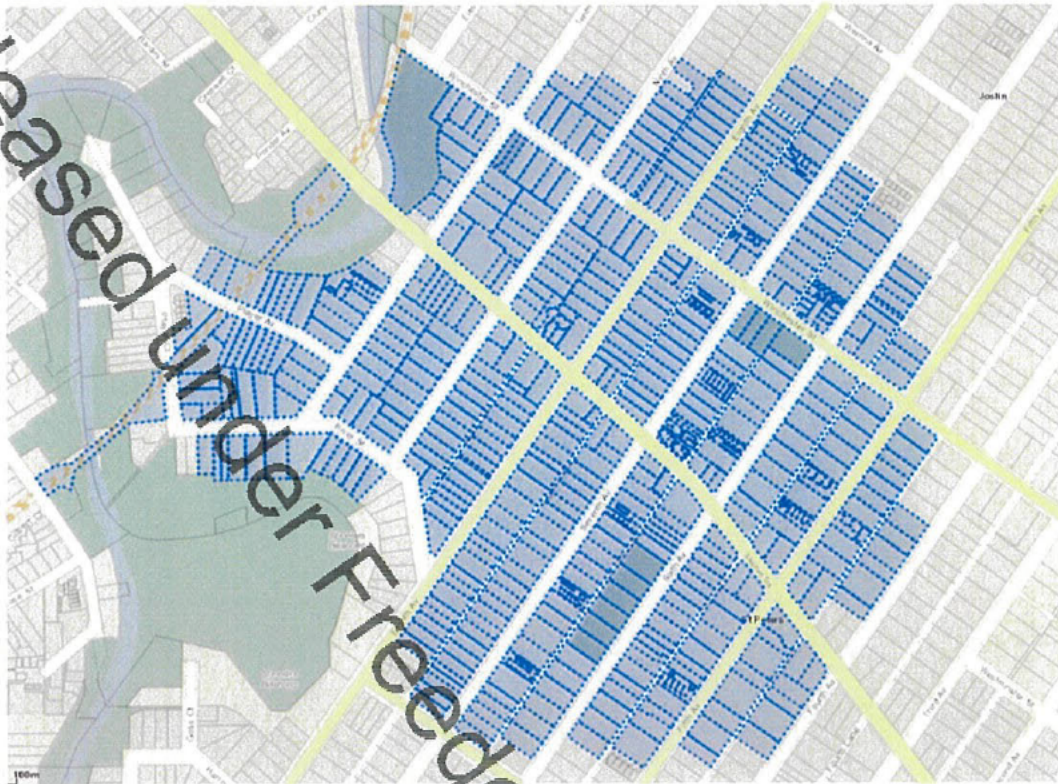
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**RECOMMENDATION:** That you consider the attached draft letter of response.

**SENSITIVE:** N/A

**FINANCIAL IMPLICATIONS:** N/A

**MEDIA:** N/A

**LEGAL IMPLICATIONS:** N/A

(approved)

**EXECUTIVE DIRECTOR  
TRANSPORT PROJECT DELIVERY**  
12 / 4 / 2021

Phone Number  
Mobile



ATTACHMENTS	
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KNet <a href="#">16884373</a>	Community consultation outcomes summary (Attachment 2)

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April 2021



# Stephen Terrace and Ninth Avenue Pedestrian/Cyclists Improvements

## Community Consultation Summary

On 12 February, 2021, The Department for Infrastructure and Transport (the Department), in collaboration with the City of Norwood Payneham & St Peters sent out a community notification announcing a proposal to install a bicycle refuge at the intersection of Stephen Terrace and Ninth Avenue, St. Peters.

The consultation period lasted for three weeks (from 12 February, 2021, until 7 March, 2021) and a notification was sent to a catchment area surrounding the project location to approximately 500 properties. Submissions were received via the project webpage feedback form, direct email, phone calls and through the post.

A total of 142 submissions were received during this period. **Of those submissions, 136 were negative, or not in support of the project, whilst 6 were positive and supported the project (see full summary report for further details).**

The Department extended the consultation period to enable a wider cycling community outside the catchment zone to provide feedback for an additional three weeks while still allowing feedback submissions from within the catchment zone. For the additional three weeks from 7 March, 2021 to 26 March, 2021, a further 17 submissions were received. Out of these submissions 7 were negative and not in support of the project. 10 submissions were positive and in full support of the project.

The consultation over the 6 week period received a total of 159 submissions with 143 being negative and not supporting the project and 16 were positive and supported the project.

[dit.sa.gov.au](http://dit.sa.gov.au)

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Government  
of South Australia



BUILDING  
WHAT MATTERS

February 2021

Roads



# Proposed safety improvements for pedestrians and cyclists

## Intersection of Ninth Avenue and Stephen Terrace, St Peters

Dear Resident/Business Owner

The Department for Infrastructure and Transport (the Department), in collaboration with the City of Norwood Payneham & St Peters, is proposing to improve safety for pedestrians and cyclists through the installation of bicycle and pedestrian crossing points on Stephen Terrace, St Peters.

The proposed project aligns with the Council's *City-Wide Cycling Plan (December 2013)* and links with the Council's Ninth Avenue streetscape improvements completed in 2018.

The project will provide safe crossing points for pedestrians and cyclists on the Ninth Avenue to cross Stephen Terrace **by the removal of the:**

- right turn for motor vehicles travelling from Stephen Terrace into Ninth Avenue from the west and east approaches;
- right turn for motor vehicles travelling from Ninth Avenue into Stephen Terrace from the north and south approaches; and
- ability for motor vehicles travelling on Ninth Avenue to cross the intersection. Only left turns in and left turns out will be permitted when exiting Ninth Avenue into Stephen Terrace.

A draft concept plan is attached for your information.

The Department is seeking feedback on this proposal until **5pm Sunday, 7 March 2021** via:

- telephone: 1300 794 880
- email: [dit.communityrelations@sa.gov.au](mailto:dit.communityrelations@sa.gov.au)
- the online feedback form at [www.dit.sa.gov.au/stephenandninthave](http://www.dit.sa.gov.au/stephenandninthave)
- returning the enclosed form to DIT, Reply Paid 1533, ADELAIDE SA 5001 (no stamp required).

Subject to the consultation, construction is scheduled to commence in the second quarter of 2021 and is anticipated to take two weeks, weather permitting.

This \$200 000 project forms part of the State Government's \$1.4 million Cycling and Pedestrian Safety - Improve Safety for Vulnerable Road Users Program.

Kind regards  
Community and Stakeholder Engagement Team

[dit.sa.gov.au](http://dit.sa.gov.au)

Follow us on:    



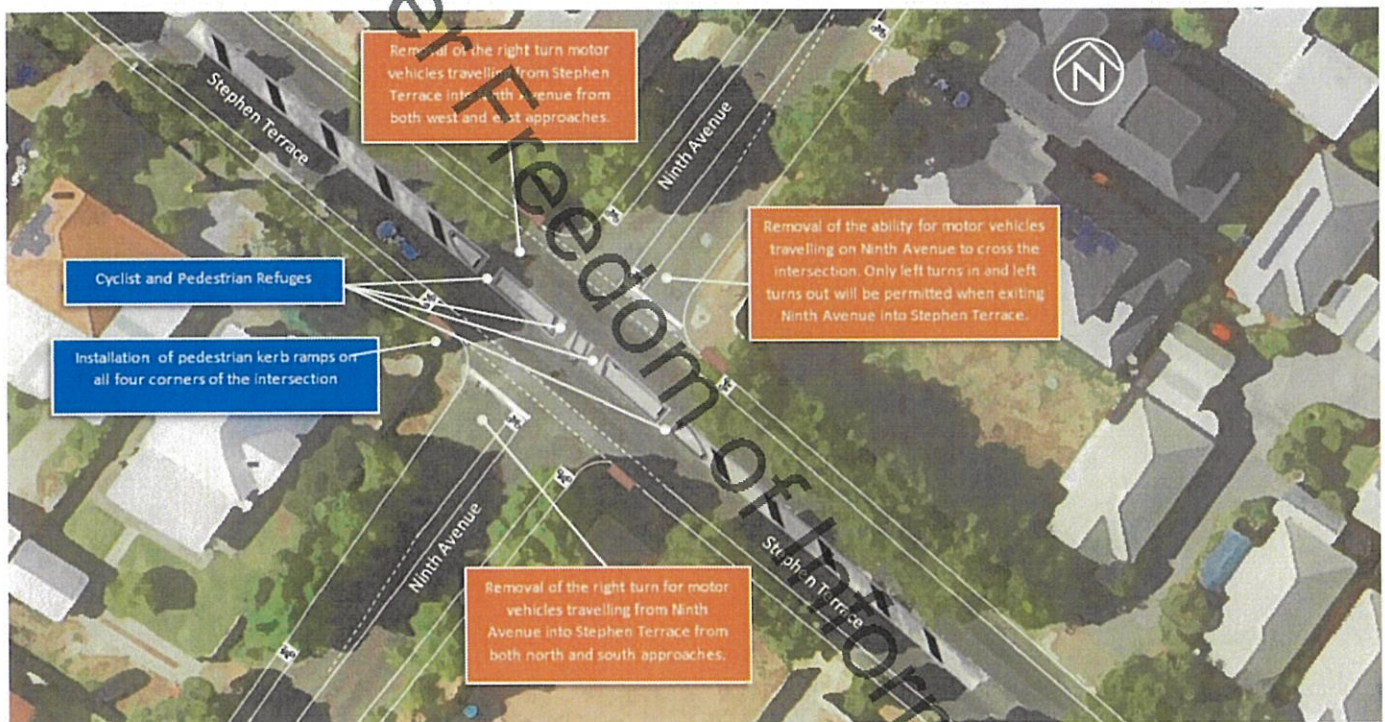
Government  
of South Australia



BUILDING  
WHAT MATTERS

Released under

#### Proposed safety improvements for pedestrians and cyclists



Freedom of Information Act 1991

2021/00139/01

#16829616



Government of South Australia

Department for Infrastructure  
and Transport

TO MINISTER FOR INFRASTRUCTURE AND TRANSPORT

FOR NOTING/APPROVAL

RE: 21INF0300 – PREM-B969547 - INTERSECTION OF NINTH AVENUE  
AND STEPHEN TERRACE, ST PETERS

Critical Date: N/A

Reason: N/A

## RECOMMENDATION(S):

DIT'S Recommendation(s)	Initials	Minister's Response
That you consider the attached draft letter of response that has been approved by [REDACTED] Executive Director, Transport Project Delivery.	JW	Approved / Not Approved / Noted

## Minister's Office use: Comments

## Comments:

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 Hon Corey Wingard MP

/ / 2021

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**ISSUE:**

On 7 March 2021, [REDACTED] wrote to the Premier, the Hon Steven Marshall MP and DIT regarding the intersection of Ninth Avenue and Stephen Terrace, St Peters.

As the matters raised fall within your portfolio responsibilities you are responding on behalf of the Premier.

**DISCUSSION:**

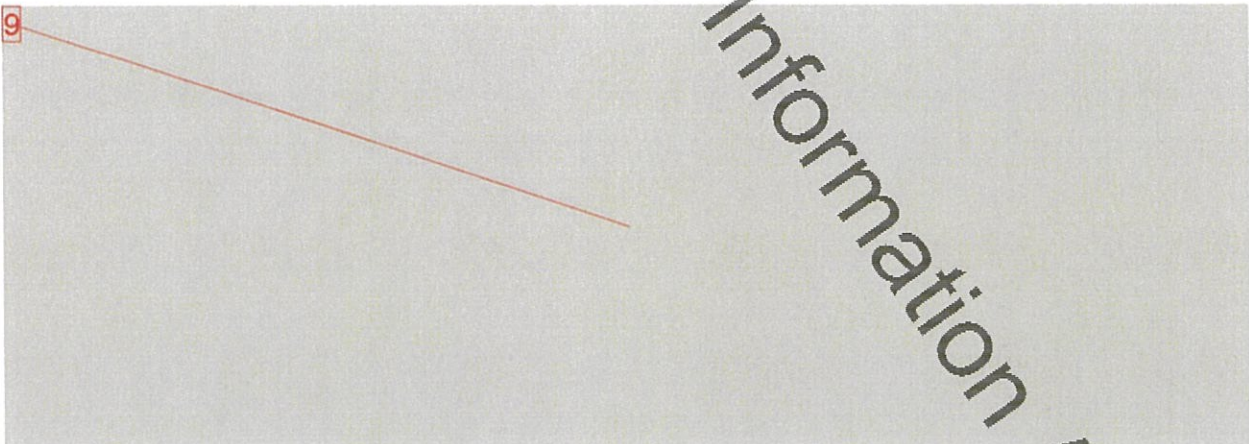
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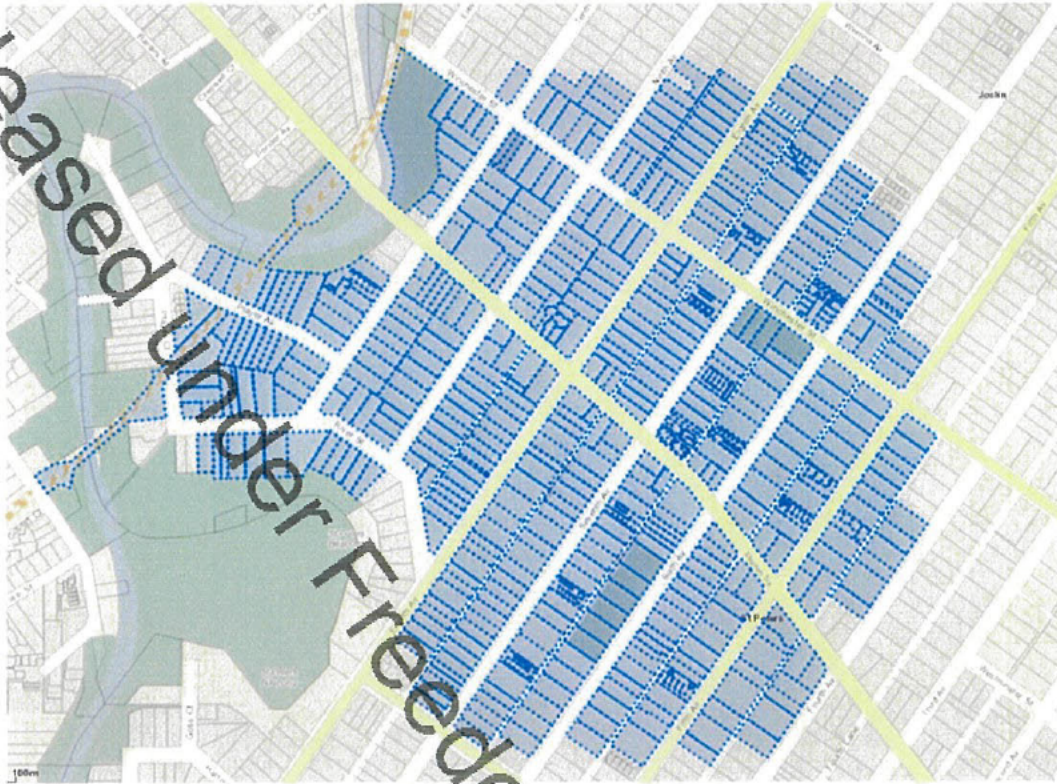
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**RECOMMENDATION:** That you consider the attached draft letter of response.

**SENSITIVE:** N/A

**FINANCIAL IMPLICATIONS:** N/A

**MEDIA:** N/A

**LEGAL IMPLICATIONS:** N/A

(approved)

**EXECUTIVE DIRECTOR  
TRANSPORT PROJECT DELIVERY**

8 / 4 / 2021

Phone Number  
Mobile

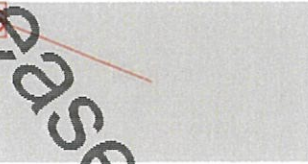


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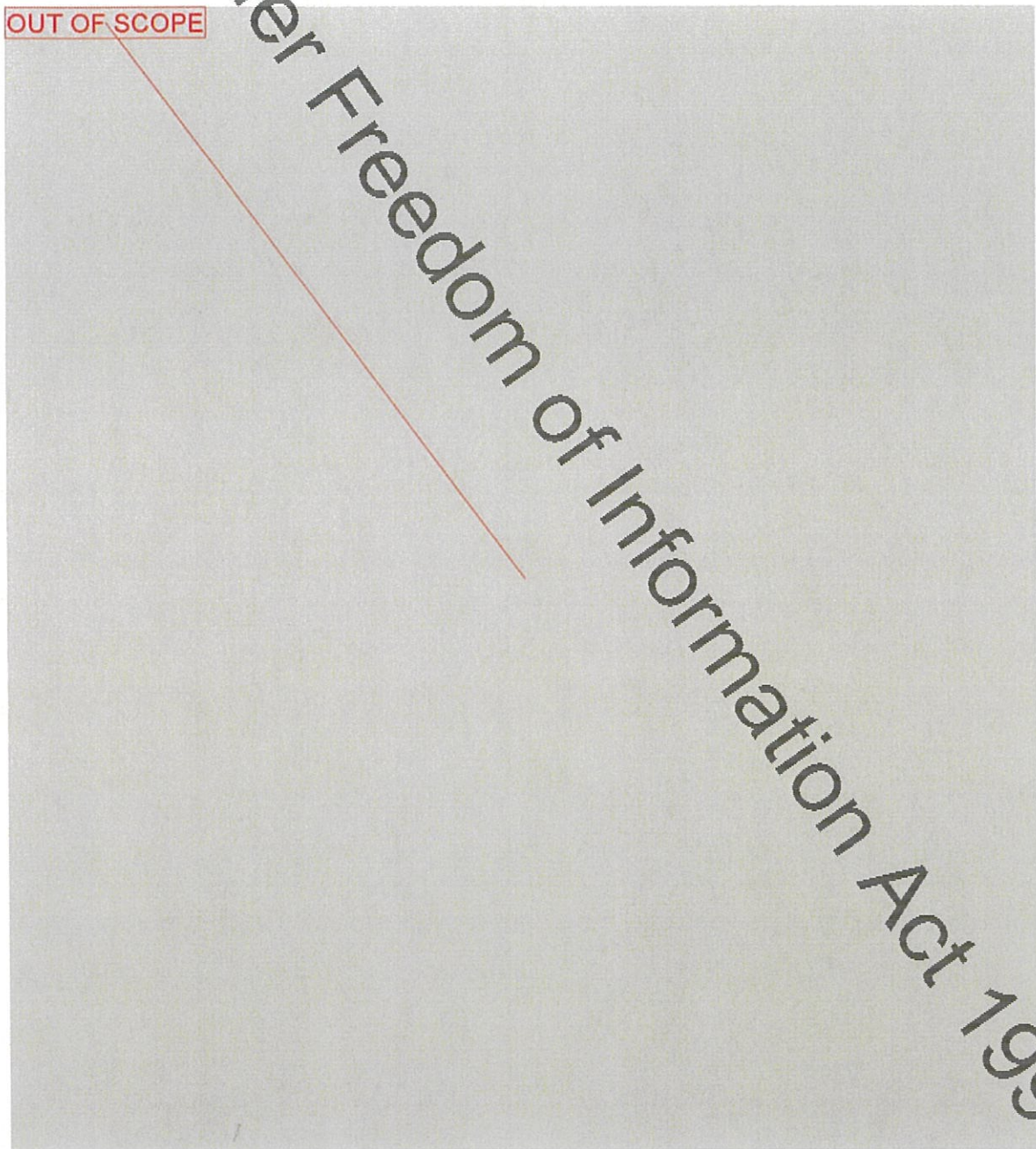
Sunday 7<sup>th</sup> March 2021



The Hon Corey Wingard MP  
Minister for Infrastructure and Transport  
([ministerwingard@sa.gov.au](mailto:ministerwingard@sa.gov.au))

Dear Minister,

OUT OF SCOPE



OUT OF SCOPE

**Cyclist safety is lacking on Stephen Terrace.**

I am aware of DIT's proposal for a single pedestrian and cycle refuge at the Ninth Avenue crossing.

While at least a single, narrow refuge will provide something towards cyclist and pedestrian safety, attempting to cross Stephen Terrace at this point, it is lacking in a holistic approach and solution for Stephen Terrace. Due to the issues of "... *lack of vehicle platooning*..." and the higher 60km/hr speed, the traffic situation will continue to be unsafe for pedestrians and cyclists attempting to cross Stephen Terrace. Please do not consider that this single refuge is all that is required.

Stephen Terrace has narrow, appearing and disappearing 'cycle lanes'. For example, at the entrance to Stephen Terrace, travelling north-west from Nelson St, the cyclist lane disappears, when it is most necessary, with cyclists put into the traffic mix with two lanes "zipper" merging, all within a short distance... all at a 60km/hr speed limit.

OUT OF SCOPE

OUT OF SCOPE

Regards,

6

CC:

OUT OF SCOPE

Hon Steven Marshall MP, Member for Dunstan (dunstan@parliament.sa.gov.au)

From: 6  
To: OUT OF SCOPE  
Cc: DIT Minister Wingard;  
Subject: The Stephen Terrace and Ninth Avenue [St Peters] Pedestrian/ Cyclist Improvement Road Project.  
Date: Saturday, 13 March 2021 3:22:05 PM  
Attachments: D182C1DD-61BC-4E2D-87E4-510B1B82CA72.jpeg

Attention: DIT Community Relations.

**Re: The Stephen Terrace and Ninth Avenue [St Peters] Pedestrian/ Cyclist Improvement Road Project.**

I support the improvement of Stephen Terrace for pedestrians, cyclists and the local community. Stephen Terrace, with >25,000 vehicles per day, and only one lane/ both ways road has become a dangerous road for users due to its poorly design, poor road surface and sub-base maintain. Traffic on Stephen Terrace is negatively impacting the local community's well-being and the neighbourhood amenity and safety of St Peters.

Issues with the proposal include:

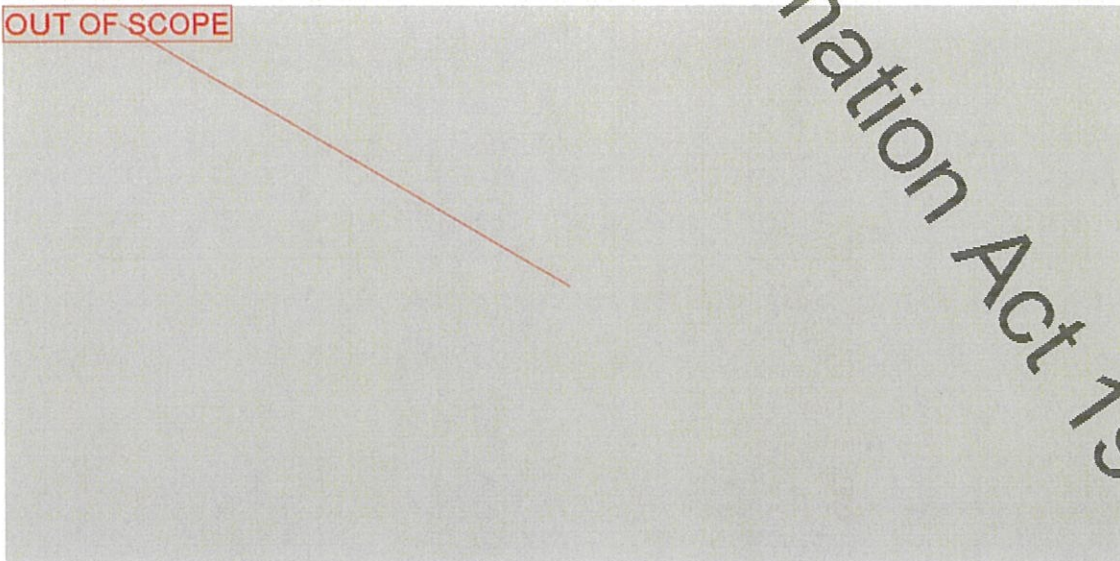
1) the proposed budget of A\$200,000, for the infrastructure pictured is either a) grossly over exaggerated or, b) there is project level fraud occurring, or c) if accurate it means the \$1.4m "Pedestrian & cyclist improvement Program budget" is insignificant and a token amount of capital works.

At ~14% of the "State Government's \$1.4 million Cycling and Pedestrian Safety - Improve Safety for Vulnerable Road Users Program ("Program")" - it either means, the budget is accurate, therefore it Program will achieve very little or DIT needs to better manage its construction budgets if this is the case - some "value engineering" needs to be implemented.

Please explain how this single section of raised median strip and kerbing work can cost the tax paying community \$200,000, out of a very specific safety budget? This issue needs to be addressed.

2) If the proposed "safe crossing point" is the same design as installed at the intersection of Williams Street and Fullaton Rd (see Picture) then the design is too narrow - for cyclists to be safe.

OUT OF SCOPE



OUT OF SCOPE



Regards,

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Released under Freedom of Information Act 1997



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From: [REDACTED]  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Subject: Road works Stephen Tce/Ninth Ave. URGENT extension of time for comment  
 Date: Friday, 5 March 2021 9:22:21 AM

Dear Minister,

The Department of Infrastructure and Transport (DIT) lists a [roadworks proposal](#) for Stephen Terrace/Ninth Avenue St Peters on its proposed roadworks page on the DIT website. [REDACTED] have expressed serious concerns re this proposal via [REDACTED] and through informal discussions that led to a meeting of locals to discuss.

Local Council officials were invited to that meeting.

Below is a summary of issues raised in that forum.

Firstly, the proposal to remove right hand turns and cross-overs claims to have been done "in collaboration with the City of Norwood, Payneham and St Peters".

At a street meeting of residents the Mayor of NPSP, Robert Bria, Councillors Evonne Moore and Kester Moorhouse revealed that they were not aware of the proposal and that DIT offer to go ahead without consulting local councils.

Secondly, the DIT website also states that the proposed works align with the Council's City-Wide Cycling Plan of 2013.

The Plan, as published on the NPSP website, makes no mention of this proposal. It recommends pedestrians and cycling refuges every 400m on Stephen Tce. There is already a refuge 40 metres from the intersection, opposite a child care centre. The proposal graphic shows that this would no longer be there. Has the child care centre been made aware of this?

Thirdly, the NPSP officials are not aware of any recent traffic studies that would underpin the reasons for this proposal.

Fourthly, given there is no mention of an annual community event that has grown in recent years (The Ninth Avenue Christmas Lights Display) it is assumed that DIT has not consulted with SAPOL re traffic management issues in December. By way of background, the pedestrian and car movements in December are in the thousands each week and SAPOL attends on weekends and holidays to manage traffic that banks up for a kilometre in each direction. Without a traffic management assessment involving SAPOL, DIT and NPSP Council, this proposal may have serious public safety implications.

Finally, residents are concerned at the **lack of consultation**. Only one person has any recollection of seeing DIT advice and we only became aware of it when a resident noticed it on the website. It's the view of [REDACTED] at the meeting that not only should we be consulted, but that the residents of Eighth and Tenth Avenues should all be contacted so that they may consider the impact of cars being diverted into their streets.

The public consultation period ends on Sunday March 7th.

**As a matter of urgency we ask that DIT extend the period of consultation**, undertake to write to all residents and liaise with Council and SAPOL to ensure that we have all available information before we are able to determine whether there is support or opposition to the proposal.

Your urgent attention to this matter and its public safety implications will be appreciated.

Yours Sincerely,

[REDACTED]  
 cc Steven Marshall MP, Member for Dunstan  
 cc [dit.communityrelations@sa.gov.au](mailto:dit.communityrelations@sa.gov.au)

 Reply  Forward

From: [REDACTED]  
 To: [DPC:Premier](#)  
 Subject: Fwd: FEEDBACK: Proposal to modify Stephen Tce / Ninth Ave intersection  
 Date: Sunday, 7 March 2021 11:09:29 AM  
 Attachments: [DIT-Response-Ninth-Stephen-Cox-40-Winchester.docx](#)

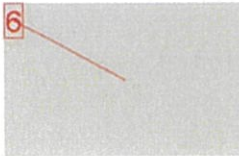
Dear Premier,

I write to you as my local Member about a problematic proposal to modify an intersection in Stephen Tce which I believe will lead to increased risk of accidents on top of increased traffic in quiet suburban streets of St Peters.

The Dept of Infrastructure and Transport and NPSP Council are proposing to block all right turns in and out of Ninth Ave, ostensibly to improve cyclist safety which sounds positive except (1) there's already a parallel Linear Park Trail so there are near zero cyclists and those who are using Ninth Ave either cross without trouble or use the existing safety refuge only 50 metres from the intersection.

I encourage you to please read the full objections (attached) and assist residents in preventing this proposal proceeding in its current form, as I feel it will damage the amenity of residents on a daily basis, as well as increase the likelihood of serious accidents involving cars and pedestrians. Thanks in advance!

All the best,



----- Forwarded message -----

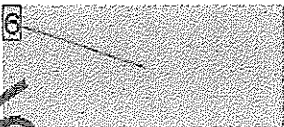
From: [REDACTED]  
 Date: Sun, Mar 7, 2021 at 9:46 AM  
 Subject: FEEDBACK: Proposal to modify Stephen Tce / Ninth Ave intersection  
 To: <[dit.communityrelations@sa.gov.au](mailto:dit.communityrelations@sa.gov.au)>

Dear DIT Consultation Team,

**I strenuously object** to the flawed proposal by the Department and Council to remove right-hand turns and east-west crossing of this intersection. This is an ill-considered approach which lacks evidence for its reasoning, disrespects local residents, and directly creates significantly daily and nightly negative effect on local amenity for the community. This proposal should NOT proceed.

Please find attached my detailed objections. If you have any questions or seek to clarify details in the attached document, please let me know either via email or phone [REDACTED]

All the best,



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Department of Infrastructure and Transport  
Community and Stakeholder Engagement Team  
7 March 2021

**RE: PROPOSED MODIFICATION OF STEPHEN TERRACE & NINTH AVENUE INTERSECTION, ST PETERS**

I strenuously object to the flawed proposal by the Department and Council to remove right-hand turns and east-west crossing of this intersection. This is an ill-considered approach which lacks evidence for its reasoning, disrespects local residents, and directly creates significantly daily and nightly negative effect on local amenity for the community. This proposal should NOT proceed.

**1. Lack of evidence**

There is no available data to provide insights on the proposal. As a local resident, I'm certainly aware from my own observations that there are a trivial number of cyclists in each Avenue – there is no demand for this in Ninth. Additionally, I contacted the DIT on 23 Feb 2021 (in response to the letterdrop) and was advised that this data was unable to be provided. The representative I spoke with noted that others had also requested the data behind this decision, and that it *may* have been recorded but any request could not be guaranteed within the timeframe for response. I provided my contact details so I could be provided with the data when available but as it is now the final day for community response and I've not been contacted, I can only deduce this data does not exist. I've spoken to residents living near that intersection and they also conclude there are so few cyclists that this is a solution in search of a problem.

My basic expectation is that the DIT and Council would share traffic insights with affected residents, including crucial aspects such as (a) volume of right-hand turning vehicles on Ninth in all directions; (b) volume of cyclists and pedestrians; (c) existing traffic volumes on Eighth, Tenth, Winchester and River; and have modelled the anticipated traffic flows entering and exiting Stephen Tce. None of this has been provided either by default or through direct requests from residents affected by the proposal.

**2. Disrespect for local residents**

Residents have been given a very short timeframe to respond to the proposal – the text noting community feedback is sought, but the tone indicating this project will proceed within the next 3-4 weeks. The premise of this proposal is drawn from the *City-Wide Cycling Plan (2013)* which contains zero references to modification of the intersection. I was not a resident of South Australia when this report was authored so have no first-hand experience but my expectation is that consultation at that time did NOT include the intent to close the intersection to right-turning and cross-traffic. Local residents have been angered by this recent letterdrop and many were at the same address in 2013 so it is reasonable to assume that appropriate consultation opportunity was not provided at the time of the report's creation.

Secondly, given that a further eight years have passed and there is no substantive cycling traffic, it is also reasonable to note there is no pent-up demand or daily risk which is causing the need for this modification. The impact of this change will be a 24/7 modification to traffic flows down quiet streets, allegedly to improve the traffic crossing experience for a collective group of road users who would face minor inconvenience for very short periods of time in the morning and afternoon. As a pedestrian who crosses Stephen Tce to commute into the city daily in both directions, I acknowledge that I must sometimes wait for 30-60 seconds for a traffic gap that lets me walk across safely. This is a trifling impact on my life and the proposed changes will make it harder for me – not easier – to cross Stephen Tce as I anticipate there will be new traffic flows created that increase my pedestrian wait time.

Thirdly, I have spoken to residents in [REDACTED] who were unaware of this proposal. Given the direct impacts of closing Ninth Ave, it appears the 2021 letterdrop conducted by the DIT was inadequate to notify all affected residents.

### 3. Negative effects on the community amenity

Unlike traffic calming measures which can assist in reducing new traffic entering suburban areas, this will have zero effect on traffic reduction. It's only outcome will be the abrupt channelling of the same traffic down other neighbourhood streets. This will decrease the quiet amenity for residents in other streets – particularly Eighth Avenue, Tenth Avenue, Winchester St, and River St. Residents in these other streets should not be forced to accept substantially increased traffic flows at all hours of the day.

- (a) **Ninth Ave** – Vehicles on Ninth Ave to the east of Stephen Tce may turn right at Tenth Avenue. The traffic queue and time taken to turn right at Tenth will be significantly longer (traffic from Ninth, Tenth and Eleventh will be using this one intersection). This intersection is more complicated due to traffic exiting the service station onto Stephen Tce (either going north or doing a U-turn to go south) so the risk of accidents and serious injury will be greater after this work.
- (b) **Eighth and Tenth Ave** – Traffic from the city and Walkerville (both directions) won't be able to turn right onto Ninth, so they will need to turn right onto Eighth or Tenth Aves. The closure of Ninth Ave simply moves all that traffic to these Avenues instead, on top of the existing traffic. Turning right onto Stephen Tce will take longer because there will be more cars, with all the residents of Ninth Avenue needing to use Eighth and Tenth Avenues to turn right.
- (c) **Winchester St, between Eighth Ave and Tenth Ave** – Traffic will increase because the residents of Ninth Avenue need to use Eighth and Tenth Avenues to turn right onto Stephen Tce, so they will drive along Winchester to access those intersections. At the same time, traffic from the city will need to use Winchester St to access Ninth Ave because they had to use Eighth or Tenth to turn right.
- (d) **Ninth Ave, between Winchester and Stephen Tce** – Vehicles won't be able to turn right onto Stephen Tce, so will need to drive away toward Winchester St roundabout, and along Winchester St to either Eighth or Tenth Ave and join the longer queues to turn right onto Stephen Tce.
- (e) **Ninth Ave, between Stephen Tce and River St** – Vehicles won't be able to turn right onto Stephen Tce, so will need to drive away toward River St, and along River St to either Eighth or Tenth Ave and join the longer queues to turn right onto Stephen Tce.
- (f) **River St, between Eighth Ave and Tenth Ave** – Traffic will increase because the residents of Ninth Avenue need to use Eighth and Tenth Avenues to turn right onto Stephen Tce, so they will drive along River St to access those intersections. At the same time, traffic going toward the city on Stephen Tce will need to turn right at Eighth or Tenth Ave, so River St traffic will increase.
- (g) **Stephen Terrace** - The turning lanes at Eighth and Tenth may be filled with more cars due to no right turn at Ninth, so all traffic along Stephen Tce in both directions may be blocked at times by cars turning right during peak traffic times.

This level of disruption is absurd and significantly modifies the neighbourhood traffic flow. There are scores of households with multiple vehicles that will be [REDACTED] so this is extremely negative on a 24/7 basis for [REDACTED]

### 4. Increased risk of accidents

- (a) **Christmas period** – There are hundreds of cars visiting Ninth Ave every night during the weeks when Christmas lights are displayed, sometimes over 1000 in a single night. All vehicles will be unable to use the Ninth-Stephen intersection as they currently do, and will instead result in hundreds of extra vehicles using Eighth Ave, Tenth Ave, Winchester St, and River St trying to get into and out of the Christmas light displays on Ninth.

For example, a visitor from Walkerville would turn left off Stephen Tce at Ninth Ave and drive up Ninth, then back along Ninth as they view the lights. When they reach Stephen Tce again, they can't turn right to go home, so must turn left onto Stephen Tce, then drive along some combination of Eighth Ave, Tenth Ave, River St, and/or Winchester St to replace the current simple right turn from Ninth Ave. Given the immediate area is simultaneously filled with hundred of other vehicles (many discovering they cannot turn right off Stephen Tce to enter Ninth Ave), this will result in large volumes of people unfamiliar to the area being confused and weaving unexpectedly down quiet suburban streets at high speed which have lots of pedestrian traffic, particularly children.

- (b) **Daily traffic risk** – The required increase in traffic at Tenth Ave and Stephen Tce will increase the risk of accidents since it has a service station at this intersection. The vehicles entering and exiting the service station will result in an additional point source of vehicles unexpectedly entering and exiting Stephen Tce, which will create pockets of vehicles travelling at constant speed or accelerating or decelerating. This makes traffic speed hard to predict and will result in some vehicles turning right from Tenth being involved in collisions with potentially severe or fatal injuries.

The longer traffic queues to enter/exit Stephen Tce at the Eighth and Tenth Ave intersections will result in drivers becoming more frustrated and impatient, and attempting to enter traffic within smaller gaps which leads to unsafe conditions for all road users.

## 5. Existing infrastructure

Possibly the most peculiar aspect of this proposal is that it involves the construction of a safety refuge for cyclists and pedestrians. However, this same infrastructure already exists less than 50 metres from the Ninth Ave intersection. This will impact several hundred residents even though any pedestrian or cyclist is able to use the existing safety refuge between Ninth and Tenth Avenues, which renders the entire project unnecessary.

In addition, the Linear Park Trail runs parallel Ninth Ave and is the primary pathway by which cyclists travel east-west. There is little interest in cycling in traffic with a high quality bicycle shared path in close proximity. The *City-Wide Cycling Plan (2013)* references the opportunity for cyclists to leave the Linear Park Trail and use Ninth Ave instead. It is reasonable that cyclists who opt to leave a car-free path and ride on public roads could use the existing public safety refuge for those short periods in the day when heavy traffic exists.

## 6. Summary

This proposal is an inappropriate development with significant and harmful negative impact on the local residents as well as all users of Stephen Terrace. It is apparently intended to address "improved safety" by unnecessarily replicating an existing safety refuge, and will result in the increased risk of accidents at neighbouring intersections. The premise is based on a report which does not include the current proposal and seemingly excluded it from the original community consultation.

I repeat my objection to this proposal – it is not warranted, not appropriate, and not supported by myself and other residents. I look forward to your response and this work NOT proceeding.

All the best,

