Springbank Road

TRAFFIC SAFETY AND ACCESS REPORT

February 2023

Government of South Australia
Department for Infrastructure and Transport

Contents

Summary

The community has raised concerns about pedestrian safety and difficulty for traffic accessing Springbank Road from side roads. The recent increase in traffic volumes has compounded these issues relating to road crossing options (for vulnerable users) and side road access along Springbank Road.

The Department undertook traffic and pedestrian surveys in September 2022 to help understand the operation along Springbank Road. This information will inform investigations and option evaluation required to determine appropriate interventions.

The key findings from these investigations include:

- Traffic volumes on Springbank Road have increased from 21,000 vehicles per day in 2019 to 27,000 vehicles per day in 2022 following the upgrade of the Goodwood Road, Springbank Road and Daws Road intersection in 2021.
- Movements in and out of Eliza Place at Springbank Road have both reduced considerably following the upgrade of the Goodwood Road, Springbank Road and Daws Road intersection in 2021. This suggests that less vehicles are using local streets to avoid congestion at the Goodwood Road and Springbank Road intersection.
- There are periods of delay for drivers turning right out of Eliza Place, Kent Road and Strathcona Avenue, observed to exceed two minutes during the day, in particular during the peak periods. These delays are generally representative of what vehicles can experience accessing and moving through intersections on the arterial road network.
- Pedestrian data and catchments associated with local schools indicate high demand for crossing Springbank Road between Eliza Place and Daniels Road. This was reflected in the pedestrian data collected, which showed 58 people crossing from 6:30 am - 7:00 pm.
- Traffic data indicates that there are few gaps in traffic to cross the road during peak periods.
- There is demand for cyclists crossing Springbank Road near Price Avenue, which coincides with a local bicycle route.

The proposed next step is to engage with the community to discuss potential opportunities to improve pedestrian and cyclist access.

Background

Location

Springbank Road is an arterial road under the care, control and management of the Department for Infrastructure and Transport (the Department), located approximately 6km south of the Adelaide CBD. Springbank Road provides a key east-west connection between Goodwood Road / Daws Road and Belair Road / Unley Road in Adelaide's inner south suburbs.

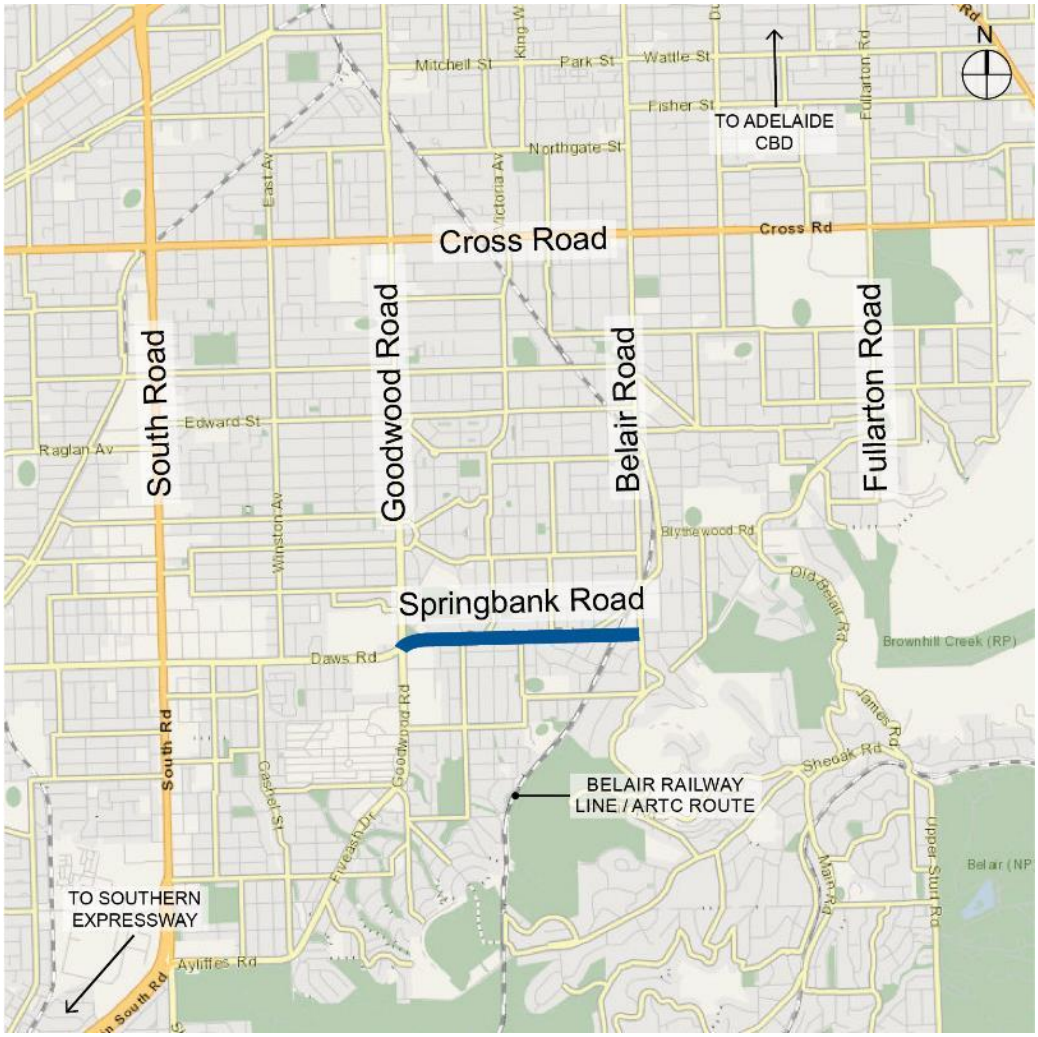


Figure 1: Locality Plan

Recent Upgrades

Painted Median Scheme

Following extensive community consultation, in 2017 the Department implemented a painted median scheme. The project provided one traffic lane in each direction, bicycle lanes, pedestrian refuges, and sheltered right turn lanes into side roads. In April 2021, the upgraded Goodwood, Springbank and Daws Road intersection was open to traffic.

Before Upgrade

After Upgrade

Figure 2: Snapshot of painted median upgrade

Summary of process leading up to implementation of the painted median scheme:

- In 2014, the City of Mitcham's Integrated Traffic Management Plan (ITMP) was finalised and endorsed by Council and a Project Working Group (PWG), made up of community representatives, was established as part of the ITMP. Traffic Signals at Eliza Place were investigated and not recommended by the PWG due to concerns of attracting more traffic into local roads.
- In 2015, the Department joined in collaboration with Council to progress development of concepts for upgrade works along Springbank Road, as an outcome of ITMP for the Clapham / Panorama.
- As part of this, the Department investigated various infrastructure upgrades at the following junctions:
    - Eliza Place / Freeling Crescent – Traffic Signals, Roundabout (Single Lane / Dual Lane/ Mini-Size) with likely land impacts.
    - Price Avenue / Alberta Avenue – Roundabout.
    - Kent Road – Roundabout.
- In 2017, delivery of the scheme commenced.

Goodwood Road, Springbank Road and Daws Road Intersection Upgrade

In 2021, the Department completed upgrading the Goodwood Road, Springbank Road and Daws Road intersection. This upgrade realigned roads to create a single four leg intersection to improve operation and performance at this location.

Before Upgrade

After Upgrade

Figure 3: Snapshot of intersection upgrade

Existing Conditions

Road Description

Springbank Road is predominantly a dual carriageway arterial road providing a single traffic and bicycle lane in each direction with a painted median treatment providing channelised turn treatments at key locations. The eastern and western ends of the corridor provide two lanes in each direction for short sections on approach and exit to the signalised intersections. Indented car parking provisions are also provided along the corridor (refer Appendix A). The road is sign posted at 60km/h speed limit.

Figure 4: Springbank Road Midblock Cross-section (refuge and bike lane widths vary – refer Appendix A)

The Springbank Road corridor gradually slopes downwards from Belair Road in the east towards Goodwood Road at the western end. Other notable infrastructure along or adjacent the corridor includes a bridge structure taking the road over the Belair rail line (two traffic lanes and a footpath in each direction) and high voltage power lines that run along the northern side of the road between Belair Road and Strathcona Road and along the southern side between Strathcona Road and Daniels Road (approximately 230 metres from the Goodwood Road intersection).

Road Function

In 2012, the Department (at the time referred to as the Department for Planning, Transport and Infrastructure, DPTI) released the document A Functional Hierarchy for South Australia's Land Transport Network. This document defines the function of all transport corridors within South Australia with Springbank Road identified as:

- A Peak Hour Traffic Route.
- A Major Cycling Route.

Land Use

The majority of Springbank Road passes through residential land use with driveways accessing the road directly. Two public primary schools and community parks are located on the northern and southern fringe with key connectivity from Springbank Road. A short section of the road has commercial activity which is supported by the existing push button Pedestrian Actuated Crossing (PAC).

Figure 5: Land Use Map

Traffic Movement

Springbank Road has an estimated two-way Annual Average Daily Traffic (AADT) of 27,000 vehicles including 3% of commercial vehicles based on the traffic surveys conducted in September 2022.

Prior to the recent upgrade at the Goodwood Road, Springbank Road and Daws Road intersection that was completed in early September 2021; Springbank Road carried an average of approximately 21,000 vehicles per day with 3% commercial vehicles.

It should be noted that a typical urban undivided road with interrupted flow has the one-way midblock capacity to cater for 900 to 1000 vehicles per hour, depending on the number and frequency of side roads and other factors which influence the smooth progression of traffic along a road. (Austroads, Guide to Traffic Management, Part 3, Traffic Studies and Analysis – Section 6.2.1).

Key collector roads that intersect with Springbank Road include:

- Eliza Place providing connectivity on the southern side of Springbank Road into the industrial area east of Goodwood Road, residential areas and community facilities (dog park, large reserve).
- Strathcona Avenue providing connectivity on the southern side of Springbank Road to residential areas, Clapham Primary School, Bedford accommodation facilities and other community facilities (recreational reserve and Lynton trail).
- Kent Road providing connectivity on the northern side of Springbank Road to residential areas, schools and community facilities. Kent Road becomes East Parkway which provides connectivity all the way through to Cross Road.
- Price Avenue providing connectivity on the northern side of Springbank Road to residential areas, the Torrens Park and Mitcham rail stations as well as connectivity through to Belair Road near the Mitcham retail and commercial precinct.

The Department has undertaken traffic surveys at various intersections along Springbank Road. Traffic survey data indicates the following:

- Eliza Place has seen a notable decrease in traffic following the upgrade at the Goodwood Road, Daws Road, and Springbank Road intersection. The left turn volumes from Springbank Road into Eliza Place have decreased from 1,979 vehicles (2019) to 464 vehicles (2022). The right turn volumes have also decreased from 396 vehicles (2019) to 236 vehicles (2022). This suggests that less vehicles are using Eliza Place to avoid congestion at the Goodwood/Springbank Road intersection.
- Vancouver Avenue has also experienced a reduction in traffic volumes. This reduction of volumes is due to the turn restrictions being implemented as part of the Painted Median Scheme in 2017. The Painted Median Scheme modified the junction from being full access to only permitting left turn in and left turn out movements from Vancouver Avenue.

- Strathcona Avenue has experienced a slight increase in traffic volumes, which is mainly due to an increase in right turn movements from 189 vehicles (2014) to 364 vehicles (2022) from Springbank Road. This increase in traffic turning right into Strathcona is likely attributed to traffic redistributing following the right turn into Vancouver Avenue being banned as part of implementing the Painted Median Scheme in 2017.
- Kent Road, Maud Street and Windermere Street have not experienced any notable change in traffic volumes following implementation of the Painted Median Scheme and the upgrade at the Goodwood Road, Daws Road, and Springbank Road intersection.

The Department has also undertaken traffic delay surveys at key intersections along Springbank Road to understand the delay experienced by the vehicles exiting the local network. These surveys measured vehicle queues and how long drivers need to wait at intersections with Springbank Road. The survey has identified:

- Eliza Place experienced the highest intersection peak hour delay for drivers turning onto Springbank Road during the survey period, when compared to other local roads that intersect with Springbank Road. This delay was mainly experienced by vehicles turning right out onto Springbank Road, and they have also experienced a delay of more than 120 seconds over eight instances of 15 minute periods between 7 am - 7 pm.
- Kent Road experienced the second highest intersection peak hour delays for traffic turning right out onto Springbank Road during the survey period. Drivers exiting Kent Road experienced a delay of more than 120 seconds over 8 instances of 15 minute periods between 7 am - 7 pm.
- Strathcona Avenue experiences delays during the school peak time with drivers exiting Strathcona experienced a delay during the survey period of more than 120 seconds over seven instances of 15 minute periods between 7 am - 7 pm.
- Vancouver Avenue also experienced delays for the left turn movements and this delay could be caused by vehicles trying to access Kent Road (and waiting for an adequate gap to turn left and then immediately right over a very short distance of approximately 30-40 metres).

Table 1: Intersection Peak Hour Delay for Key Local Roads - Data

Local Road Intersection with Springbank Road	Turn Direction onto Springbank Road	AM/PM 60 Minute Peak Period	Average Delay When Turning (seconds)	Number of Vehicles Affected
Freeling Crescent	Left Turn	7:45 - 8:45 am	10	11
		4:30 - 5:30 pm	6	14
Eliza Place	Left Turn	7:45 - 8:45 am	39	128
		4:30 - 5:30 pm	36	77
	Right Turn	7:45 - 8:45 am	201	22
		4:30 - 5:30 pm	136	13

Local Road Intersection with Springbank Road	Turn Direction onto Springbank Road	AM/PM 60 Minute Peak Period	Average Delay When Turning (seconds)	Number of Vehicles Affected
Kent Road	Left Turn	7:45 - 8:45 am	33	52
		4:30 - 5:30 pm	18	87
	Right Turn	7:45 - 8:45 am	46	1
		4:30 - 5:30 pm	191	4
Vancouver Avenue	Left Turn	7:45 - 8:45 am	80	71
		4:30 - 5:30 pm	40	28
Strathcona Avenue	Left Turn	7:45 - 8:45 am	40	88
		4:45 - 5:45 pm	72	31
	Right Turn	7:45 - 8:45 am	61	9
		4:45 - 5:45 pm	39	1
Maud Street	Left Turn	7:45 - 8:45 am	25	22
		4:30 - 5:30 pm	21	15
	Right Turn	7:45 - 8:45 am	49	4
		4:30 - 5:30 pm	20	2
Windermere Avenue	Left Turn	7:45 - 8:45 am	28	14
		4:30 - 5:30 pm	16	5
	Right Turn	7:45 - 8:45 am	13	1
		4:30 - 5:30 pm	0	0

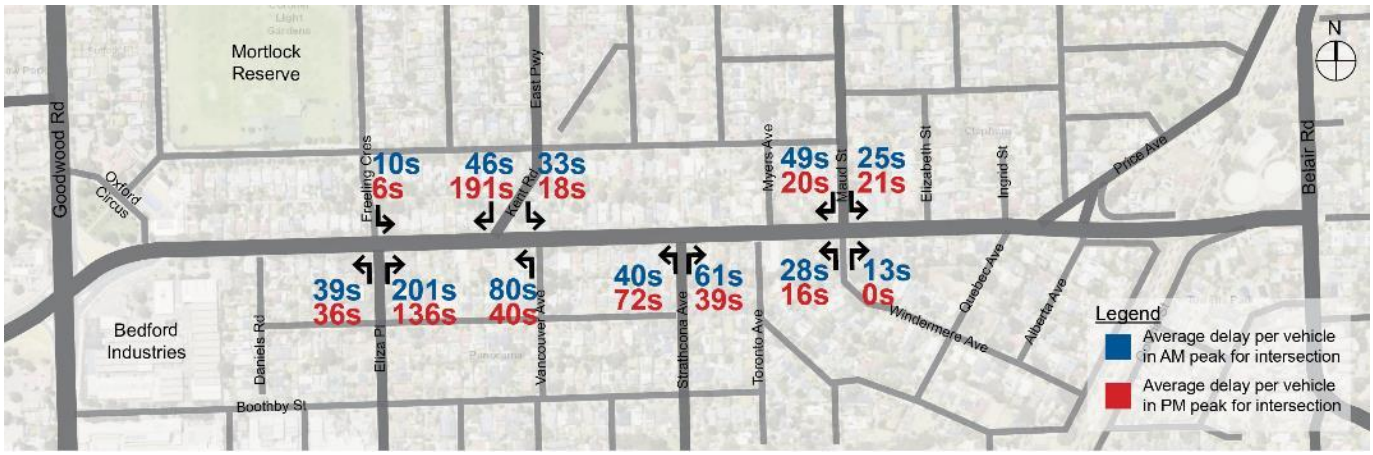


Figure 6: Average Delay for Intersection Peak Hour

The intersection peak hour delay and the highest average traffic delays for the key local roads along Springbank Road are shown in Figures 6 and 7. It is noted that delays experienced by traffic turning right out from the side roads during the peak hour periods are not unusual on the arterial network; for example, during peak periods a vehicle can wait two to three traffic signal cycles to get through an intersection which equates to about five to six minutes of delay.

Figure 7 shows the highest delays experienced for drivers turning onto Springbank Road from key local roads. For example, vehicles turning right out from Kent Road were observed to experience a maximum delay greater than 120 seconds during eight 15 minute periods (of the 96 periods over the day), primarily observed during the peak periods. These delays are representative of vehicles accessing and moving through intersections on the arterial network, particularly during peak periods.

Traffic speed data was also collected over a period of seven days in September 2022. This indicated that approximately 95 percent of vehicles are travelling below the posted speed limit of 60 km/h along Springbank Road.

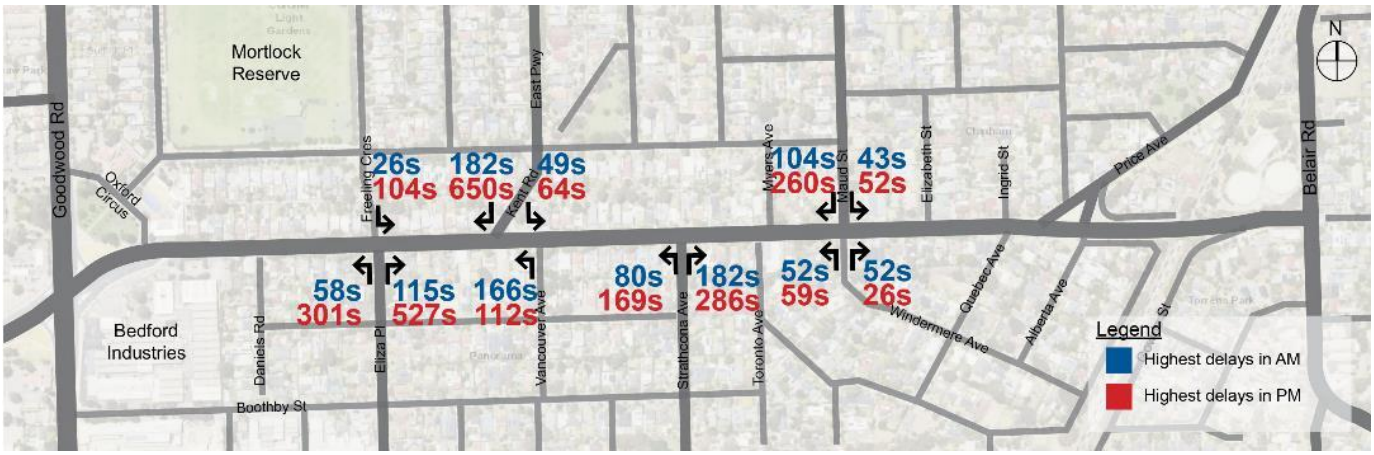


Figure 7: Highest Average Traffic Delay for Key Local Roads

Table 2: Highest Average Traffic Delay for Key Local Roads - Data

Local Road Intersection with Springbank Road	Turn Direction Onto Springbank Road	AM/PM 15 Minute Period of Highest Delays	Average Delay When Turning (seconds)*	Number of Vehicles Affected	Number of 15 minute periods per day where average delay is greater than 120s
Freeling Crescent	Left Turn	8:30 - 8:45 am	26	7	0
		3:45 - 4:00 pm	104	3	
Eliza Place	Left Turn	8:15 - 8:30 am	58	33	0
		3:30 - 3:45 pm	301	7	
	Right Turn	8:15 - 8:30 am	115	21	8
		3:30 - 3:45 pm	527	4	
		8:00 - 8:15 am	49	9	

Local Road Intersection with Springbank Road	Turn Direction Onto Springbank Road	AM/PM 15 Minute Period of Highest Delays	Average Delay When Turning (seconds)*	Number of Vehicles Affected	Number of 15 minute periods per day where average delay is greater than 120s
Kent Road	Left Turn	3:15 - 3:30 pm	64	24	0
	Right Turn	8:30 - 8:45 am	182	1	8
		4:45 - 5:00 pm	650	1	
Vancouver Avenue	Left Turn	8:30 - 8:45 am	166	16	1
		4:45 - 5:00 pm	112	10	
Strathcona Avenue	Left Turn	8:45 - 9:00 am	80	17	2
		4:45 - 5:00 pm	169	12	
	Right Turn	8:45 - 9:00 am	182	1	7
		4:15 - 4:30 pm	286	1	
Maud Street	Left Turn	8:15 - 8:30 am	43	6	0
		4:30 - 4:45 pm	52	2	
	Right Turn	8:00 - 8:15 am	104	1	1
		3:00 - 3:15 pm	260	1	
Windermere Avenue	eft Turn	7:30 - 7:45 am	52	2	0
		4:15 - 4:30 pm	59	4	
	Right Turn	7:45 - 8:00 am	52	1	0
		2:00 - 2:15 pm	26	2	

*Note: Average delays based on a low number of vehicles in a 15 minute period (such as those based on 1-2 vehicles), may be affected by an individual driver's gap acceptance, compared with average delay based on a higher number of affected drivers.

Public Transport

Springbank Road also serves as a bus route to services shown in Figure 8. The number 200 buses also utilise Kent Road, Eliza Place, Strathcona Avenue and Toronto Avenue as a part of their service loop. The presence of these bus movements makes the Kent Road, Eliza Place and Strathcona Avenue intersections more prominent.

Public Transport operations currently experience delays turning right out of Kent Road onto Springbank Road and right out of Eliza Place onto Springbank Road. Subsequently, bus services run on alternate routes to avoid a turn right out of Kent Road during the weekday evening peak, and from Eliza Place weekdays between 7 am -7 pm. Bus routes and stops that change during the day are confusing for both passengers and for drivers. The route map for the 200 service and bus stop locations are shown below in Figure 8.

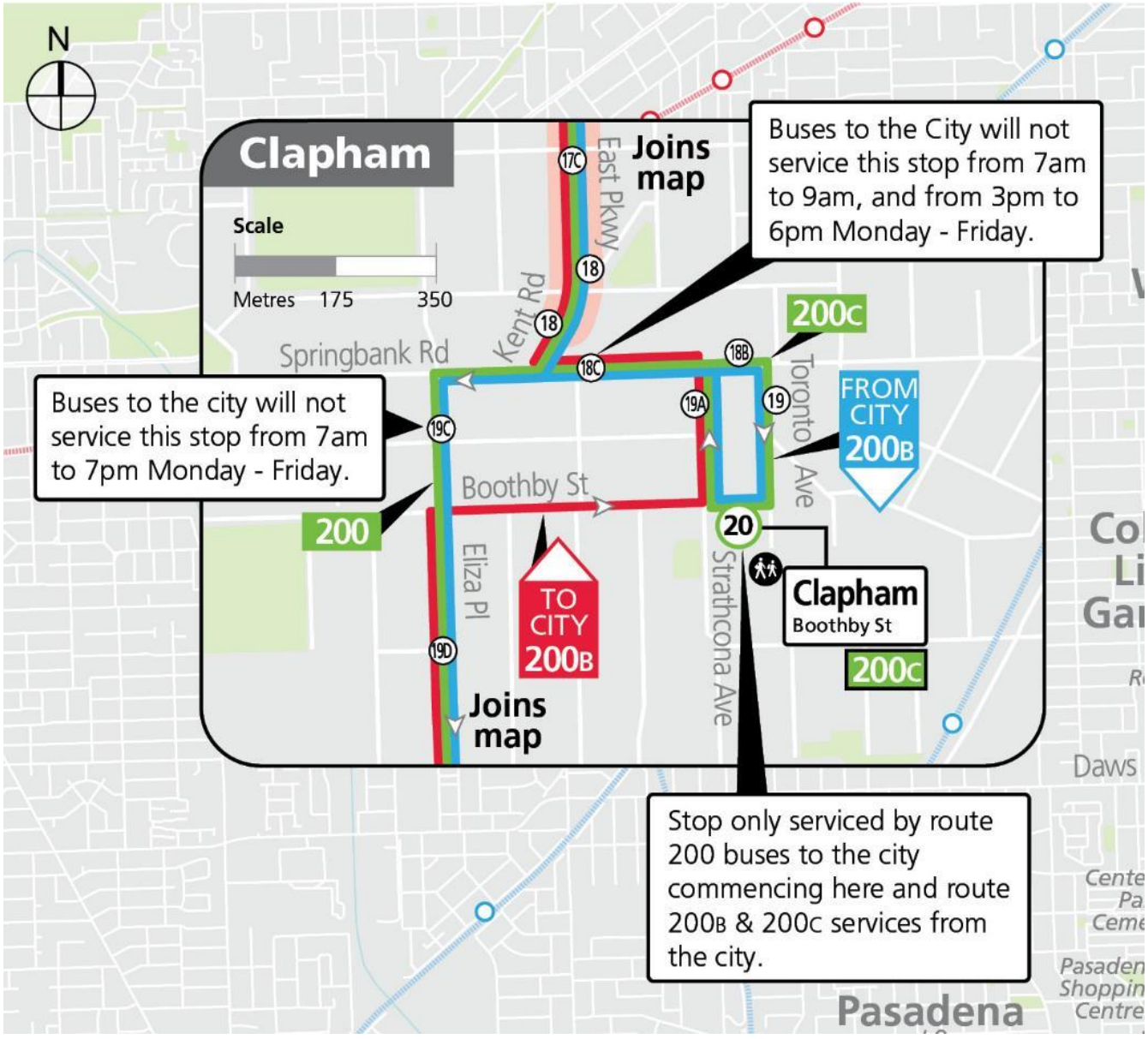


Figure 8: Bus Services

Cycling

Springbank Road serves as a commuting cycling route and provides an east-west connection between multiple north-south cycling routes, including the Belair – City Bikeway and Winston Avenue / East Avenue bike route. North-south cycling routes cross Springbank Road at the intersection of Price Avenue and Alberta Avenue, and Eliza Place and Freeling Crescent.

The Department's draft 2022-2032 Cycling Strategy identifies longer term improvements to north-south connectivity for cyclists near the intersection of Price Avenue and Alberta Avenue. The exact treatment and timing for this improvement are not known at this stage.

Cyclist crossing data has been collected which recorded 112 cyclists crossing Springbank Road at various points between 6:30 am – 7:00 pm. The key crossing points cyclists used during the survey period along Springbank Road are shown in Figure 9.

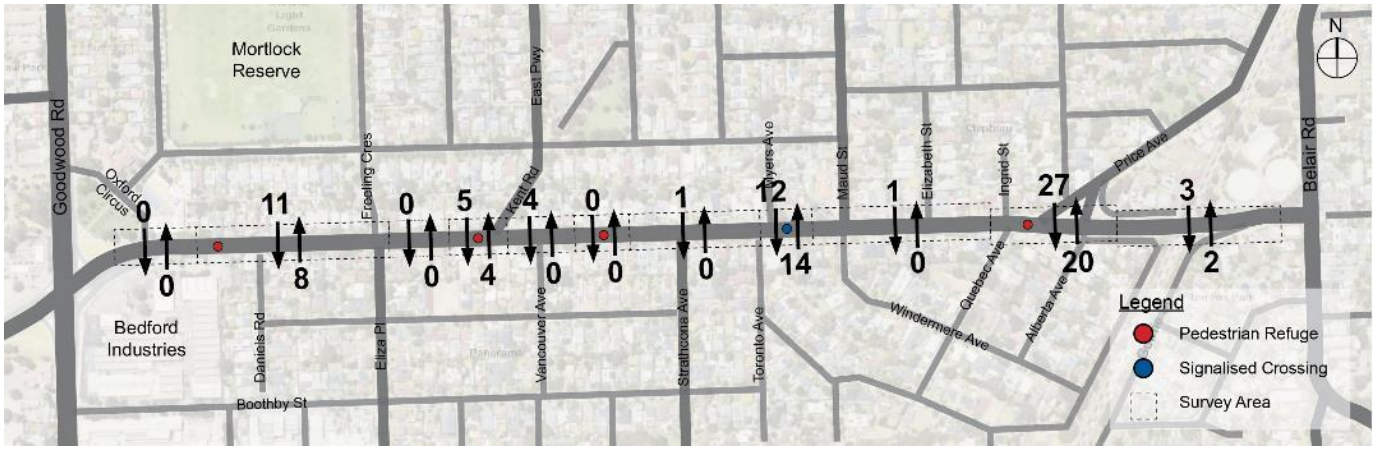


Figure 9: Key cyclist crossing points (13 September 2022, 6:30 am - 7:00 pm)

Turning movement surveys, undertaken at key intersections in September 2022, included recording the volume of cyclists travelling on the Springbank Road. Generally, two-way (east-west) cyclist volumes of around 30 cyclists (from 6:30 am – 7:00 pm) were observed travelling along Springbank Road. The exception being the section of Springbank Road between Eliza Place and Kent Road where two-way volumes were overserved to be around 40 cyclists. Additionally, cyclists using the footpath along Springbank Road were recorded. Generally, very few (one to four) cyclists were recorded on the footpath crossing at each local street (east-west) that intersects with Springbank Road from 6:30 am – 7:00 pm, suggesting that the footpath is not highly utilised for cycling.

Pedestrian Movement and Facilities

Pedestrian Facilities

There are footpaths along both sides of Springbank Road which are typically 1.5 metres in width. The kerb ramps at side roads are generally in adequate condition.

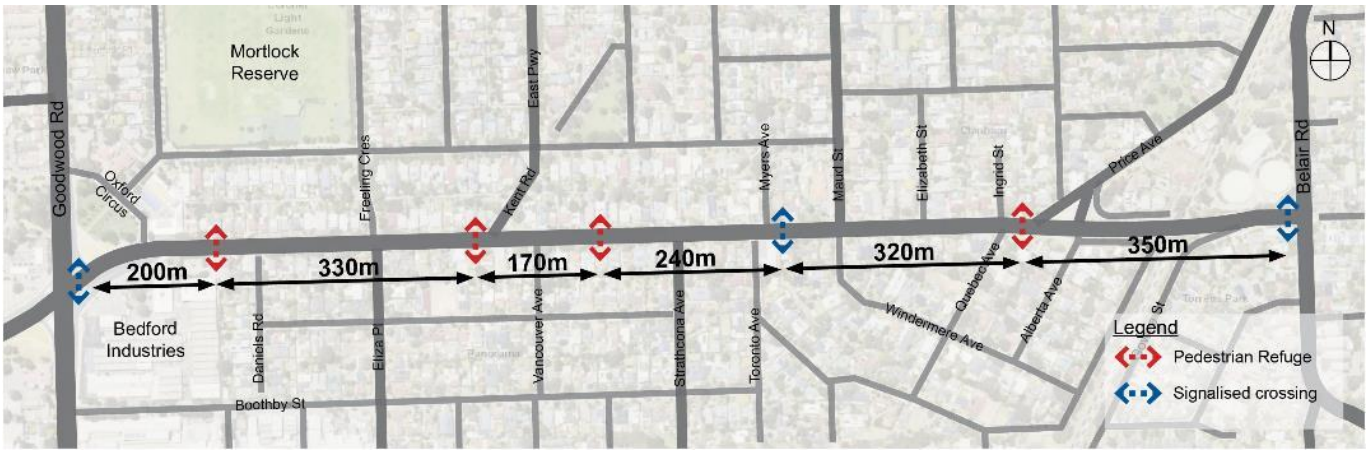


Figure 10 Pedestrian crossing locations

There are currently four pedestrian refuges and one push button Pedestrian Actuated Crossing (PAC) along the corridor.

Pedestrian Movement

Pedestrian surveys conducted in September 2022 have highlighted key crossing points that are currently used by pedestrians and the summary of the movement is shown in Figure 11.

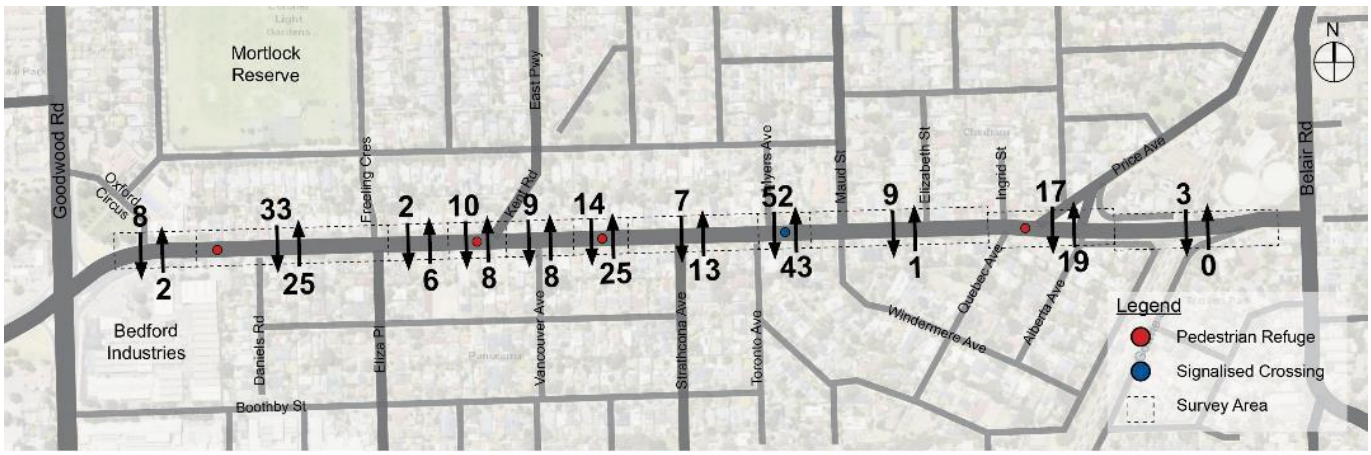


Figure 11 Pedestrian crossing volumes (13 September 2022, 6:30 am - 7:00 pm)

The pedestrian survey data has identified that:

- A total of 314 pedestrians crossed Springbank Road during the survey period of 6:30 am - 7:00 pm.
- The existing push button Pedestrian Actuated Crossing (PAC) on Springbank Road is highly utilised when compared to other pedestrian crossing points (refuges). 95 pedestrians used the PAC during the survey period.
- The western section of the road, between Eliza Place and the pedestrian refuge west of Daniels Road is the second highest utilised with 58 pedestrians recorded during the survey period, including 48 crossing at the existing pedestrian refuge.
- The existing pedestrian refuge between Vancouver Avenue and Strathcona Avenue was used by 39 pedestrians.
- The eastern section of the road between Quebec Avenue and Alberta Avenue has observed demand from both pedestrians and cyclists.

The pedestrian survey also recorded the number of pedestrians crossing in an east-west direction across local streets that intersect with Springbank Road. The number of crossing movements ranged from three at Gowrie Street (towards the Belair Road end) to 49 at Myers Avenue (adjacent the Pedestrian Actuated Crossing). This data cannot be used to determine the total number of unique pedestrians using the footpaths on Springbank Road, but it indicated that some sections of footpath are used by up to 50 pedestrians per day, whereas others are likely only used by less than five pedestrians per day.

Community feedback highlighted concerns regarding difficulty crossing Springbank Road due to infrequent gaps in traffic. To investigate this, Gap Analysis was undertaken at critical points along Springbank Road to understand the availability of gaps for pedestrians trying to cross the Springbank Road.

The analysis has identified pedestrians trying to cross Springbank Road in the vicinity of Eliza Place experience a lack of opportunities to cross the road due to low availability of gaps during the morning and evening peak periods. Generally, there are fewer gaps when crossing the westbound traffic lane, compared to the eastbound traffic lane (this could mean that pedestrians and cyclists crossing Springbank Road to head south could be waiting in the median for a gap in westbound traffic).

Figure 12 shows the percent of time available within a 15-minute period to cross each carriageway. For example, during the 4:30 pm - 4:45 pm period, 21% of the time there were opportunities to cross the eastbound carriageway.

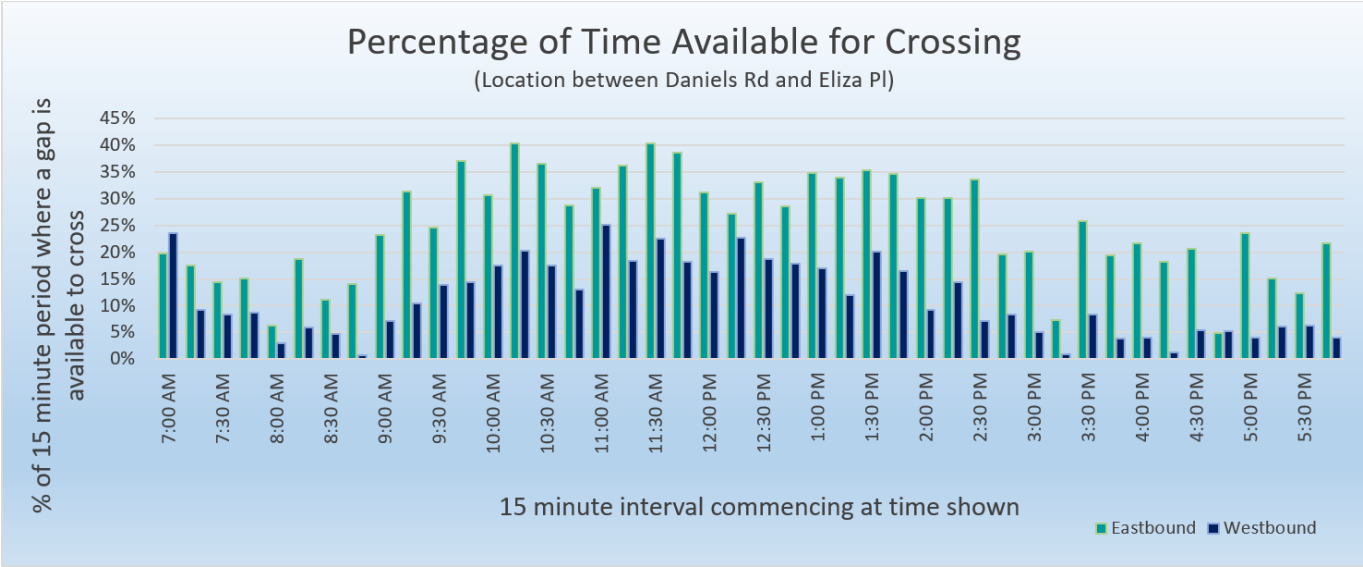


Figure 12 Pedestrian crossing opportunities

The Department has undertaken a review of the current school and public transport catchment areas to inform evaluation of potential vulnerable users and pedestrians and cyclists desire lines.

The local educational catchment review is based on students' place of residence, shown in Figure 13, for Clapham Primary School (blue), St Therese School (red) and Colonel Light Gardens Primary School (green). A summary of the catchments is illustrated in Figure 13. This shows that a portion of students live on the opposite side of Springbank Road to their school and identifies a potential desire line for vulnerable users crossing Springbank Road between Eliza Place and Daniels Road.

This potential desire line to cross in the vicinity of Eliza Place has been recognised and is reflected in the 2017 Springbank Road Painted Median Scheme upgrade, which included pedestrian refuges 120 metres east and 200 metres west of Eliza Place (near St Therese School), which facilitate two stage crossing for pedestrians and cyclists. Noting also there is a signal-controlled crossing available for pedestrians and cyclists located approximately 200 metres west of the refuge near St Therese School, at Goodwood Road.

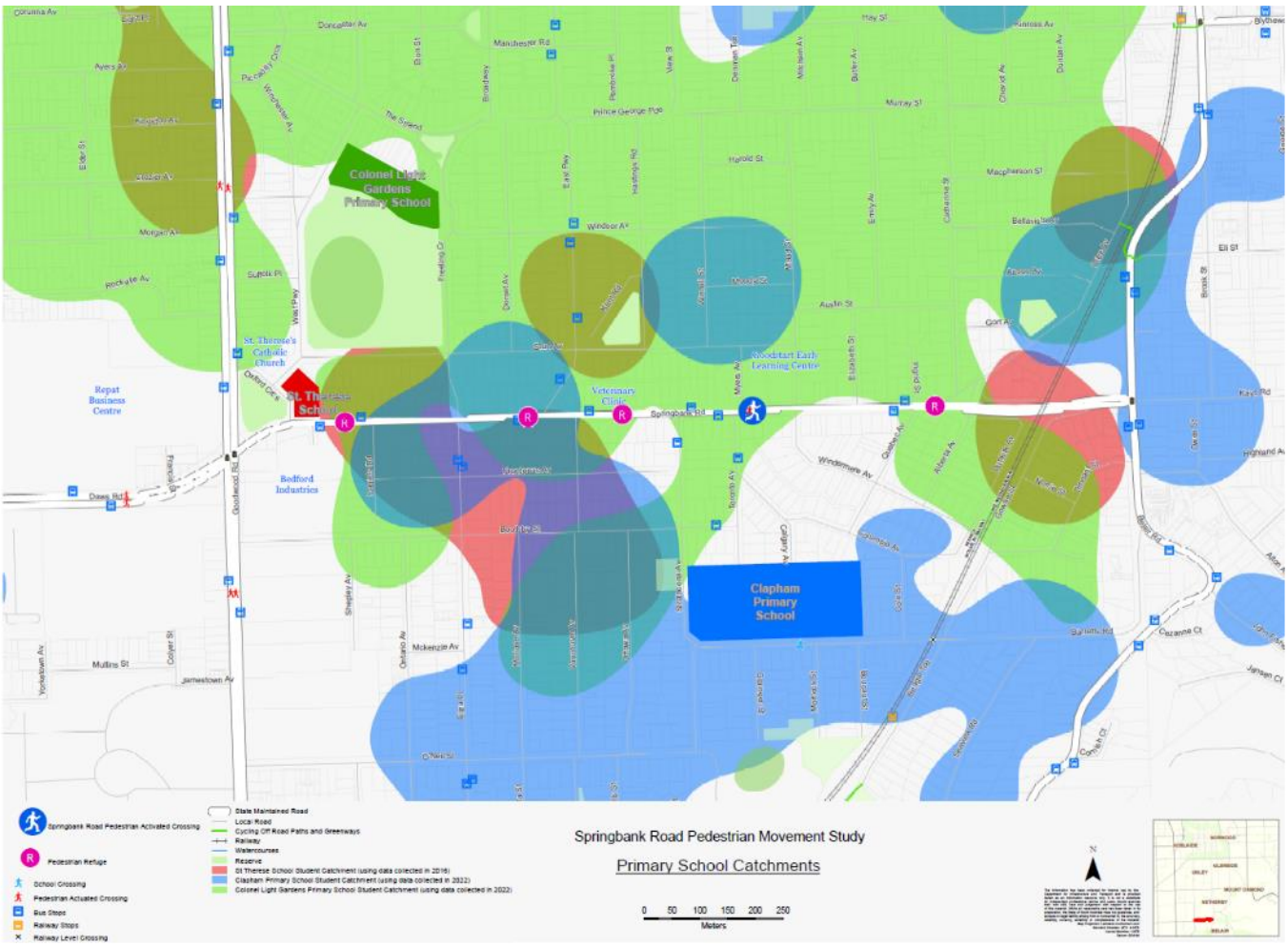


Figure 13 Local educational catchment assessment

The public transport catchment assessment shown in Figure 14, which shows 400 metres and 800 metres walking distance to Springbank Road's bus stops, has not identified any particular desire lines. It does show that the pedestrian refuges (indicated by pink icon) are well located relative to the four bus stops to support access to public transport.

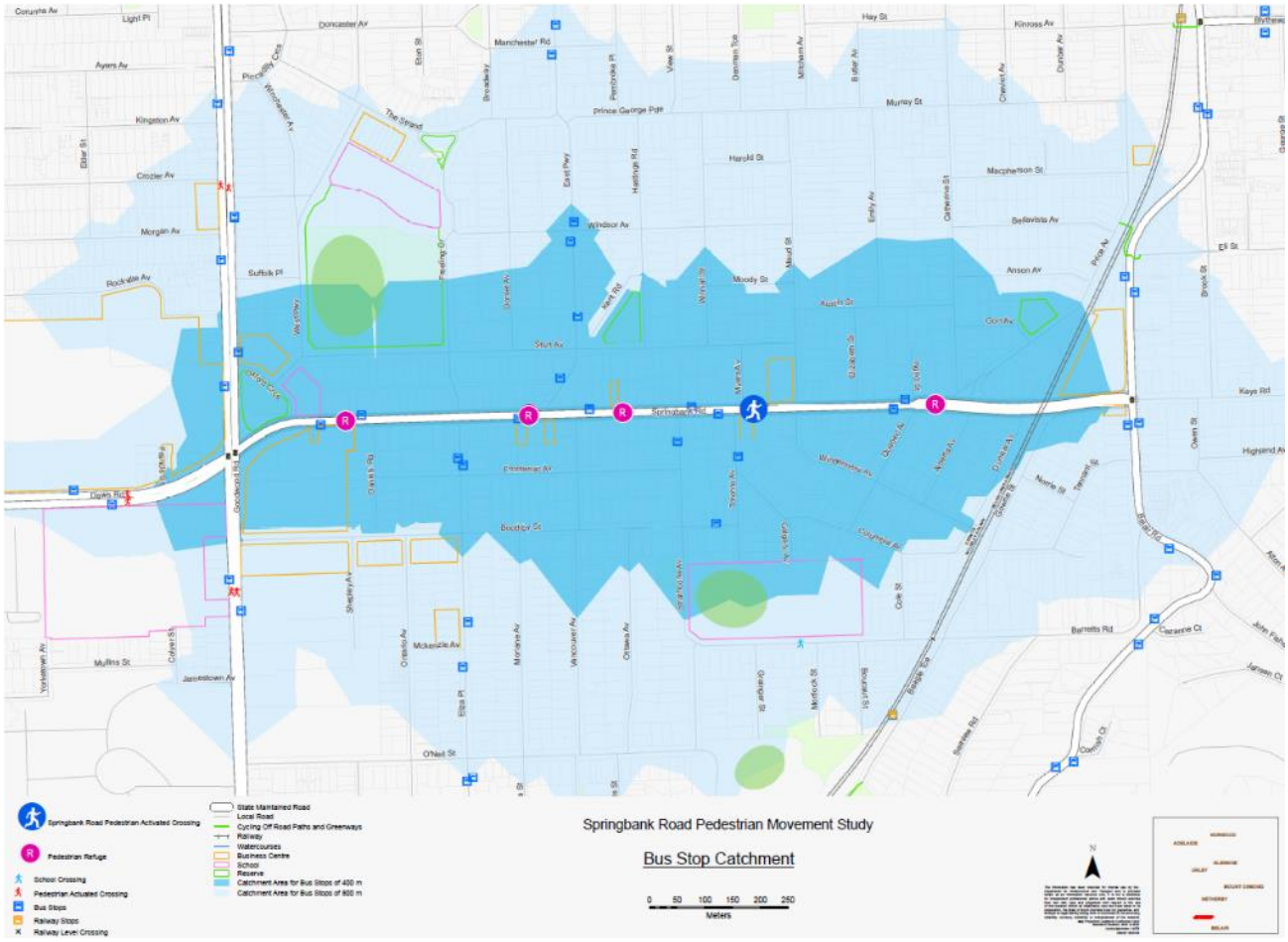


Figure 14 Public Transport Bus stop catchment assessment

Crash Analysis

Analysis of historic crash data helps identify current safety issues at junctions and mid-block sections. The crash data between April 2018 (completion of Painted Median Scheme) and October 2021 was analysed for the whole length of Springbank Road. A total of 33 crashes (12 casualties + 21 property damage only) were reported for that period. A crash map for Springbank Road is shown below. For more detailed breakdown of crash types, please refer to Appendix B.

Figure 15: Summary of crash data for the period from April 2018 to October 2021

A specific concern was raised by the community regarding crashes involving buses at the Springbank Road junction with Toronto Avenue. Further review of crash data at this junction indicates that there was one crash involving a bus recorded over the last five-year period however, this crash occurred prior to the implementation of the Springbank Road Painted Median Scheme.

Community Feedback

The Department has received frequent correspondence from the community regarding pedestrian safety and vehicle access issues along Springbank Road.

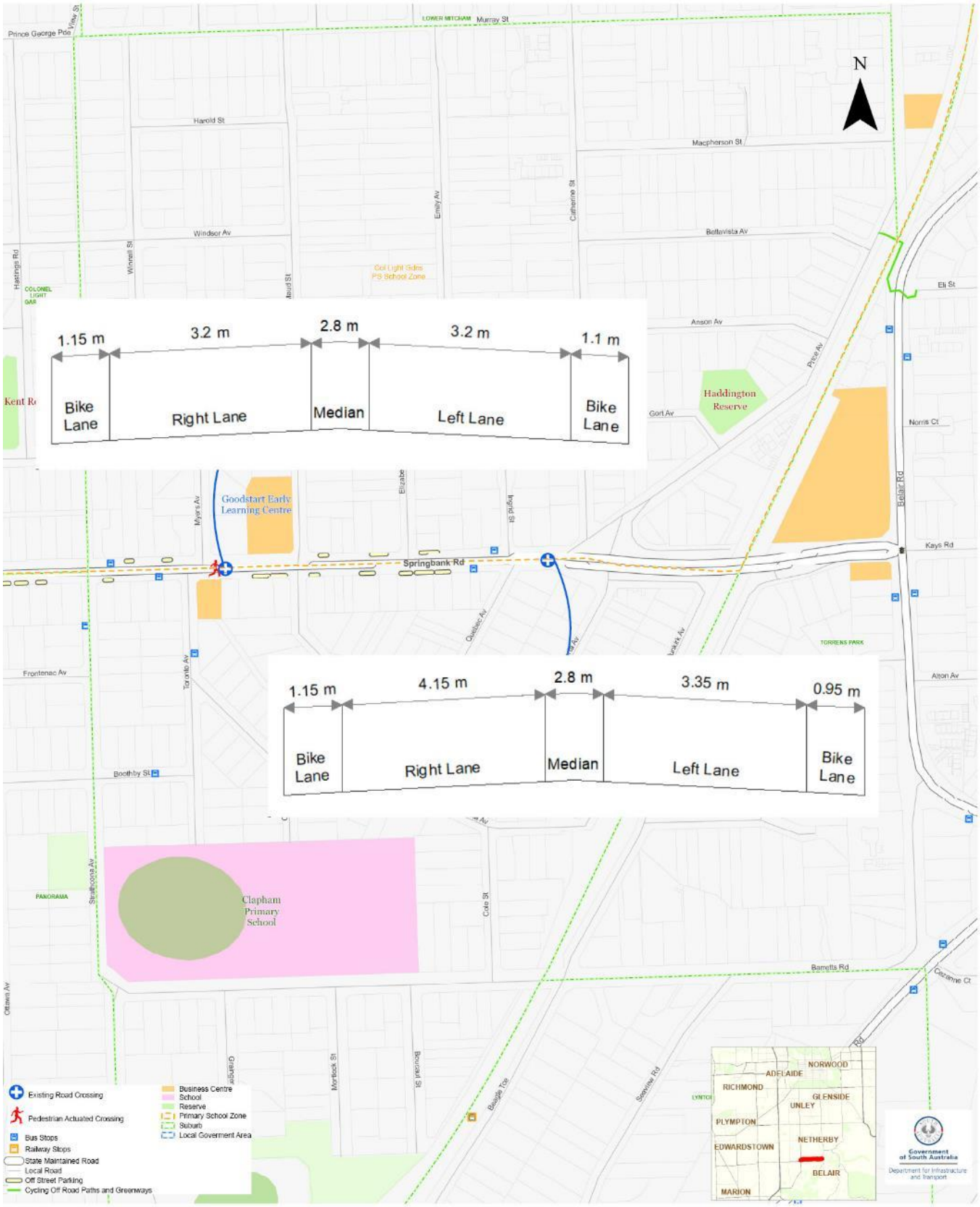
Recently, in March 2022, a group of residents from the Colonel Light Gardens, Clapham, Panorama, Pasadena and surrounding suburbs wrote to the Candidates of Elder and Waite Electorates raising concerns with regards to road safety or access issues on Springbank Road. Key issues recently raised by the community and proposed actions are summarised below.

Table 3: Summary of community feedback

No.	Community Concerns	Comments
1	Concerned about waiting in the middle of the road with large vehicles passing either side at significant speed	The seven-day speed survey undertaken in September 2022 has indicated that approximately 95 percent of vehicles are travelling below the posted speed limit of 60km/h along the Springbank Road. This is consistent with the posted speed limit of 60km/h.
2	Concerned about vulnerable people being able to cross safely, including children, people with disabilities, elderly people	Local educational catchment assessment has identified a key pedestrian and cyclist desire line likely exists to the west of Eliza Place. There are signalised pedestrian crossings at both ends of Springbank Road and near Toronto Avenue, as well as four pedestrian refuges at 200 metres-300 metres spacing. The design of pedestrian refuges are compliant with the relevant Australian Standard.
3	Difficult for more than two people at a time to use the pedestrian refuges to cross safely	The pedestrian survey has identified that during certain time periods, more than one pedestrian/cyclist are trying to cross the road at the following pedestrian refuges: • Refuge west of Daniels Road • Refuge between Vancouver Avenue and Strathcona Avenue
4	Concerned about causing an accident with some drivers slowing down to let pedestrians cross	The Department collects crash data on arterial roads and will continue to monitor and review this data to identify if there is a correlation between the data and the driver behaviour issue raised.

No.	Community Concerns	Comments
5	Takes too long to wait for a safe break in the traffic	The Gap Analysis has identified a lack of gaps for pedestrians and cyclists crossing over Springbank Road.
6	Vehicles trying to turn right from Eliza Place onto Springbank Road take enormous risks due to constant stream of traffic both ways and no breaks	The Department has investigated concepts for improving safety and access at the intersection previously. Traffic signals were not supported by the community previously due to concerns around increased traffic on local roads. Traffic survey data indicates that traffic using Eliza Place has reduced since the Goodwood Road intersection upgrade was completed. The survey data indicates there are delays for vehicles exiting Eliza Place, particularly during peak periods. These delays are considered consistent with those experienced at other locations across the broader road network.
7	Vehicles trying to turn right from Strathcona Avenue with frustrated drivers turning left and doing "dodgy" turn arounds on Kent Road to get back in an easterly direction on Springbank Road	There were two casualty crashes recorded along Springbank Road between Kent Road and Strathcona Avenue (including intersections) over a five-year period. The Department will continue to monitor the operation of this location.

Appendix A: Pedestrian Refuge Cross Section and Car Parking Location Map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1.15 m
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Bike Lane
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0.95 m
Bike Lane
Right Lane
Median
Left Lane
Bike Lane
Goodstart Early Learning Centre
Springbank Rd
Haddington Reserve
Clapham Primary School
Prince George Pde
Murray St
Harold St
Macpherson St
Windsor Av
Bellavista Av
Anson Av
Gort Av
Norris Ct
Kays Rd
Frontenac Av
Alton Av
Boothby St
Barretts Rd
Existing Road Crossing
Pedestrian Actuated Crossing
Bus Stops
Railway Stops
State Maintained Road
Local Road
Off Street Parking
Cycling Off Road Paths and Greenways
Business Centre
School
Reserve
Primary School Zone
Suburb
Local Goverment Area
NORWOOD
ADELAIDE
RICHMOND
GLENSIDE
UNLEY
PLYMPTON
NETHERBY
EDWARDSTOWN
BELAIR
MARION
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Appendix B: Detailed Crash Summary

Severity	Crash Type	Year	Cross Road 1	Cross Road 2	Location	Vulnerable User
Minor Injury	Right Angle	2018	Oxford Circus	-	T-Junction	No
Minor Injury	Side Swipe	2018	Morshead St	Daniels Rd	Midblock	No
Minor Injury	Rear End	2018	Freeling Cres	Daniels Rd	Midblock	No
Minor Injury	Rear End	2021	Freeling Cres	-	Cross Road	No
Property	Right Turn	2020	Freeling Cres	-	Cross Road	No
Property	Right Angle	2019	Freeling Cres	-	Cross Road	No
Property	Right Angle	2019	Freeling Cres	-	Cross Road	No
Minor Injury	Rear End	2019	Kent Rd	Freeling Cres	Midblock	No
Property	Rear End	2021	Kent Rd	Freeling Cres	Midblock	No
Property	Rear End	2020	Kent Rd	Freeling Cres	Midblock	No
Minor Injury	Rear End	2020	Kent Rd	-	T-Junction	No
Property	Rear End	2020	Vancouver Ave	Strathcona Ave	Midblock	No
Property	Rear End	2019	Vancouver Ave	Strathcona Ave	Midblock	No
Property	Right Angle	2019	Vancouver Ave	Strathcona Ave	Midblock	No
Property	Hit Fixed Object	2018	Vancouver Ave	Strathcona Ave	Midblock	No
Property	Rear End	2021	Strathcona Ave	-	T-Junction	No
Serious Injury	Right Turn	2019	Strathcona Ave	-	T-Junction	Rider

Severity	Crash Type	Year	Cross Road 1	Cross Road 2	Location	Vulnerable User
Property	Rear End	2021	Toronto Ave	Myers Ave	Midblock	No
Property	Rear End	2021	Windermere Ave	Myers Ave	Pedestrian Crossing	No
Minor Injury	Hit Fixed Object	2019	Windermere Ave	Myers Ave	Midblock	No
Property	Rear End	2021	Windermere Ave	Elizabeth St	Midblock	No
Property	Side Swipe	2021	Windermere Ave	Elizabeth St	Midblock	No
Property	Right Angle	2018	Elizabeth St	-	T-Junction	No
Property	Rear End	2021	Ingrid St	Elizabeth St	Midblock	No
Property	Right Angle	2021	Ingrid St	Elizabeth St	Midblock	No
Property	Rear End	2019	Ingrid St	Elizabeth St	Midblock	No
Minor Injury	Rear End	2018	Ingrid St	Elizabeth St	Midblock	No
Minor Injury	Rear End	2018	Ingrid St	Elizabeth St	Midblock	No
Minor Injury	Hit Fixed Object	2018	Ingrid St	Elizabeth St	Midblock	No
Property	Right Angle	2018	Ingrid St	Elizabeth St	Midblock	No
Property	Side Swipe	2019	Quebec Ave	Price Ave	Midblock	No
Minor Injury	Rear End	2021	Price Ave	Price Ave	Midblock	No
Property	Rear End	2021	Price Ave	Gowrie St	Midblock	No

Year	Number of Crashes
2018 (April onwards)*	9
2019	9
2020	4
2021	11

*Note that the Springbank Road Painted Median Scheme was not completed until early 2018. Crash data pre-dating this is not shown as it would not be reflective of current conditions.

It is also noted that major construction works for the Goodwood Road, Springbank Road and Daws Road intersection upgrade commenced December 2021 and was completed December 2022.