

# Email sent to the Lord Mayor and Councillors on 10<sup>th</sup> September 2019

Dear Lord Mayor and Councillors

Walking SA has recently published the attached fact sheet on pedestrian accidents. This fact sheet can also be accessed at <https://www.walking.sa.gov.au/wp-content/uploads/2019/08/Fact-Sheet-Pedestrian-safety-and-traffic-crashes-in-metropolitan-Adelaide-August-2019-version-1.pdf>.

Also Walkers SA has produced an interactive map showing the locations of accidents that can be accessed at <https://www.google.com/maps/d/viewer?mid=1PY9Mjpk4868A209erEuMq2UmsCdYSWR&ll=34.93220211078061,138.61047043793087&z=16>.

As can be seen from the fact sheet 20% or 289 of metropolitan Adelaide's crashes occurred in the City of Adelaide where the default local street is 50 kph.

The South East City Residents Association (SECRA) has advocated for the reduction of traffic speed to 40kph along Hutt Street and in the south-east corner of the CBD in general to reduce accidents and to improve the safety of residents particularly in Hutt Street between Halifax and Angas Streets where there is a high number of pedestrians crossing from one side to the other.

Pedestrians are particularly vulnerable in this section of Hutt Street outside of peak traffic times when vehicles are able to travel at 50kph. On the western side of Hutt Street pedestrians crossing the road can be caught unaware of accelerating vehicles turning into Hutt Street from Halifax, McLaren or Carrington Streets and from doing U-turns at McLaren Street. Likewise on the eastern side of Hutt Street they are vulnerable from vehicles turning into Hutt Street from Angas, Hume and Carrington Streets and from doing U-turns at Hume Street. SECRA's concern was reinforced when the then SECRA Treasurer was hit by a vehicle doing a U-turn at Hume Street.

The data produced by Walking SA supports SECRA's concern about the 50kph speed limit currently applying in the City of Adelaide where the numbers of pedestrians are much higher than other areas of the state.

Attached for your information is SECRA's submission on the 40kph Trial conducted in 2014. Unfortunately negative feedback on the trial meant that a permanent 40kph speed limit was not implemented. This negative feedback was in part due to a campaign against the trial by the then newsagent. At the time I personally had numerous discussions with the newsagent who was adamant that the 40kph speed limit was having an adverse affect on his business.

SECRA is of the view in light of the Walking SA data that the City of Adelaide should take action to implement a speed limit of 40kph within the City.

Regards

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**SOUTH-EAST CITY  
RESIDENTS  
ASSOCIATION INC.**

strengthening our community

29 May 2014

40 km/h Trial - Hutt Street and South East Precinct  
Adelaide City Council  
GPO Box 2252  
Adelaide SA 5001

## **SECRA Submission on 40 km/h Trial - Hutt Street and South East Precinct**

The South East City Residents Association (SECRA) has advocated the introduction of a 40 Km/h speed limit in residential areas of the city in submissions to Council in the past and supports the continuation of the 40 km/h speed limit which is on trial in Hutt Street and in the South East Precinct.

SECRA is aware that residents have raised the issue of speeding vehicles in south east precinct residential streets, particularly along East Terrace. This is of concern as being adjacent to the Park Lands, particularly in the vicinity of Victoria Park, there are many people, including children, who cross East Terrace to access the Park Lands.

With regard to Hutt Street SECRA is concerned about the safety of pedestrians crossing Hutt Street especially between Halifax and Angas Streets where there is no identified pedestrian crossing. This section is the busiest retail section of Hutt Street and is crossed by many residents and other pedestrians.

During normal traffic conditions pedestrians need to be very careful when crossing Hutt Street in this section because of accelerating vehicles either from the traffic light controlled intersections at each end or from vehicles having reversed out of parking spaces. Often vehicles having reversed out of a parking space will accelerate while crossing from the inside to the outside lane catching a crossing pedestrian (who thought they had ample time to cross safely) by surprise.

During peak traffic periods the speed travelled by vehicles in Hutt Street is unlikely to exceed 40 km/h so the introduction of 40 km/h speed limit would have a negligible effect during these periods. However during these periods, because of the continuous traffic flow, it is difficult for pedestrians to cross Hutt Street where there are no traffic lights. They therefore often have to rely upon the fact that during these times traffic tends to bank up which allows them to walk in between the stationary vehicles.

SECRA is of the view that with a 40 km/h speed limit in Hutt Street it would be appropriate to install a pedestrian zebra crossing on Hutt Street at the intersection with Carrington Street. This would provide a safe crossing for pedestrians during both peak and normal traffic flow in Hutt Street.

SECRA understands that a pedestrian or cyclist hit by a vehicle travelling at 40 km/h is less likely to sustain serious injuries than if hit by a vehicle travelling at 50 km/h. Surely this should be a reason for introducing a 40 km/h speed limit in the city where there is significant pedestrian and cyclist activity.

Yours sincerely

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