
11.2 PORTRUSH ROAD AND MAGILL ROAD INTERSECTION UPGRADE

REPORT AUTHOR: Project Manager, Urban Design & Special Projects
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4506
FILE REFERENCE: S/00587
ATTACHMENTS: A - F

PURPOSE OF REPORT

The purpose of this report is to present the *Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan* to the Council for its consideration.

BACKGROUND

The Portrush Road and Magill Road Intersection Upgrade Project (the Project) was jointly announced by the Federal and South Australian Governments in March 2019. Both tiers of Government have committed \$49 million, which is an equal share of the \$98 million total project budget.

The Federal Government's commitment is part of the *Commonwealth Urban Congestion Fund*. The State Government's commitment aligns with recommendations of its *Keeping Metro Traffic Moving* Report, a copy of which is contained in **Attachment A**. The report identifies priorities for Metropolitan Adelaide, which seek to address road congestion and keep traffic flowing. Within the boundaries of the City of Norwood Payneham & St Peters, the report identifies two (2) election commitments and three (3) priority junctions (or intersections) for improvements.

The two (2) election commitments include The Parade and George Street Scramble Crossing, which is currently being planned, and the OG Road and Turner Road Intersection Upgrade, which was completed in late 2019. The three (3) priority junctions include:

1. the Portrush Road and Magill Road Intersection;
2. the Portrush Road and Payneham Road Intersection; and
3. the Payneham Road and OG Road Intersection, which is currently under construction.

The Department of Planning, Transport and Infrastructure (DPTI) released a project notice in March 2019, addressed to residents, property owners and business owners. The notice, a copy of which is contained in **Attachment B**, provided general information on the project objectives, outcomes and timing. DPTI reported that the notice was delivered to 1500 properties in proximity to the intersection.

The intersection of Portrush Road and Magill Road is part of the National Land Transport Network and forms part of the Outer Ring Route, which is a major traffic route and freight route. According to DPTI, the intersection upgrade will:

- improve travel times;
- improve safety for all users;
- improve network reliability; and
- improve economic productivity.

Since March 2019, DPTI's project website has included an Artist's Impression of the intersection upgrade, a copy of which is contained in **Attachment C**. The Artist's Impression and a video available on the Premier's Facebook page, illustrate the following proposed changes to the intersection:

- Magill Road (westbound) – an extended right turn lane;
- Magill Road (eastbound) – an extended right turn lane and a dedicated left turn lane;
- Portrush Road (northbound) – an additional right turn lane and an extra through lane; and
- Portrush Road (southbound) – an additional right turn lane and an extra through lane.

There have been two (2) initial meetings with Council staff. The first meeting which was held on 19 August 2019, was a brief introduction to the Project from two (2) DPTI representatives. At this meeting, DPTI advised that they would be commencing a planning study in the beginning of September 2019, with works on-site anticipated to commence within 12-24 months and initial works to include services relocations and land acquisitions. Based on the limited information provided by DPTI at that time, the Council was limited in respect to the amount of input they have been able to provide. The feedback provided is outlined below:

- the project design should include 'soft edges' (e.g. landscaping elements), and should look to retain vegetation wherever possible;
- the Council will be keen to see the project show a green element and environmental initiatives; and
- the Council would need to know about traffic movements and sequencing that would occur as a result of the project.

The second meeting which was held on 11 December 2019, involved Council staff and the Project's Consultants comprising representatives from GHD (design and engineering) and Kath Moore & Associates (stakeholder and community engagement). At this meeting, the Consultants advised that:

- the Project was in the concept design stage, however the preliminary concept plan was not yet finalised and available;
- the preliminary concept design indicated significant road widening and lands acquisitions on the western side of Portrush Road between Beulah Road and Dover Street, and also on Magill Road between Adelaide Street and Portrush Road;
- DPTI was in process of notifying and negotiating with land owners in relation to property acquisitions; and
- the Project team would present to the Council after the preliminary concept plan was approved and prior to undertaking further stakeholder and community engagement in early 2020.

At the December meeting with the DPTI team, Council staff provided similar advice to that which was provided at the 19 August 2019 meeting and also briefly discussed the Council's stormwater asset upgrades that need to be coordinated and considered as part of the Project. At that meeting, staff also questioned the justification and some of the decisions including that all of the land acquisitions are on the western side of Portrush Road and Magill Road, thus only impacting NPSP residents, property owners, and businesses.

Consequently, following concerns which were raised and the fact that property acquisitions were in progress, without first formally presenting the proposals to the Council and at the very least, completing the community consultation process, Council staff requested that a presentation be made to the Council.

As such, on 10 February 2020, an Information Briefing Session was held for Elected Members. At this Briefing Session, DPTI representatives provided a formal presentation, a copy of which is contained in **Attachment D**. The presentation provided an overview of the Project including:

- the project background;
- traffic and safety information for the intersection;
- the project objectives, identification of existing issues and benefits;
- the planning, design and engagement activities to date;
- upcoming engagement activities which are planned to occur;
- the concept plan and a comparison of the predicted 2021 queue lengths for a no change scenario versus an upgraded intersection scenario; and
- the project timeline, key activities and next steps.

In early February 2020, DPTI issued a 'Fact Sheet' to residents, property owners and business owners which outlined the project background and information on how the community could get involved. The 'Fact Sheet', as contained in **Attachment E**, advertised two (2) 'drop in' community information sessions which were held at the Field of Dreams Church Hall, 17a Augusta Street, Maylands. It is understood that approximately 152 people attended the first community information session on Wednesday, 12 February 2020 between 5:30pm and 7:30pm. A second community information session was held on Saturday 15 February 2020 from 1:00 pm to 3:00 pm. At the community information sessions, people had an opportunity to view the *Portrush Road and Magill Road Intersection Upgrade - Community Consultation Concept Plan* (the Project Concept Plan) as contained in **Attachment F**, ask questions and discuss concerns with DPTI staff and the Consultants, and provide written feedback.

Since September 2019, DPTI staff and consultants have been contacting and meeting with businesses and residents that are directly impacted by the compulsory acquisition of properties, which is required to build the Project. In February 2020, DPTI commenced contacting residents and property owners on Prosser Avenue, Norwood and Adelaide Street, Maylands which back onto Magill Road and the Portrush Road properties which are proposed to be acquired for the Project. It is understood from residents that they were not previously aware of any potential loss or impact on their properties.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

- **Elected Members**
An Elected Members Information Briefing Session was held on 10 February 2020.
- **Community**
DPTI is responsible for undertaking engagement activities associated with this Project. DPTI's engagement activities which include letter box drops, management of comments and enquiries regarding the Project via the website and email, contact and meetings with key stakeholders and residents, property owners and business owners, and holding two (2) community information sessions are outlined in the Background section to this report.
- **Staff**
Chief Executive Officer
General Manager, Urban Services
Acting Manager, City Assets
Project Manager, Assets
Project Manager, Civil
Manager, Economic Development & Strategic Projects
Manager, Traffic & Integrated Transport

- **Other Agencies**
Not applicable.

DISCUSSION

The *Portrush Road and Magill Road Intersection Upgrade - Community Consultation Concept Plan* proposes the following changes to the intersection:

- Magill Road (westbound) – extension of Magill Road right turn lane onto Portrush Road;
- Magill Road (eastbound) – widening of Magill Road, with the extension of the right turn lane and installation of dual left turn lanes onto Portrush Road;
- Portrush Road (northbound) – widening of Portrush Road, with the installation of dual right turn lanes, an extended left turn lane, and three (3) through lanes heading north;
- Portrush Road (southbound) – widening of Portrush Road, with the installation of dual right turn lanes and three (3) through lanes heading south;
- new and upgraded traffic signals and road lighting;
- upgraded pedestrian facilities and crossings at the intersection;
- dedicated bicycle lanes on all approaches to the intersection;
- reinstatement of footpath and landscaping; and
- resurfacing and new line marking.

The key differences between the Artist’s Impression which was released in March 2019 and the Project Concept Plan which was released in February 2020 are:

- Magill Road (eastbound) – change from one (1) left turn lane to two (2) left turn lanes; and
- Portrush Road (northbound) – an extended left turn lane.

A comparison of the existing and proposed lane configurations of each section of road near the intersection is shown in Table 1.

TABLE 1: EXISTING AND PROPOSED LANE CONFIGURATIONS

ROAD SECTION	NUMBER OF LANES				ROAD WIDTH ¹
	Slip	Left	Through	Right	
Magill Rd (westbound)					
Existing	1	0	2	1	18.6m
Proposed	1	0	2	1	18.6m
Magill Rd (eastbound)					
Existing	1	0	2	1	18.0m
Proposed	0	2	2	1	28.4m
Portrush Rd (northbound)					
Existing	1	0	2	1	19.6m
Proposed	0	1	3	2	34.9m
Portrush Rd (southbound)					
Existing	1	0	2	1	18.3m
Proposed	1	0	3	2	31.1m

¹ Existing and proposed road widths are approximate. Existing road widths were measured using Google Maps. Proposed road widths were measured from the Project Concept Plan.

It is understood that road widening associated with the Project will require the acquisition of between forty (40) and (50) residential and commercial properties at the following locations:

- on the west side of Portrush Road between Beulah Road, Norwood and Dover Street, Maylands;
- on the south side of Magill Road between Portrush Road and Prosser Avenue, Norwood; and
- on the north side of Magill Road between Portrush Road and Adelaide Street, Maylands.

Additionally, it is understood that there are between forty (40) and fifty (50) existing trees which have been identified for removal from the medians and road side verges. At this stage, DPTI's vegetation survey is incomplete and detailed information has not been released to the Council.

While it is understood that the Project aims to improve travel times, safety, network reliability and economic productivity, it is unclear if the benefits of the Project outweighs the costs. In its presentation to the Council, DPTI representatives advised that the existing average delay in the morning and afternoon peak periods is more than two (2) minutes and that the Project would potentially reduce these delays by fifty percent (50%). It was also reported that there were fifty-six (56) crashes, including twenty-one (21) casualty crashes, at the intersection in the five (5) year period between 2014 and 2018. Yet it is not clear from the proposal that the intersection will be made safer as a result of the proposed upgrade.

According to DPTI, the intersection upgrade will *'improve safety for all users'*. This is likely for vehicular traffic due to the proposed controlled right turns, longer turn lanes and generous traffic lane widths. However, the design does not improve safety for pedestrians and cyclists - the most vulnerable road users, in particular:

- the bicycle lanes are in hazardous locations amongst high-traffic volumes with heavy vehicles. Bike lane widths are 1.2m and 1.5m wide – which is less than ideal for this type of environment. Austroads Guidelines recommend that cyclist facilities should be separated paths in this heavy traffic environment; and
- corner traffic islands (pedestrian space and protection) are small.

In summary, it is clear that the design of the upgrade has focussed entirely on vehicular traffic and has not taken into account the safety of cyclists and pedestrians (including public transport users). The proposed changes will result in the road width and intersection crossing distance for pedestrians increasing by ten (10) metres or more across Portrush Road and the western side of Magill Road. It is understood that pedestrians will need to push a signal button and stage their crossings between the footpath and the pedestrian refuges at the northeast and southeast corners of the intersection. While signalised crossings are generally safer, the increased crossing distance and staged crossings are likely to be less convenient and desirable for pedestrians. It should also be noted that the lack of consideration for pedestrians is demonstrated in the Project Concept Plan cross sections where the footpath widths are not provided.

Cyclists will also be exposed in between lanes of moving traffic on both sides for increased distances on the south side of Portrush Road and the western side of Magill Road. While the Project Concept Plan indicates that the exposed bicycle lanes will be painted green to increase driver awareness of cyclists, the lane configuration and increased length arguably increases the potential for conflict between motor vehicles and cyclists making it less safe.

The increase in the number of vehicle traffic lanes will significantly increase the amount of impermeable asphalt surfacing. Combined with the immediate loss of existing street trees, the intersection will more than likely become a local heat island. The Project Concept Plan indicates that twenty-eight (28) new trees are proposed to be planted, which is still a net loss of between twelve (12) and twenty two (22) trees overall. In addition, there are no details provided in respect to what type of trees are proposed to be planted, nor confirmation on whether or not all of the proposed trees can actually be planted with the relocation of underground infrastructure that is required for the Project. It is only reasonable for the Council to expect that DPTI will ensure that replacement street tree planting and landscaping is prioritised and undertaken to the Council's standards and specifications to help mitigate the loss of amenity, and will match the physical and environmental benefits which the existing trees provide. If existing trees which are owned by the Council cannot be replaced with "offset planting", DPTI should pay the Council compensation from the Native Vegetation Fund Payments and Amenity Planting Fund Payments.

OPTIONS

The Council has two (2) options in respect to this matter. It can support the comments outlined in this report as being suitable for inclusion in a submission to the DPTI or alternatively it can amend or add to the comments.

CONCLUSION

Since the announcement of the Project by the Federal and South Australian Governments in March 2019, there has been limited engagement undertaken with the Council and the community in general. In February 2020, the DPTI released the *Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan* and held information sessions for the Elected Members and the community. DPTI provided feedback forms for stakeholders to complete at the community information sessions. However, DPTI has not provided any indication as to how the feedback is to be considered nor what project elements, if any, can be influenced. Additionally, it is understood that discussions and negotiations have been taking place with impacted businesses and residents in relation to property acquisitions since September 2019. Therefore it is unclear whether DPTI's engagement activities are solely to share information for an irreversible project decision or if DPTI is actually consulting (i.e. actively seeking and using the Council's and community's comments to refine the Project Concept Plan before a final decision is made). Regardless, there seems to be considerable angst amongst affected residents, property owners and business owners in relation to the proposed outcomes, and confusion as to what the actual problem is that the Project is trying to resolve.

COMMENTS

DPTI has advised that detailed design and pre-construction activities are expected to commence in March 2020. Major construction is expected to commence in early 2021 with the Project completed and open to traffic in January 2022.

RECOMMENDATION

1. That the Council notes the public release of the *Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan* as contained in Attachment F.
2. That the Council provide a submission containing the following comments to the Department of Planning, Transport and Infrastructure, the Minister for Transport, Infrastructure and Local Government and the Premier of South Australia, in response to the *Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan*:
 - a. The Council is extremely disappointed with the absence of and delay in undertaking consultation and engagement with the Council and the local community regarding the Project.
 - b. The Council believes that whilst the aims of the Project are well intentioned the Project outcomes have not been well considered or articulated and do not reflect a strategic solution to the traffic issues along the entirety of Portrush Road.
 - c. The loss of between forty (40) and fifty (50) existing mature trees, which provide environmental benefits by reducing stormwater run-off, increasing air quality, storing carbon, providing shade and reducing urban heat island effects, is significant and needs to be mitigated and compensated for as part of the Project.
 - d. Whilst the Council notes that the Project Concept Plan is currently lacking substantial detail and requires further refinement, the Council has identified the potential concerns, errors or omissions as set out below, with the existing Project Concept Plan and urges DPTI to address these prior to progressing further with the Project.
 - The left turn lane on the northbound approach from Portrush Road and the second left turn lane on the eastbound approach from Magill Road which are shown on the February 2020 Concept Plan, were not included in the original scope of the Project, which was announced in March 2019. These two (2) additional lanes of traffic substantially increase the number of private properties that are impacted upon by the Project, the pedestrian crossing distances and the lengths of cycling lanes exposed to traffic on both sides.

- The left turn lane on the northbound approach from Portrush Road, appears to be excessively long, especially considering that only a slip lane currently exists. The Project Concept Plan shows a dashed line for the full length of the bicycle lane indicating that vehicles can cross into the left turn lane at any location. Further consideration should be given to reducing the length and/or eliminating these additional lanes of traffic to reduce the project costs and impacts and improve pedestrian accessibility and cyclist safety.
 - The left slip lane at the intersection on the westbound approach from Magill Road, is often temporarily blocked by through traffic that is backed up and waiting at the lights. This also occurs at the northeast corner for southbound traffic on Portrush Road. If DPTI is going to acquire properties and undertake a major upgrade for the entire intersection, including the additional traffic lanes previously mentioned in the point above, in order to address minor congestion issues at the intersection during peak periods, then it would be negligent and short sighted not to also consider improvements to these traffic movements.
 - A pedestrian refuge at the southeast corner of the intersection is not shown but must be included for pedestrians crossing to and from the southwest and northeast corners.
 - Traffic is shown to merge from three (3) to two (2) lanes on Portrush Road at the northbound approach to the Dover Street, Maylands and Albermarle Avenue, Trinity Gardens and also the southbound approaches to Oban Street and Thornbury Street, Beulah Park. The Council is concerned that proper consideration has not yet been given to the potential impacts that this will have on local traffic and safety at these intersections.
 - Magill Road bus stop locations (Stop 8 on both the southeast and northwest sides) “are to be confirmed”. It is unclear whether or not these bus stops are being considered for removal by the Department of Planning, Transport and Infrastructure.
 - Green distinctive coloured pavement for bicycle lanes is only shown in a couple of locations. Consideration should be given to providing a green surface treatment to all bicycle lanes located between or crossing lanes of traffic to enhance the visibility and recognition of bicycle lanes and to reduce the chance of conflict between cyclists, drivers and pedestrians.
- e. Whilst the Department of Planning, Transport and Infrastructure has advised that the Project will have a positive cost to benefit ratio, the Council urges the Department to make its business case and cost benefit analysis available to the Council and the community so that the Council and the community can better understand why the Project is actually necessary and how it will be beneficial to the local community and the State of South Australia, generally.
- f. The Council urges the Department of Planning, Transport and Infrastructure to share any traffic studies, data and options which have been considered to date and have informed the Project Concept Plan in order to assist the Council and the community to understand the extent of the options which have been considered by the Department to address the existing safety and traffic issues at the intersection. Specifically, the Council requests that the following information be provided:
- Signal Phase Diagrams, in order to ascertain if right turn traffic filters through pedestrians;
 - green times for pedestrians, in order to ascertain if there is sufficient time for slow pedestrians to cross the long distances;
 - the traffic volumes that were used (i.e. predictions for 2021), in order to ascertain if they are realistic or exaggerated volumes; and
 - the traffic modelling report to understand what is considered a ‘max peak’ and ascertain the likely frequency and duration ‘max peak’ queue lengths.
- g. As the State Government’s *Keeping Metro Traffic Moving Report* identifies the three (3) Portrush Road intersections as “Priority Junctions”, namely the intersections with Payneham Road, Magill Road and Greenhill Road, it is therefore unclear why the Portrush Road and Magill Road intersection is being treated in isolation of the other “priority junctions” on Portrush Road and to this end the Council seeks to understand the justification for proceeding on this basis.

- h. The Council is concerned that the Department of Planning, Transport and Infrastructure is not taking a strategic approach and looking at Portrush Road and in particular, all of the priority junctions as a whole. The Council urges the Department of Planning, Transport and Infrastructure to consider all other alternative options to achieve its traffic and safety aims, including investment in alternative transport routes and undertaking minor improvements to all of the “priority junctions” along Portrush Road, rather than undertake major construction with significant costs and impacts at the Portrush Road and Magill Road intersection.
 - i. The Department of Planning, Transport and Infrastructure’s consultation and engagement activities to date, suggest that the Project is a “fait accompli”. Other major Department of Planning, Transport and Infrastructure road projects, such as the Fullarton Road and Cross Road Intersection Upgrade and the Glen Osmond and Fullarton Road Intersection Upgrade, have undertaken community and stakeholder engagement via an online survey as part of the planning process to understand how the community and affected property owners use these intersections and their experiences with traffic congestion, access, active transport, safety and public transport in order to inform the concept design. The Council is disappointed that the Department of Planning, Transport and Infrastructure did not undertake a similar early engagement process for this project.
 - j. The Council seeks to understand how its comments and the community’s comments from the February 2020 information sessions will be considered. In particular, the Council seeks written confirmation on which outcomes or aspects of the Project can still be influenced by the Council and the community.
 - k. The Council welcomes the opportunity for further engagement and to work with the Department of Planning, Transport and Infrastructure to identify and resolve how to implement new infrastructure that better aligns with the Council’s Strategic Management Plan, *CityPlan 2030: Shaping Our Future*.
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Cr Callisto declared a perceived conflict of interest in this matter on the basis that one of the land owners affected by the intersection upgrade is a close personal friend. However, Cr Callisto advised that he would remain in the meeting and take part in the decision making process.

Cr Moore declared a perceived conflict of interest in this matter on the basis that she has previously commented on this proposal. However, Cr Moore advised that she would remain in the meeting and take part in the decision making process.

Cr Duke moved:

1. *That the Council provides a submission to the Department of Planning, Transport and Infrastructure, the Minister for Transport, Infrastructure and Local Government and the Premier of South Australia, in response to the Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan on the Portrush Road and Magill Road intersection advising that it strongly opposes the proposed changes to the intersection of Magill Road/Portrush Road as:*
 - a. *The \$98m only saves up to 90 seconds in transit time for traffic;*
 - b. *It destroys the amenity and built form of the location;*
 - c. *It creates potentially dangerous bottle necks for converging traffic at Dover Street and Beulah Road; and*
 - d. *It does not address the major issue of the volume of large trucks using Portrush Road.*

2. *In addition the submission include the following comments:*

- a. *The Council is extremely disappointed with the absence of and delay in undertaking consultation and engagement with the Council and the local community regarding the Project.*
- b. *The Council believes that whilst the aims of the Project are well intentioned the Project outcomes have not been well considered or articulated and do not reflect a strategic solution to the traffic issues along the entirety of Portrush Road.*
- c. *The loss of between forty (40) and fifty (50) existing mature trees, which provide environmental benefits by reducing stormwater run-off, increasing air quality, storing carbon, providing shade and reducing urban heat island effects, is significant and needs to be mitigated and compensated for as part of the Project.*
- d. *Whilst the Council notes that the Project Concept Plan is currently lacking substantial detail and requires further refinement, the Council has identified the potential concerns, errors or omissions as set out below, with the existing Project Concept Plan and urges DPTI to address these prior to progressing further with the Project.*
 - *The left turn lane on the northbound approach from Portrush Road and the second left turn lane on the eastbound approach from Magill Road which are shown on the February 2020 Concept Plan, were not included in the original scope of the Project, which was announced in March 2019. These two (2) additional lanes of traffic substantially increase the number of private properties that are impacted upon by the Project, the pedestrian crossing distances and the lengths of cycling lanes exposed to traffic on both sides.*
 - *The left turn lane on the northbound approach from Portrush Road, appears to be excessively long, especially considering that only a slip lane currently exists. The Project Concept Plan shows a dashed line for the full length of the bicycle lane indicating that vehicles can cross into the left turn lane at any location. Further consideration should be given to reducing the length and/or eliminating these additional lanes of traffic to reduce the project costs and impacts and improve pedestrian accessibility and cyclist safety.*
 - *The left slip lane at the intersection on the westbound approach from Magill Road, is often temporarily blocked by through traffic that is backed up and waiting at the lights. This also occurs at the northeast corner for southbound traffic on Portrush Road. If DPTI is going to acquire properties and undertake a major upgrade for the entire intersection, including the additional traffic lanes previously mentioned in the point above, in order to address minor congestion issues at the intersection during peak periods, then it would be negligent and short sighted not to also consider improvements to these traffic movements.*
 - *A pedestrian refuge at the southeast corner of the intersection is not shown but must be included for pedestrians crossing to and from the southwest and northeast corners.*
 - *Traffic is shown to merge from three (3) to two (2) lanes on Portrush Road at the northbound approach to the Dover Street, Maylands and Albermarle Avenue, Trinity Gardens and also the southbound approaches to Oban Street and Thornbury Street, Beulah Park. The Council is concerned that proper consideration has not yet been given to the potential impacts that this will have on local traffic and safety at these intersections.*
 - *Magill Road bus stop locations (Stop 8 on both the southeast and northwest sides) “are to be confirmed”. It is unclear whether or not these bus stops are being considered for removal by the Department of Planning, Transport and Infrastructure.*
 - *Green distinctive coloured pavement for bicycle lanes is only shown in a couple of locations. Consideration should be given to providing a green surface treatment to all bicycle lanes located between or crossing lanes of traffic to enhance the visibility and recognition of bicycle lanes and to reduce the chance of conflict between cyclists, drivers and pedestrians.*

- e. Whilst the Department of Planning, Transport and Infrastructure has advised that the Project will have a positive cost to benefit ratio, the Council urges the Department to make its business case and cost benefit analysis available to the Council and the community so that the Council and the community can better understand why the Project is actually necessary and how it will be beneficial to the local community and the State of South Australia, generally.
- f. The Council urges the Department of Planning, Transport and Infrastructure to share any traffic studies, data and options which have been considered to date and have informed the Project Concept Plan in order to assist the Council and the community to understand the extent of the options which have been considered by the Department to address the existing safety and traffic issues at the intersection. Specifically, the Council requests that the following information be provided:
- Signal Phase Diagrams, in order to ascertain if right turn traffic filters through pedestrians;
 - green times for pedestrians, in order to ascertain if there is sufficient time for slow pedestrians to cross the long distances;
 - the traffic volumes that were used (i.e. predictions for 2021), in order to ascertain if they are realistic or exaggerated volumes; and
 - the traffic modelling report to understand what is considered a 'max peak' and ascertain the likely frequency and duration 'max peak' queue lengths.
- g. As the State Government's Keeping Metro Traffic Moving Report identifies the three (3) Portrush Road intersections as "Priority Junctions", namely the intersections with Payneham Road, Magill Road and Greenhill Road, it is therefore unclear why the Portrush Road and Magill Road intersection is being treated in isolation of the other "priority junctions" on Portrush Road and to this end the Council seeks to understand the justification for proceeding on this basis.
- h. The Council is concerned that the Department of Planning, Transport and Infrastructure is not taking a strategic approach and looking at Portrush Road and in particular, all of the priority junctions as a whole. The Council urges the Department of Planning, Transport and Infrastructure to consider all other alternative options to achieve its traffic and safety aims, including investment in alternative transport routes and undertaking minor improvements to all of the "priority junctions" along Portrush Road, rather than undertake major construction with significant costs and impacts at the Portrush Road and Magill Road intersection.
- i. The Department of Planning, Transport and Infrastructure's consultation and engagement activities to date, suggest that the Project is a "fait accompli". Other major Department of Planning, Transport and Infrastructure road projects, such as the Fullarton Road and Cross Road Intersection Upgrade and the Glen Osmond and Fullarton Road Intersection Upgrade, have undertaken community and stakeholder engagement via an online survey as part of the planning process to understand how the community and affected property owners use these intersections and their experiences with traffic congestion, access, active transport, safety and public transport in order to inform the concept design. The Council is disappointed that the Department of Planning, Transport and Infrastructure did not undertake a similar early engagement process for this project.
- j. The Council seeks to understand how its comments and the community's comments from the February 2020 information sessions will be considered. In particular, the Council seeks written confirmation on which outcomes or aspects of the Project can still be influenced by the Council and the community.
- k. The Council welcomes the opportunity for further engagement and to work with the Department of Planning, Transport and Infrastructure to identify and resolve how to implement new infrastructure that better aligns with the Council's Strategic Management Plan, CityPlan 2030: Shaping Our Future.

Seconded by Cr Granozio.

Amendment

Cr Moore moved:

1. *That the Council provides a submission to the Department of Planning, Transport and Infrastructure, the Minister for Transport, Infrastructure and Local Government and the Premier of South Australia, in response to the Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan on the Portrush Road and Magill Road intersection advising that it strongly opposes the proposed changes to the intersection of Magill Road/Portrush Road as:*
 - a. *The \$98m only saves up to 90 seconds in transit time for traffic;*
 - b. *It destroys the amenity and built form of the location;*
 - c. *It creates potentially dangerous bottle necks for converging traffic at Dover Street and Beulah Road; and*
 - d. *It does not address the major issue of the volume of large trucks using Portrush Road.*
2. *That the submission also include the following concerns:*
 - a. *the shock suffering, physical dislocation and loss of property value experienced by residents and businesses in the affected areas of Maylands and Norwood;*
 - b. *a major increase in GHG emissions to be caused by the demolition of 43 dwellings and businesses due to loss of their embedded energy and demolition activity and road construction process;*
 - c. *the long-term environmental cost of increased heat island effect at this intersection and increased visual blight;*
 - d. *the long-term loss of amenity for local residents and businesses due to increased traffic volumes, more noise and air pollution and less ease of access to properties; and*
 - e. *a reduction in convenience and safety for pedestrians, cyclists and public transport users.*
3. *In addition the submission include the following comments:*
 - a. *The Council is extremely disappointed with the absence of and delay in undertaking consultation and engagement with the Council and the local community regarding the Project.*
 - b. *The Council believes that whilst the aims of the Project are well intentioned the Project outcomes have not been well considered or articulated and do not reflect a strategic solution to the traffic issues along the entirety of Portrush Road.*
 - c. *The loss of between forty (40) and fifty (50) existing mature trees, which provide environmental benefits by reducing stormwater run-off, increasing air quality, storing carbon, providing shade and reducing urban heat island effects, is significant and needs to be mitigated and compensated for as part of the Project.*
 - d. *Whilst the Council notes that the Project Concept Plan is currently lacking substantial detail and requires further refinement, the Council has identified the potential concerns, errors or omissions as set out below, with the existing Project Concept Plan and urges DPTI to address these prior to progressing further with the Project.*
 - *The left turn lane on the northbound approach from Portrush Road and the second left turn lane on the eastbound approach from Magill Road which are shown on the February 2020 Concept Plan, were not included in the original scope of the Project, which was announced in March 2019. These two (2) additional lanes of traffic substantially increase the number of private properties that are impacted upon by the Project, the pedestrian crossing distances and the lengths of cycling lanes exposed to traffic on both sides.*

- *The left turn lane on the northbound approach from Portrush Road, appears to be excessively long, especially considering that only a slip lane currently exists. The Project Concept Plan shows a dashed line for the full length of the bicycle lane indicating that vehicles can cross into the left turn lane at any location. Further consideration should be given to reducing the length and/or eliminating these additional lanes of traffic to reduce the project costs and impacts and improve pedestrian accessibility and cyclist safety.*
 - *The left slip lane at the intersection on the westbound approach from Magill Road, is often temporarily blocked by through traffic that is backed up and waiting at the lights. This also occurs at the northeast corner for southbound traffic on Portrush Road. If DPTI is going to acquire properties and undertake a major upgrade for the entire intersection, including the additional traffic lanes previously mentioned in the point above, in order to address minor congestion issues at the intersection during peak periods, then it would be negligent and short sighted not to also consider improvements to these traffic movements.*
 - *A pedestrian refuge at the southeast corner of the intersection is not shown but must be included for pedestrians crossing to and from the southwest and northeast corners.*
 - *Traffic is shown to merge from three (3) to two (2) lanes on Portrush Road at the northbound approach to the Dover Street, Maylands and Albermarle Avenue, Trinity Gardens and also the southbound approaches to Oban Street and Thornbury Street, Beulah Park. The Council is concerned that proper consideration has not yet been given to the potential impacts that this will have on local traffic and safety at these intersections.*
 - *Magill Road bus stop locations (Stop 8 on both the southeast and northwest sides) “are to be confirmed”. It is unclear whether or not these bus stops are being considered for removal by the Department of Planning, Transport and Infrastructure.*
 - *Green distinctive coloured pavement for bicycle lanes is only shown in a couple of locations. Consideration should be given to providing a green surface treatment to all bicycle lanes located between or crossing lanes of traffic to enhance the visibility and recognition of bicycle lanes and to reduce the chance of conflict between cyclists, drivers and pedestrians.*
- e. *Whilst the Department of Planning, Transport and Infrastructure has advised that the Project will have a positive cost to benefit ratio, the Council urges the Department to make its business case and cost benefit analysis available to the Council and the community so that the Council and the community can better understand why the Project is actually necessary and how it will be beneficial to the local community and the State of South Australia, generally.*
- f. *The Council urges the Department of Planning, Transport and Infrastructure to share any traffic studies, data and options which have been considered to date and have informed the Project Concept Plan in order to assist the Council and the community to understand the extent of the options which have been considered by the Department to address the existing safety and traffic issues at the intersection. Specifically, the Council requests that the following information be provided:*
- *Signal Phase Diagrams, in order to ascertain if right turn traffic filters through pedestrians;*
 - *green times for pedestrians, in order to ascertain if there is sufficient time for slow pedestrians to cross the long distances;*
 - *the traffic volumes that were used (i.e. predictions for 2021), in order to ascertain if they are realistic or exaggerated volumes; and*
 - *the traffic modelling report to understand what is considered a ‘max peak’ and ascertain the likely frequency and duration ‘max peak’ queue lengths.*
- g. *As the State Government’s Keeping Metro Traffic Moving Report identifies the three (3) Portrush Road intersections as “Priority Junctions”, namely the intersections with Payneham Road, Magill Road and Greenhill Road, it is therefore unclear why the Portrush Road and Magill Road intersection is being treated in isolation of the other “priority junctions” on Portrush Road and to this end the Council seeks to understand the justification for proceeding on this basis.*

- h. The Council is concerned that the Department of Planning, Transport and Infrastructure is not taking a strategic approach and looking at Portrush Road and in particular, all of the priority junctions as a whole. The Council urges the Department of Planning, Transport and Infrastructure to consider all other alternative options to achieve its traffic and safety aims, including investment in alternative transport routes and undertaking minor improvements to all of the “priority junctions” along Portrush Road, rather than undertake major construction with significant costs and impacts at the Portrush Road and Magill Road intersection.*
- i. The Department of Planning, Transport and Infrastructure’s consultation and engagement activities to date, suggest that the Project is a “fait accompli”. Other major Department of Planning, Transport and Infrastructure road projects, such as the Fullarton Road and Cross Road Intersection Upgrade and the Glen Osmond and Fullarton Road Intersection Upgrade, have undertaken community and stakeholder engagement via an online survey as part of the planning process to understand how the community and affected property owners use these intersections and their experiences with traffic congestion, access, active transport, safety and public transport in order to inform the concept design. The Council is disappointed that the Department of Planning, Transport and Infrastructure did not undertake a similar early engagement process for this project.*
- j. The Council seeks to understand how its comments and the community’s comments from the February 2020 information sessions will be considered. In particular, the Council seeks written confirmation on which outcomes or aspects of the Project can still be influenced by the Council and the community.*
- k. The Council welcomes the opportunity for further engagement and to work with the Department of Planning, Transport and Infrastructure to identify and resolve how to implement new infrastructure that better aligns with the Council’s Strategic Management Plan, CityPlan 2030: Shaping Our Future.*

Seconded by Cr Moorhouse.

Further Amendment

Cr Patterson moved:

- 1. That the Council provides a submission to the Department of Planning, Transport and Infrastructure, the Minister for Transport, Infrastructure and Local Government and the Premier of South Australia, in response to the Portrush Road and Magill Road Intersection Upgrade – Community Consultation Concept Plan on the Portrush Road and Magill Road intersection advising that it strongly opposes the proposed changes to the intersection of Magill Road/Portrush Road as:*

 - a. The \$98m only saves up to 90 seconds in transit time for traffic;*
 - b. It destroys the amenity and built form of the location;*
 - c. It creates potentially dangerous bottle necks for converging traffic at Dover Street and Beulah Road; and*
 - d. It does not address the major issue of the volume of large trucks using Portrush Road.*
- 2. That the submission also include the following concerns:*

 - a. the shock suffering, physical dislocation and loss of property value experienced by residents and businesses in the affected areas of Maylands and Norwood;*
 - b. a major increase in GHG emissions to be caused by the demolition of 43 dwellings and businesses due to loss of their embedded energy and demolition activity and road construction process;*
 - c. the long-term environmental cost of increased heat island effect at this intersection and increased visual blight;*

- d. *the long-term loss of amenity for local residents and businesses due to increased traffic volumes, more noise and air pollution and less ease of access to properties; and*
- e. *a reduction in convenience and safety for pedestrians, cyclists and public transport users.*

3. *In addition the submission include the following comments:*

- a. *The Council is extremely disappointed with the absence of and delay in undertaking consultation and engagement with the Council and the local community regarding the Project.*
- b. *The Council believes that whilst the aims of the Project are well intentioned the Project outcomes have not been well considered or articulated and do not reflect a strategic solution to the traffic issues along the entirety of Portrush Road.*
- c. *The loss of between forty (40) and fifty (50) existing mature trees, which provide environmental benefits by reducing stormwater run-off, increasing air quality, storing carbon, providing shade and reducing urban heat island effects, is significant and needs to be mitigated and compensated for as part of the Project.*
- d. *Whilst the Council notes that the Project Concept Plan is currently lacking substantial detail and requires further refinement, the Council has identified the potential concerns, errors or omissions as set out below, with the existing Project Concept Plan and urges DPTI to address these prior to progressing further with the Project.*
 - *The left turn lane on the northbound approach from Portrush Road and the second left turn lane on the eastbound approach from Magill Road which are shown on the February 2020 Concept Plan, were not included in the original scope of the Project, which was announced in March 2019. These two (2) additional lanes of traffic substantially increase the number of private properties that are impacted upon by the Project, the pedestrian crossing distances and the lengths of cycling lanes exposed to traffic on both sides.*
 - *The left turn lane on the northbound approach from Portrush Road, appears to be excessively long, especially considering that only a slip lane currently exists. The Project Concept Plan shows a dashed line for the full length of the bicycle lane indicating that vehicles can cross into the left turn lane at any location. Further consideration should be given to reducing the length and/or eliminating these additional lanes of traffic to reduce the project costs and impacts and improve pedestrian accessibility and cyclist safety.*
 - *The left slip lane at the intersection on the westbound approach from Magill Road, is often temporarily blocked by through traffic that is backed up and waiting at the lights. This also occurs at the northeast corner for southbound traffic on Portrush Road. If DPTI is going to acquire properties and undertake a major upgrade for the entire intersection, including the additional traffic lanes previously mentioned in the point above, in order to address minor congestion issues at the intersection during peak periods, then it would be negligent and short sighted not to also consider improvements to these traffic movements.*
 - *A pedestrian refuge at the southeast corner of the intersection is not shown but must be included for pedestrians crossing to and from the southwest and northeast corners.*
 - *Traffic is shown to merge from three (3) to two (2) lanes on Portrush Road at the northbound approach to the Dover Street, Maylands and Albermarle Avenue, Trinity Gardens and also the southbound approaches to Oban Street and Thornbury Street, Beulah Park. The Council is concerned that proper consideration has not yet been given to the potential impacts that this will have on local traffic and safety at these intersections.*
 - *Magill Road bus stop locations (Stop 8 on both the southeast and northwest sides) “are to be confirmed”. It is unclear whether or not these bus stops are being considered for removal by the Department of Planning, Transport and Infrastructure.*

- *Green distinctive coloured pavement for bicycle lanes is only shown in a couple of locations. Consideration should be given to providing a green surface treatment to all bicycle lanes located between or crossing lanes of traffic to enhance the visibility and recognition of bicycle lanes and to reduce the chance of conflict between cyclists, drivers and pedestrians.*
- e. *Whilst the Department of Planning, Transport and Infrastructure has advised that the Project will have a positive cost to benefit ratio, the Council urges the Department to make its business case and cost benefit analysis available to the Council and the community so that the Council and the community can better understand why the Project is actually necessary and how it will be beneficial to the local community and the State of South Australia, generally.*
- f. *The Council urges the Department of Planning, Transport and Infrastructure to share any traffic studies, data and options which have been considered to date and have informed the Project Concept Plan in order to assist the Council and the community to understand the extent of the options which have been considered by the Department to address the existing safety and traffic issues at the intersection. Specifically, the Council requests that the following information be provided:*
 - *Signal Phase Diagrams, in order to ascertain if right turn traffic filters through pedestrians;*
 - *green times for pedestrians, in order to ascertain if there is sufficient time for slow pedestrians to cross the long distances;*
 - *the traffic volumes that were used (i.e. predictions for 2021), in order to ascertain if they are realistic or exaggerated volumes; and*
 - *the traffic modelling report to understand what is considered a 'max peak' and ascertain the likely frequency and duration 'max peak' queue lengths.*
- g. *As the State Government's Keeping Metro Traffic Moving Report identifies the three (3) Portrush Road intersections as "Priority Junctions", namely the intersections with Payneham Road, Magill Road and Greenhill Road, it is therefore unclear why the Portrush Road and Magill Road intersection is being treated in isolation of the other "priority junctions" on Portrush Road and to this end the Council seeks to understand the justification for proceeding on this basis.*
- h. *The Council is concerned that the Department of Planning, Transport and Infrastructure is not taking a strategic approach and looking at Portrush Road and in particular, all of the priority junctions as a whole. The Council urges the Department of Planning, Transport and Infrastructure to consider all other alternative options to achieve its traffic and safety aims, including investment in alternative transport routes and undertaking minor improvements to all of the "priority junctions" along Portrush Road, rather than undertake major construction with significant costs and impacts at the Portrush Road and Magill Road intersection.*
- i. *The Department of Planning, Transport and Infrastructure's consultation and engagement activities to date, suggest that the Project is a "fait accompli". Other major Department of Planning, Transport and Infrastructure road projects, such as the Fullarton Road and Cross Road Intersection Upgrade and the Glen Osmond and Fullarton Road Intersection Upgrade, have undertaken community and stakeholder engagement via an online survey as part of the planning process to understand how the community and affected property owners use these intersections and their experiences with traffic congestion, access, active transport, safety and public transport in order to inform the concept design. The Council is disappointed that the Department of Planning, Transport and Infrastructure did not undertake a similar early engagement process for this project.*
- j. *In addition to the priority junctions, the Council is concerned about the feasibility of a future upgrade of The Parade and Portrush Road intersection to address queuing at the Magill Road/Portrush Road intersection and the impacts on State Heritage listed buildings.*
- k. *The Council seeks to understand how its comments and the community's comments from the February 2020 information sessions will be considered. In particular, the Council seeks written confirmation on which outcomes or aspects of the Project can still be influenced by the Council and the community.*

- I. *The Council welcomes the opportunity for further engagement and to work with the Department of Planning, Transport and Infrastructure to identify and resolve how to implement new infrastructure that better aligns with the Council's Strategic Management Plan, CityPlan 2030: Shaping Our Future.*

Seconded by Cr Callisto.

The further amendment was put and carried unanimously and on becoming the motion was again put and carried unanimously.

Cr Stock moved:

1. *That the Council seeks an urgent meeting between the Mayor and Chief Executive Officer with the Local Member & Premier of South Australia, The Hon Steven Marshall MP, to discuss the Council's opposition to the Portrush Road and Magill Road intersection upgrade.*
2. *That the Council takes active steps to ensure that the local community is aware that this Council is unanimously against the Portrush Road and Magill Road intersection upgrade.*

Seconded by Cr Sims.

Variation

Cr Stock, as the mover of the motion, with the consent of Cr Sims as the seconder, sought leave of the meeting to vary point 2 of the motion as follows:

2. *That the Council takes active steps to ensure that the local community is aware that this Council is unanimously against the widening of the Portrush Road and Magill Road intersection.*

Mayor Bria put the request for leave to the meeting.

The meeting granted leave and the motion was varied as set out above.

Amendment

Cr Patterson moved:

1. *That the Council seeks an urgent meeting between the Mayor and Chief Executive Officer with the Local Member & Premier of South Australia, The Hon Steven Marshall MP and Mr James Stevens MP, Federal Member for Sturt, to discuss the Council's opposition to the Portrush Road and Magill Road intersection upgrade.*
2. *That the Council takes active steps to ensure that the local community is aware that this Council is unanimously against the widening of the Portrush Road and Magill Road intersection.*

Seconded by Cr Whittington.

The amendment was put and carried unanimously and on becoming the motion was again put and carried unanimously.

Cr Duke moved:

That Item 11.9 be brought forward for consideration.

Seconded by Cr Moore and carried unanimously.

Cr Moore left the meeting at 8.10pm.