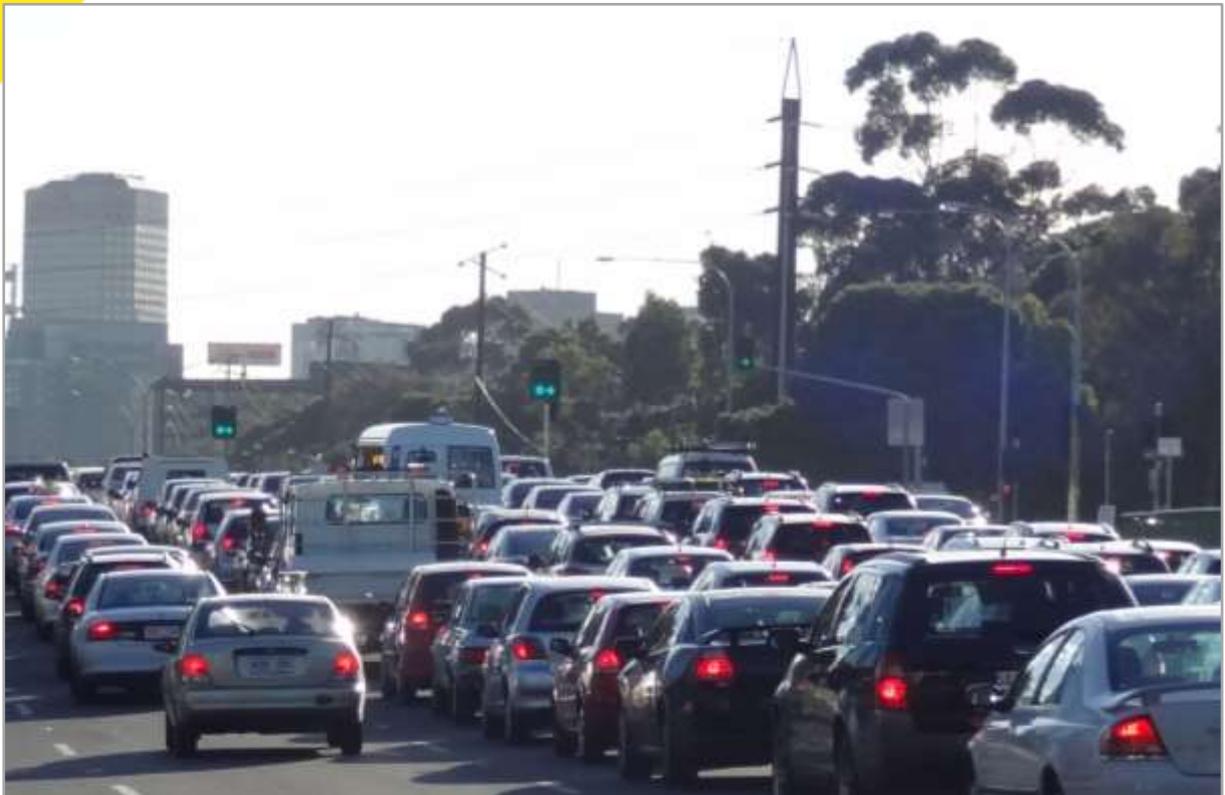


Travel Time Survey 2015

Summary of Key Findings



December 2015

The logo for RAA (Roads and Maritime Services) features three yellow diagonal stripes above the letters 'RAA' in a bold, black, sans-serif font.

In 2015, RAA once again performed travel time surveys across Adelaide’s major arterial network. A total of 16 roads were surveyed, covering a total of 180km of road. This is up from 12 routes the previous year with roads being included that are likely to be affected by major works as a result of the Torrens to Torrens and Darlington upgrade projects.

As with previous years, RAA’s Travel Time Survey results highlight some of the deficiencies in the major arterial road network that spans across Adelaide. Travel times for all surveys during the morning peak took an average of 3 minute and 9 seconds longer than they did 10 years ago, whilst in the afternoon, all travel runs took an average of 3 minute and 1 second extra to conduct.

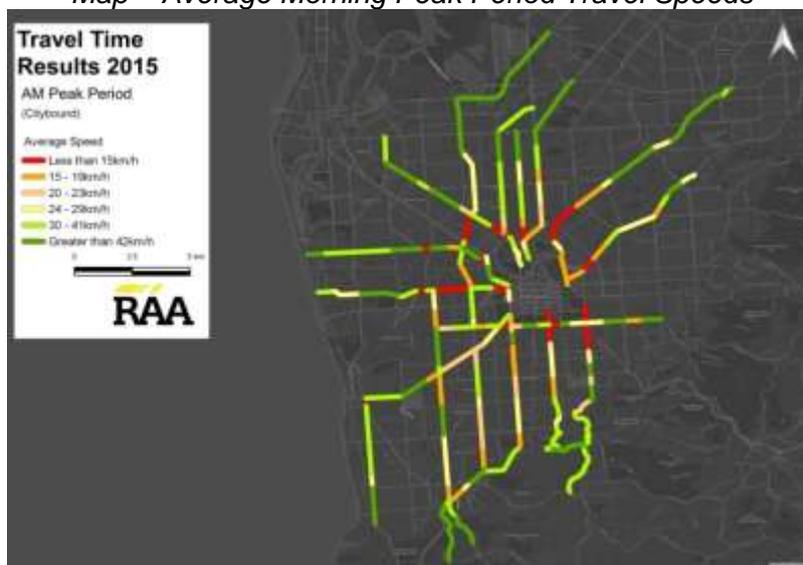
These travel time increases when compared with 2005 can be explained by details in the following table:

Morning		Afternoon	
Survey	Time Increase	Survey	Time Increase
North East Road	10m28s	Fullarton Road	4m02s
Fullarton Road	5m49s	Brighton Road	3m58s
Unley Road	3m25s	Marion Road	3m55s
Brighton Road	2m46s	South Road	3m24s
		Main North Road	3m15s

It is often the case that during the morning peak, the closer a vehicle gets to the city the slower it is likely to become. Therefore, the reason why the results in 2015 are slower than they were 10 years ago is because these slow sections in close proximity to the CBD are becoming slower. For instance on North East Road, whilst the roadworks at the Sudholz Road intersection has some impact, the main reason for the time increase is due to the congestion encountered between OG Road and Walkerville Terrace, which took 9 minutes longer than it did ten years ago, in 2006.

On Fullarton Road it took significantly longer to travel the between Wattle Street and Grant Avenue than it did 10 years ago. What used to take 10 minutes to travel took on average 13½ minutes to traverse earlier this year.

Map – Average Morning Peak Period Travel Speeds



There is evidence to suggest that there are more vehicles on Fullarton Road, particularly between Greenhill Road and Kensington Road, partly due to the increased appeal that Britannia roundabout has had upon motorists since its reconfiguration in 2013. It is therefore likely that an increase in the number of vehicles using the roundabout may have influenced the amount of time that it takes to travel along this section of road.

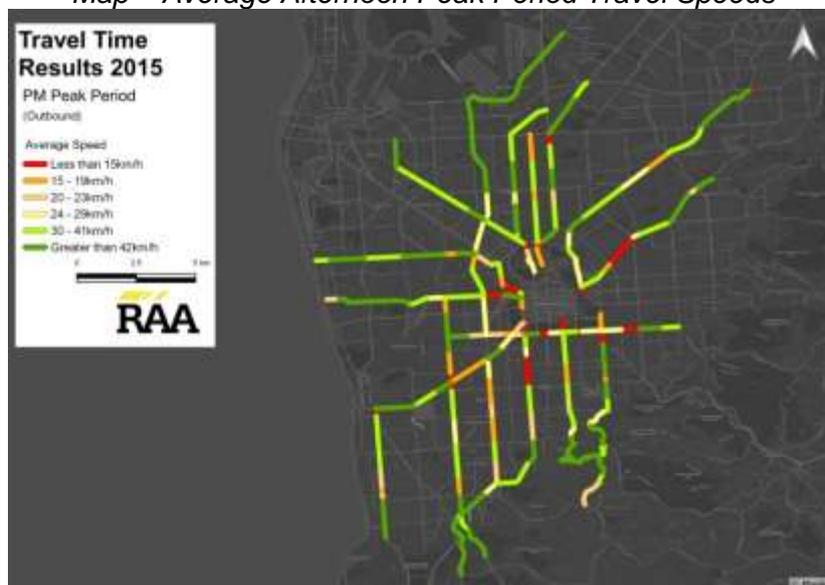
During the afternoon peak period Fullarton Road also experienced increased delays, particularly from Grant Avenue through to Glen Osmond Road with it taking 3½ minutes to travel this short section of road.

Average speeds for inbound trips during the morning peak period ranged from 35km/h for the Churchill Road survey down to 20km/h along Fullarton Road. For outbound surveys during the afternoon peak period the range spanned between 42km/h along the new 'northern' South Road surveys which included the Superway and 39km/h along Churchill Road, to 21km/h along Prospect Road and 23km/h along Greenhill Road.

The RAA monitors average speeds in relation to a minimum acceptable level of service. For the majority of roads where the speed limit is set at 60km/h, it is expected that they should achieve an average running speed of at least 50% or 30km/h. Any speed below this is a result of congestion due to significant intersection delays.

For most of the routes that were surveyed in 2015, achieving an average speed of 30km/h or greater would have been deemed acceptable. Fourteen out of 16 routes surveyed during the morning peak period failed to meet this target, while routes during the afternoon fared slightly better with four out of 16 recording an average speed of 30km/h or above.

Map – Average Afternoon Peak Period Travel Speeds



The major areas of congestion encountered during the 2015 survey included:

- Torrens Road, from Cogle Street to Fitzroy Terrace was one of the slowest sections of road across the whole network within the morning peak period, registering an average speed of 8km/h. It took an average of 8½ minutes to travel this 1.1km section of road.

- The intersection of Brighton Road and ANZAC Highway during the morning peak period where the average speed was 8km/h.
- The section of Fullarton Road between Greenhill Road and Glen Osmond Road recorded an average speed of 8km/h during the afternoon peak period. It took 5 minutes to travel this 0.7km section of road.
- The approach to the intersection of Main North Road, Port Wakefield Road and Grand Junction Road (Gepps Cross Intersection) recorded an average speed of 12km/h during the afternoon peak period.
- Marion Road, between Mooringe Avenue and Cross Road during the afternoon peak period recorded an average speed of 9km/h.
- Payneham Road, from Stephen Terrace to Fullarton Road (Maid & Magpie) recorded an average speed of 12km/h during the morning peak.
- Henley Beach Road, during the morning peak between Airport Road and Holbrooks Road recorded an average speed of 9km/h.

Within the past year, the Department of Planning, Transport and Infrastructure has been installing signage around major arterial routes to advise motorists of average travel times to various destinations. A series of Bluetooth receivers are installed in almost 400 locations across the metropolitan area which assists in the gathering of data in order for these messages to be provided. RAA will look to use some of this data to support the travel time data that it collects in 2016.

South Road has been a long term priority for RAA, with a focus in recent times to secure funding to complete the section between Regency Road and the Gallipoli Underpass. RAA welcomed the announcement in 2014 that both the Torrens to Torrens and Darlington Upgrade projects would go ahead and anticipates the start of these projects in 2016. Upon completion this is likely to put additional pressure on other sections of South Road so it is therefore imperative that the sections between these two major projects, such as through Castle Plaza and between Henley Beach Road and Richmond Road are upgraded to accommodate the future demand that the forthcoming works will generate.

RAA also acknowledges the works to widen Park Terrace, as part of the Inner Ring Route in preparation for the Torrens to Torrens project. RAA has long called for infrastructure upgrades to be made to the Inner Ring Route and would hope that the widening work that has been done on Park Terrace can be extended to other parts of the network.

Slowest Sections

The table below shows the slowest sections of the travel time network that RAA collected data for in 2015.

Morning Peak			Afternoon Peak		
Survey	Section	Average Speed	Survey	Section	Average Speed
Torrens Road	Churchill Rd to Fitzroy Tce	7km/h	Torrens Road	Barton Tce to Park Tce	7km/h
Brighton Road	Jetty Rd to Tapleys Hill Rd	8km/h	Fullarton Road	Greenhill Rd to Glen Osmond Rd	8km/h
Unley Road	Greenhill Rd to South Tce	8km/h	Marion Road	Mooringe Ave to Anzac Hwy	8km/h
Grange Road	Adam St to Port Rd	8km/h	Prospect Road	Barton Tce to Fitzroy Tce	8km/h
Henley Beach Road	Airport Rd to Holbrooks Rd	9km/h	Marion Road	Anzac Hwy to Cross Rd	9km/h
Torrens Road	Coglin St to Churchill Rd	9km/h	North East Road	Rundle St to North Tce	9km/h
Fullarton Road	Wattle St to Glen Osmond Rd	10km/h	Payneham Road	Lambert Rd to Portrush Rd	9km/h
Fullarton Road	Glen Osmond Rd to Greenhill Rd	10km/h	Greenhill Road	Conyngnam St to Portrush Rd	10km/h
Greenhill Road	Goodwood Rd to Anzac Hwy	10km/h	Main North Road	Barton Tce to Fitzroy Tce	10km/h

A number of sections which are highlighted in the above table are also repeat offenders which have been highlighted in previous travel time reports, particularly those sections on Brighton Road, Fullarton Road, Greenhill Road, Marion Road and Payneham Road.

Combined Speeds – All Routes

The table below highlights the average speed for all of the routes that were surveyed by RAA in 2015 for both the morning and afternoon peak period and also lists the corresponding average speed as collected in 2014 and 2006 to allow for comparisons to be made.

Table – Average Travel Speeds, 2015 vs. 2014 vs. 2006

Survey	Average Speed (AM)			Average Speed (PM)		
	2015	2014	2006	2015	2014	2006
Brighton Road	25km/h	32km/h	31km/h	28km/h	32km/h	30km/h
Fullarton Road	20km/h	24km/h	25km/h	25km/h	27km/h	31km/h
Goodwood Road	22km/h	24km/h	23km/h	25km/h	25km/h	26km/h
Greenhill/Richmond Road	24km/h	24km/h	n/a	23km/h	21km/h	n/a
Main North Road	28km/h	27km/h	32km/h	28km/h	27km/h	33km/h
Marion Road	27km/h	28km/h	28km/h	24km/h	26km/h	28km/h
North East Road	23km/h	25km/h	32km/h	29km/h	32km/h	31km/h
Payneham/Lwr Nth East Road	22km/h	23km/h	n/a	24km/h	29km/h	n/a
South Road	29km/h	29km/h	27km/h	28km/h	31km/h	32km/h
Unley Road	24km/h	26km/h	27km/h	30km/h	27km/h	32km/h

