

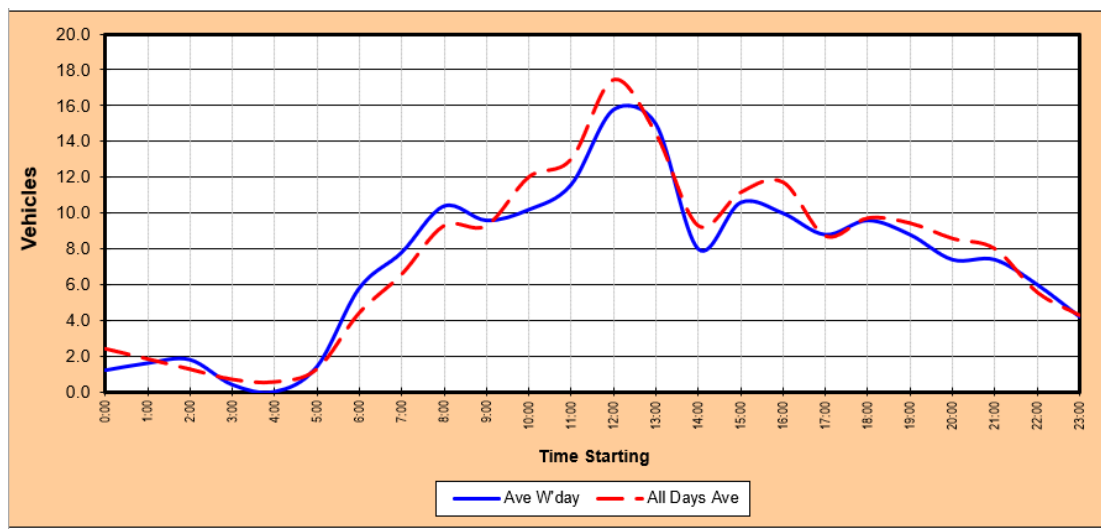
QUESTION ON NOTICE

Councillor Phillip Martin will ask the following Question on Notice:

'Noting Council on November 11th last year, adopted a motion, addressing resident concerns, asking "... the Administration to monitor traffic on Lohrman Street with a view to recommending to Council, as necessary, any changes to improve public safety and residential amenity.." and the that Administration recently advised it had begun recording traffic movements on Lohrman Street pending a report to Council, could the Administration advise why it has begun a public consultation ([Link 1](#)), that includes the same residents, to begin construction of a protuberance on George Street with the stated aim of directing all non residential traffic from George Street into Lohrman Street?'

REPLY

1. Following Council's decision on 11 November 2025, the Administration undertook a continuous seven-day traffic count on Lohrman Street between Sunday 28 April and Saturday 2 May 2026.
2. Key findings from the traffic counts were:
 - 2.1. On average across the seven days there were 181 vehicles per day travelling on Lohrman Street (two-way), with 143 of these travelling southbound.
 - 2.2. The peak hourly volume was 16 vehicles which occurred between noon and 1:00 pm.
 - 2.3. Vehicle speeds were found to be low, with the average speed found to be 13.9 km/h and with the 85th percentile speed at 17.5 km/h.
 - 2.4. Traffic volumes decreased late at night and were very low particularly between midnight and 5:00 am.



3. Based on the findings of the traffic counts, the Administration considers changes to improve public safety and residential amenity on Lohrman Street are not considered necessary as:
 - 3.1. The number of vehicle movements along Lohrman Street, including more dominant southbound travel, are within the expected range for the number of properties on the streets and the nature of the surrounding network.
 - 3.2. The vehicle speeds are low and below the critical Safe System speed for people walking/wheeling, which is 30 km/h, and would result in lower noise than higher speeds typically found on City of Adelaide streets.
4. The purpose of the protuberance (and associated signage) on George Street has the aim of discouraging all non-residential traffic (that enters George Street from O'Connell Street) from continuing along George Street (past the intersection with Lohrman Street) as this section of George Street is a 'no through road' with restricted turn around space along the road length.
5. The protuberance is also required to enable a 'no through road' sign on George Street to be correctly placed at the point where George Street becomes a dead-end section of road in line with Australian Standards.
6. The protuberance on George Street will not increase the number of non-residential vehicles entering George Street from O'Connell Street, rather it will only provide more clarity to drivers who have already entered George Street by making them more aware of the point where turns need to be made (beyond which there is a dead end) to avoid unnecessary U-turns and associated risk of property damage.
7. The survey data collected indicates drivers already have a preference to travel south along Lohrman Street and the changes proposed on George Street are not expected to result in significant change in vehicle volumes or speeds on Lohrman Street.

Staff time in receiving and preparing this reply	To prepare this reply in response to the question on notice took approximately 5.5 hours.
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