



# City of Charles Sturt.

## *Speed Limit Research.*

Prepared for: Bryan Ruhle, City of Charles Sturt.

CB Contact: Sarah Zanker, Account Director

Phone: (08) 8373 3822

Email: [sarah.zanker@colmarbrunton.com](mailto:sarah.zanker@colmarbrunton.com)

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Twitter: ColmarBruntonAU

[www.colmarbrunton.com](http://www.colmarbrunton.com)

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# 1. Executive summary

## 1.1. Introduction

Colmar Brunton was approached by Council to conduct research into the level of community support to reduce the speed limit in areas across the Council.

The objectives of this research were to:

- ▶ Measure the level of community support to reduce the speed limit in residential roads from 50kmph to 40kmph in each of the grouped areas within the LGA; and
- ▶ Determine the profile of those who support/oppose this proposal.

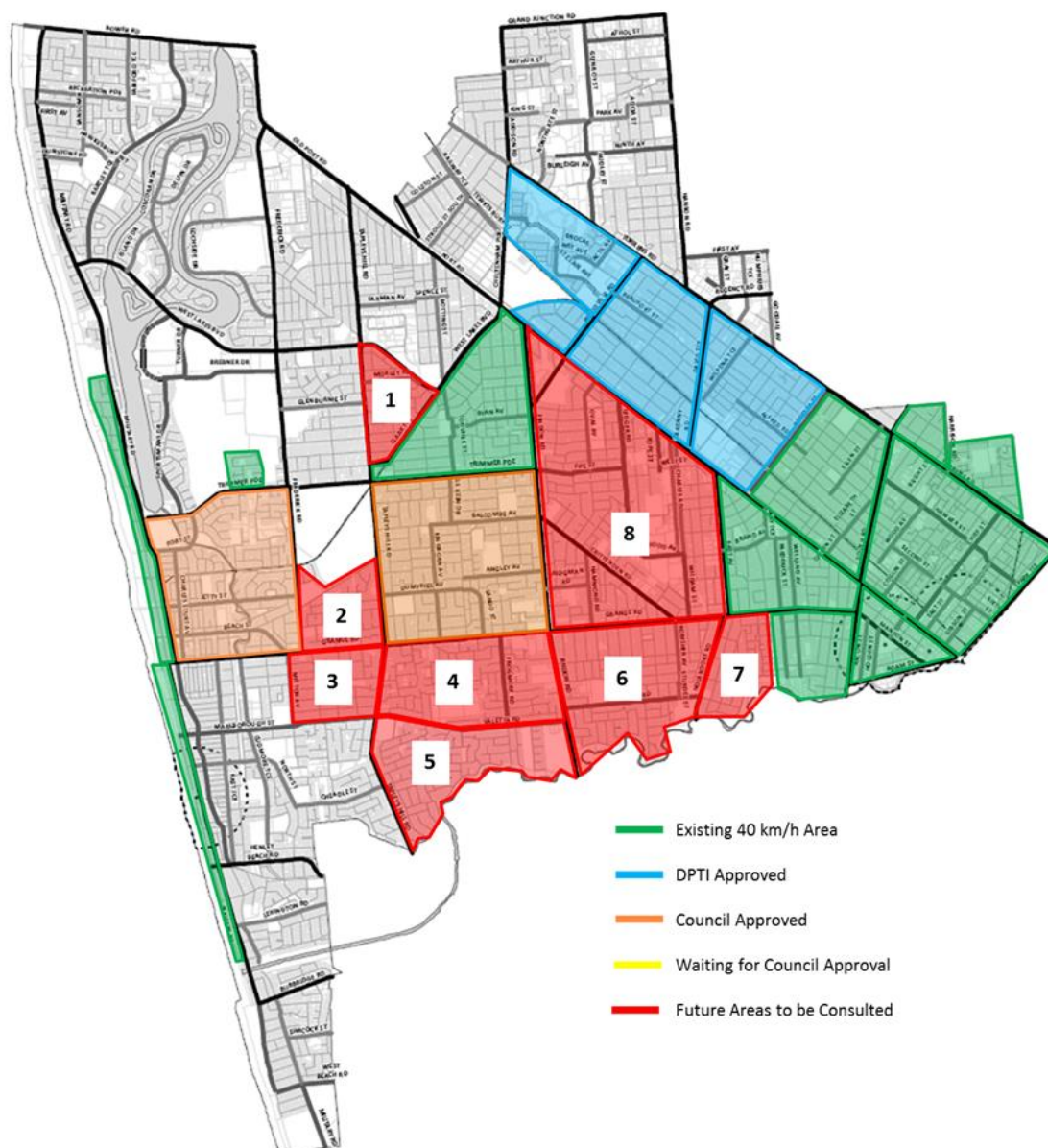
The research involved a Computer Assisted Telephone Interview (CATI) survey of 1255 residents from within the prescribed areas. The research was conducted in June 2017.

This report presents the findings of this research.



## 1.2. Key findings

The map below shows the areas that were consulted. Due to small population sizes in some of the areas, some areas were combined. They have been referred to throughout this report as numbers areas, based on the map provided below.



Overall support and opposition of lower speed limits of 40 kilometres per hour in their local area:

	I support lower speed limits	I do not support lower speed limits	I don't mind either way
Area 1	42%	33%	25%
Area 2 & 3	35%	46%	20%
Area 4 & 5	31%	54%	14%
Area 6 & 7	41%	38%	20%
Area 8	51%	29%	21%

The key significant differences by demographic variables:

Significant differences by demographics	
Area 1	No significant differences
Area 2 & 3	Female residents were more likely to support the decrease
Area 4 & 5	Residents aged 25-30 were more likely to not mind either way
Area 6 & 7	Males were more likely to oppose the decrease & residents aged 40 to 54 were more likely to oppose the decrease
Area 8	Residents aged 18 to 24 were more likely to not mind either way

The most common reasons for support include:

Most common reasons for support	
Area 1	<ul style="list-style-type: none"> <li>• Safer generally (37%)</li> <li>• Safer for children / More aware of child safety / kids around (17%)</li> <li>• Reduce bad behaviour / Will reduce speeding (10%)</li> </ul>
Area 2 & 3	<ul style="list-style-type: none"> <li>• Safer generally (27%)</li> <li>• Reduce bad behaviour / Will reduce speeding (19%)</li> <li>• Safer for children / More aware of child safety / kids around (16%)</li> </ul>
Area 4 & 5	<ul style="list-style-type: none"> <li>• Safer for children / More aware of child safety / kids around (26%)</li> <li>• Safer generally (21%)</li> <li>• Reduce bad behaviour / Will reduce speeding (19%)</li> </ul>
Area 6 & 7	<ul style="list-style-type: none"> <li>• Safer for children / More aware of child safety / kids around (30%)</li> <li>• Safer generally (29%)</li> <li>• Reduce bad behaviour / Will reduce speeding (12%)</li> </ul>
Area 8	<ul style="list-style-type: none"> <li>• Safer generally (28%)</li> <li>• Safer for children / More aware of child safety / kids around (19%)</li> <li>• Safer for pedestrians / elderly (8%)</li> </ul>

The most common reasons for opposition include:

Most common reasons for opposition	
Area 1	<ul style="list-style-type: none"> <li>• Too slow 50 is a reasonable speed (52%)</li> <li>• Makes it more confusing, another speed limit change (8%)</li> <li>• Won't solve issues in my area (8%)</li> </ul>
Area 2 & 3	<ul style="list-style-type: none"> <li>• Too slow 50 is a reasonable speed (43%)</li> <li>• Makes it more confusing, another speed limit change (8%)</li> <li>• Enforcement- Don't think people will abide by limit (7%)</li> </ul>
Area 4 & 5	<ul style="list-style-type: none"> <li>• Too slow 50 is a reasonable speed (45%)</li> <li>• Makes it more confusing, another speed limit change (12%)</li> <li>• Just revenue raising (10%)</li> </ul>
Area 6 & 7	<ul style="list-style-type: none"> <li>• Too slow 50 is a reasonable speed (50%)</li> <li>• Hoons won't abide by limit / People who are going to speed will speed (9%)</li> <li>• Will cause congestion (8%)</li> </ul>
Area 8	<ul style="list-style-type: none"> <li>• Too slow 50 is a reasonable speed (43%)</li> <li>• Enforcement- Don't think people will abide by limit (12%)</li> <li>• Make it worse- Just revenue raising (8%)</li> </ul>

## 2. Introduction

### 2.1. Background

The City of Charles Sturt is a local government area (LGA) in the western suburbs of Adelaide, South Australia, stretching to the coast.

The LGA was formed on 1 January 1997 as a result of the amalgamation of the City of Hindmarsh Woodville and the City of Henley and Grange. It comprises a mix of residential, industrial and commercial areas and has an estimated population of 106,995.

The Council area is made up of 8 Wards: Semaphore Park, Grange, Henley, Findon, West Woodville, Woodville, Hindmarsh, and Beverley. Understanding the needs of residents within and across all wards is of high importance to the Council, with a particular focus being paid to how these areas may change in the future.

As part of their mission statement to provide effective and desired services to their residents, Council engaged Colmar Brunton to undertake research in various target areas within the LGA to measure community perceptions and attitudes towards decreasing the speed limit from 50kmph to 40kmph on residential roads. Furthermore, Council sought to obtain a profile of both those who oppose such a change, and those who are in favour of it within each area.

### 2.2. Objectives of the research

The objectives of this research were to:

- ▶ Measure the level of community support to reduce the speed limit in residential roads from 50kmph to 40kmph in various Charles Sturt areas; and
- ▶ Determine the profile of those who support/oppose this proposal.

### 3. Methodology

A Computer Assisted Telephone Interview (CATI) approach was used to collect views of the community. This methodology allowed us to target the relevant area. The 'last birthday' sampling technique was used, where we asked for the person who last had a birthday. In theory, everybody in a household has an equal chance of being selected by this last birthday method. This ensures that a mix of both males and females and people across all age groups have a chance of being included in the survey.

The following table outlines the sample size that was used and the associated margin of error at the 95% confidence level:

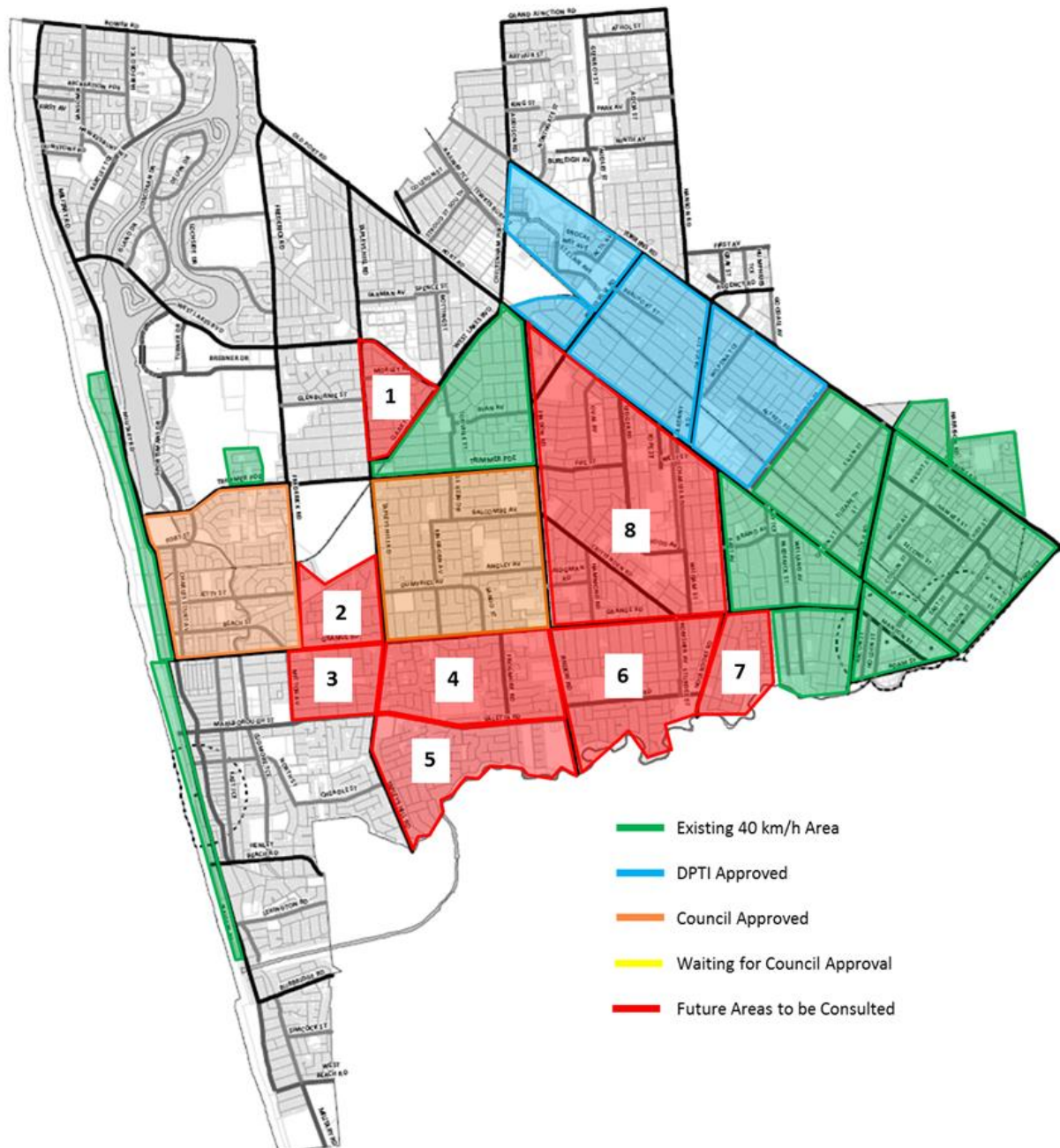
Area	# Parcels	Target sample	Sample achieved	Error margin
1	750	150	150	7.16
2	711	200	202	6.46
3	806			
4	1,594	300	302	5.35
5	1,257			
6	1,922	300	300	5.34
7	792			
8	4,157	300	301	5.45

All telephone interviewing was conducted by ISO20252 accredited telephone research interviewers. The interviewing team are based in Australia, speak English clearly, and have at least 2 years interviewing experience.

The questionnaire can be found in Appendix A.



The target areas are as follows:



## 3.1. Interpreting This Report

### 3.1.1. Percentages and averages

Respondents who completed a survey but did not answer a particular question are excluded from the tabulation of results and calculation of statistics for that question.

Percentages are generally rounded to whole numbers. Some percentages may not add to 100 percent due to rounding.

### Tests of Statistical Significance

Tests for statistical significance have been conducted on particular subgroups of interest in this survey, including the profiles of those who support/oppose lower speed limits by age, gender, and road user type.

In tables and charts in the main body of the report, the figures with arrows going up ↑ or down ↓ represent a proportion that is **significantly higher or lower** than the subtotal of the other subgroups.

An “exception reporting” approach has been undertaken, such that statistically significant results are reported where they exist between sub-groups. If no statistical significance result is mentioned, the reader can conclude that one does not exist between sub-groups.

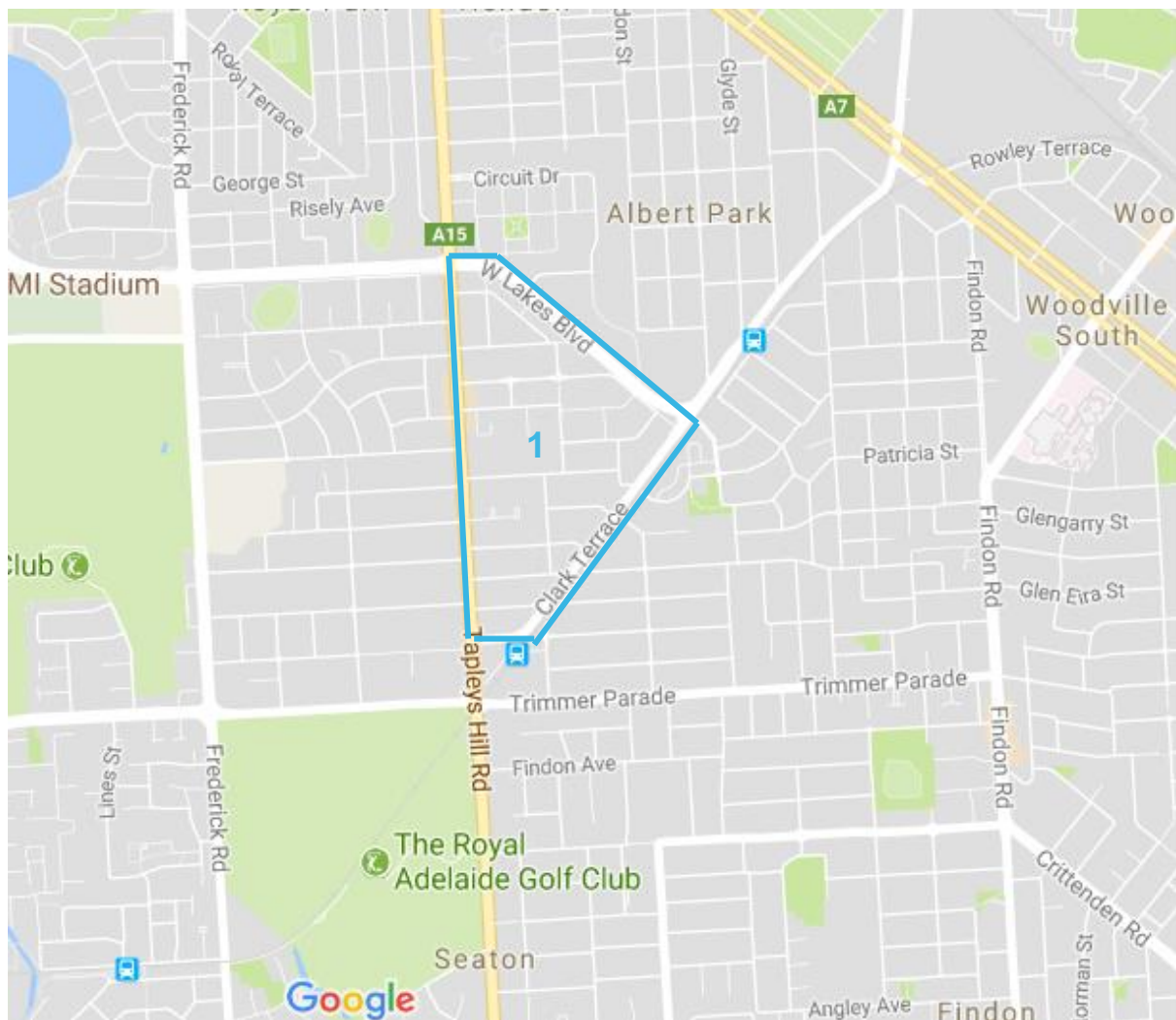
Tests have been undertaken at a 95% confidence level. If there is a statistically significant difference between the result for a particular group and the result for the wider population, we can be confident that this difference has not occurred by chance, but rather that it reflects a genuine difference among that group compared with the wider population.

### Reliability

The margin of error associated with Area 8, for example, is +/-5.45% for a sample size of n=301. Therefore, we could be 95% confident that a finding of 50% in this sample would fall between 44.55% and 55.45.

## 4. Area One

### 4.1. Area One Map



## 4.2. Area One Key findings

When prompted with a list of general traffic issues, almost a third (60%) believe that some drivers speeding or driving dangerously is a problem. Just over a third (34%) believe that too much cut-through or non-local traffic is a problem, and about quarter (28%) believe that streets are not safe for cyclists and/or pedestrians. However, close to a third (32%) of residents believe that none of these are issues in the area.

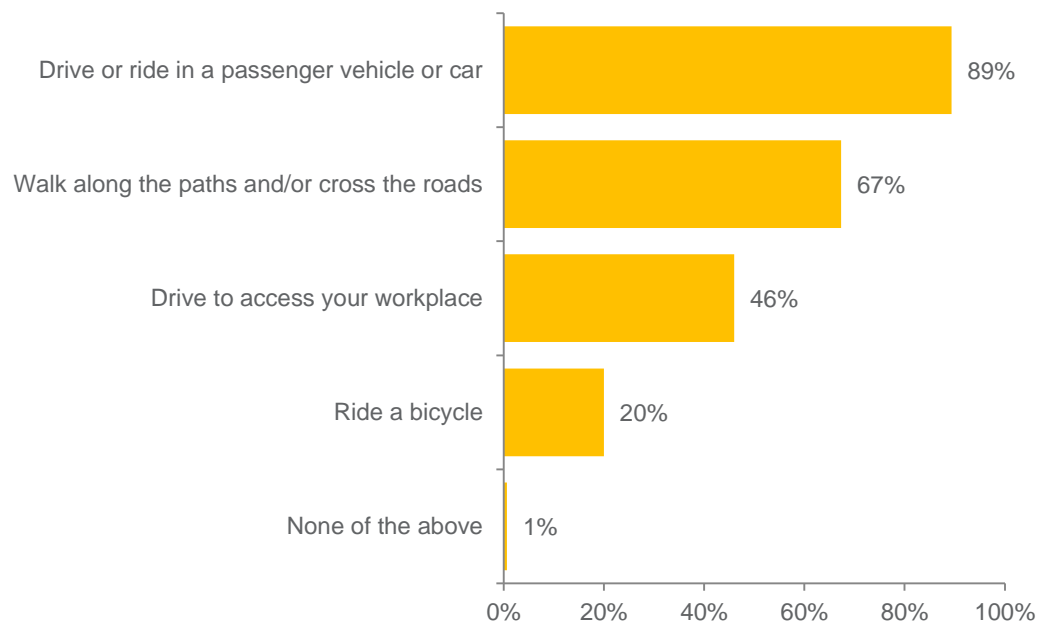
When asked what other general traffic issues exist in their local streets, residents were most likely to mention speeding (23%) or parking issues such as cars parking on both sides of narrow streets (14%) or the need for more restrictions on parking or too many cars parking on the roads generally (9%).

Residents are more likely to be in support of lower speed limits of 40 kilometres per hour in their local area: 42% support lower speed limits and 33% do not support lower speed limits. A quarter (25%) of respondents do not mind either way. There were no significant differences by gender, age or road user type.

The most common reason for support was safety in general (37%), with many mentioning the safety of children specifically (17%). Other commonly mentioned reasons for support included the belief that a lower speed limit will reduce bad behaviour (speeding) (10%) and that it would be safer for pedestrians and elderly (10%). The overwhelming reason for opposition was that 50 Km/h is a reasonable speed (52%). Other reasons for opposition included the belief that it will make things more confusing (8%) or that it won't solve the issues in the area (8%).

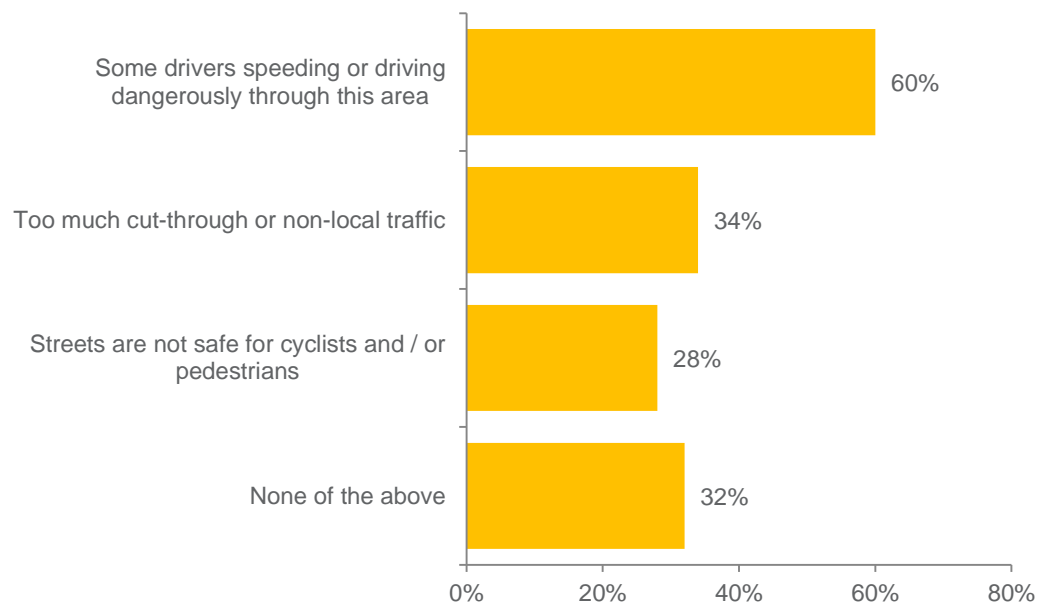
### 4.3. Area One Key Results

Figure 1: Street usage



F1 How do you use the local streets in your area? Do you... (MR)  
Base: n=150

Figure 2: General traffic issues (prompted)



F2 Are any of these general traffic issues a problem on your local streets? (SR)  
Base: n=150



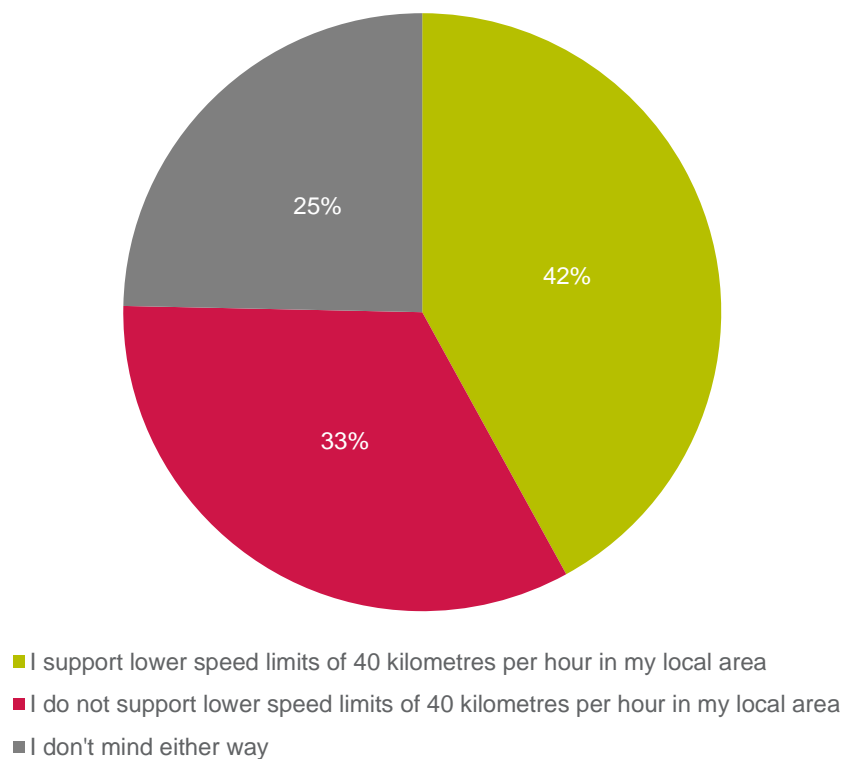
Figure 3: Other general traffic issues (open ended responses)

Speeding	23%
Cars park on both sides of the street / restrict street access	14%
Parking generally / Need more controls on parking (e.g. Parking near schools for drop-off/pickup) / too many people parking in the area	9%
High traffic area	5%
Road used as a shortcut / through road / cut through	5%
Hoons / Hooning / Young people	5%
Burnouts	4%
Dangerous intersection nearby	4%
Not following rules	4%
Lack of footpaths / need more	4%
Large vehicles on the road	3%
Too many roadwork's / wish roadwork's was completed	2%
Need traffic lights / change traffic lights (eg change timing)	2%
People blocking my driveway / making it hard to see / pull out	2%
Dangerous for cyclists	2%
Uneven roads	2%
Need bike lane, need more bike lanes on nearby roads	2%
Trucks using as a shortcut	2%
Busy intersection nearby	1%
Tight for two cars / Narrow	1%
Cars park too close to corners	1%
Too many changes to speed limit	1%
More pedestrian crossings	1%
Need speed humps	1%
In poor condition / needs repairs	1%
Can't use bike lane / hard to use bike lane	1%
Congestion near intersection	1%
Speed humps not effective	1%
No problems	15%
Can't say	4%
Other	1%

F3 What other general traffic issues are there on your local streets? What else? (coded)

Base: n=99 (n=51 did not respond)

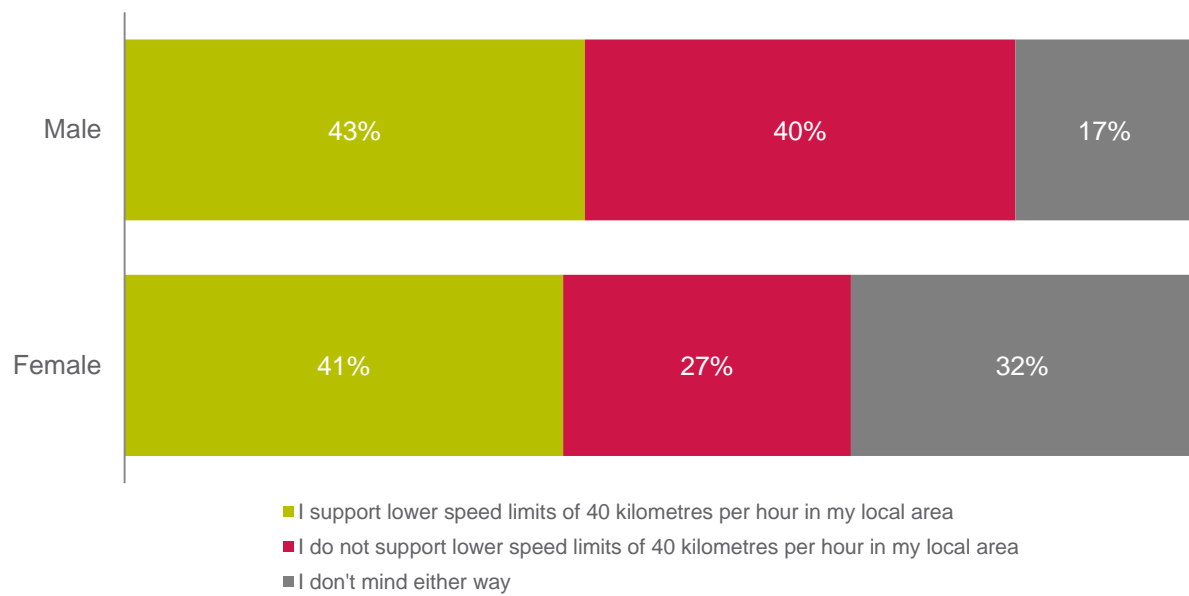
Figure 4: Support for lower speeds



F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour. Through consultation on 40 km/h speed limits, residents have often told Council that they rarely travel above 40 km/h speeds on their local streets. If lower speeds are supported, installing 40 km/h speed limits will just be formalising what local residents are already doing, and promoting the use of major traffic routes instead of local streets. Council will then be able to focus on improving road safety and traffic flows on major traffic routes. This will allow them to better serve the community rather than install costly traffic devices on local streets which have limited benefit and impact parking, accessibility and noise. Council is committed to improving local streets to make them safer, and this is one way they can help improve your local area.

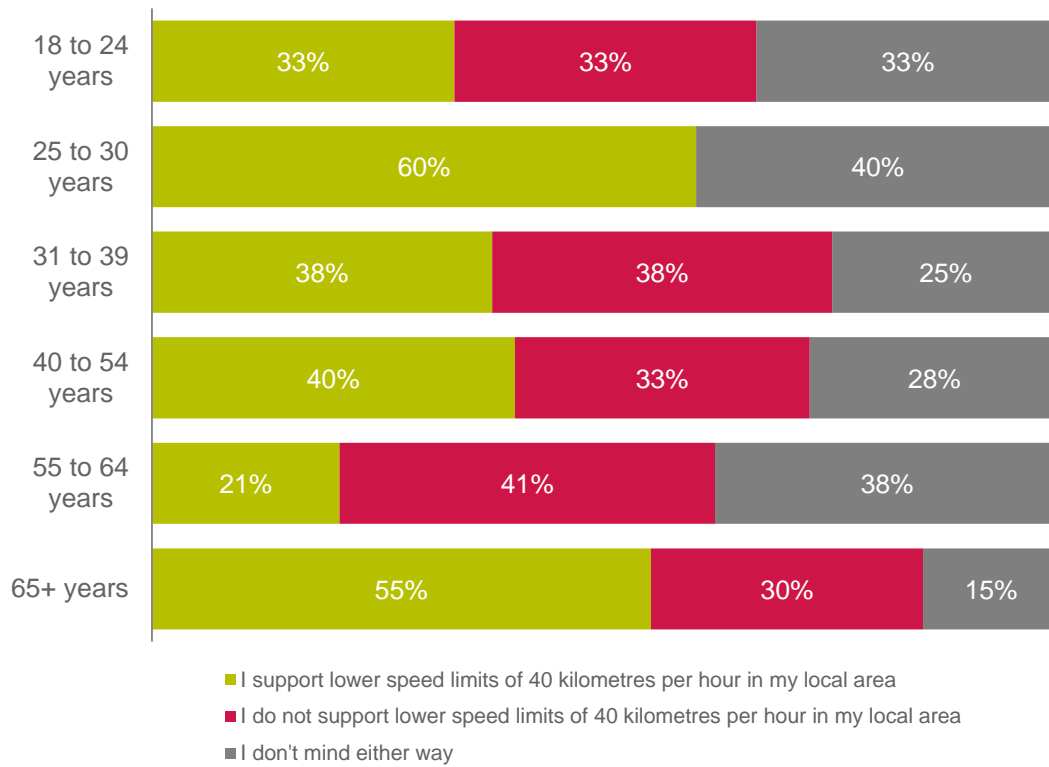
Which of the following best describes you?  
Base: n=150

Figure 5: Support for lower speeds by gender



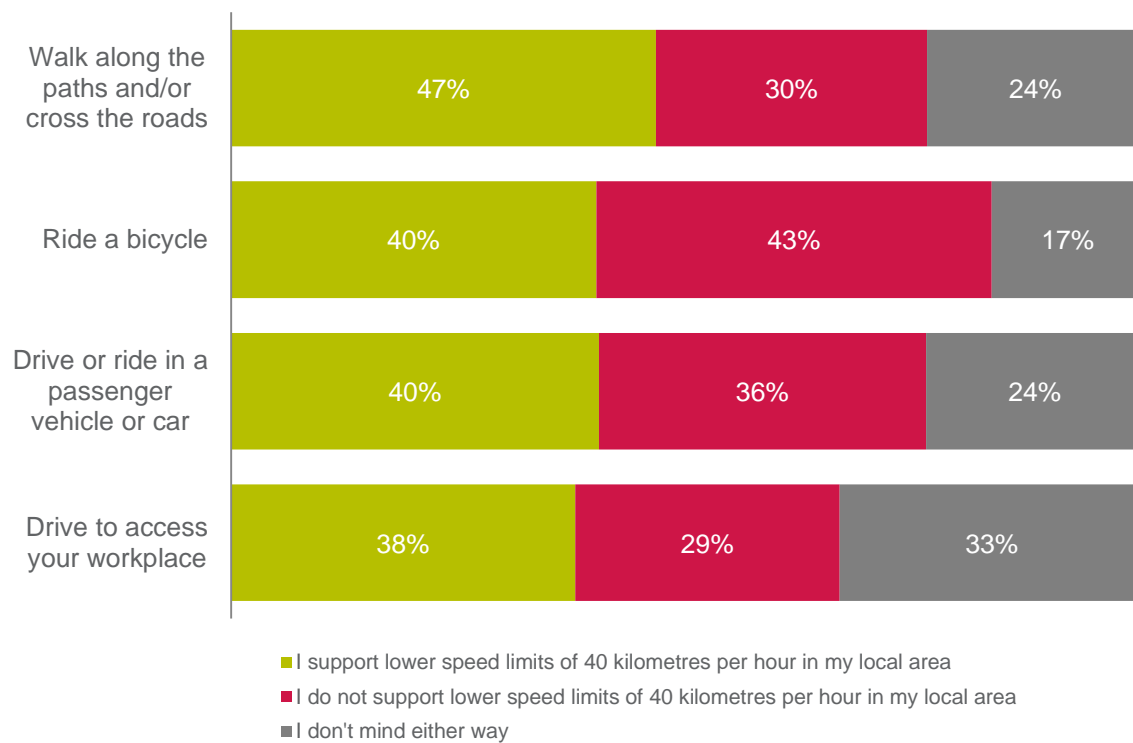
F5 Which of the following best describes you?  
Base: n=150

Figure 6: Support for lower speeds by age



F5 Which of the following best describes you?  
 Base: n=150

Figure 7: Support for lower speeds by road user type

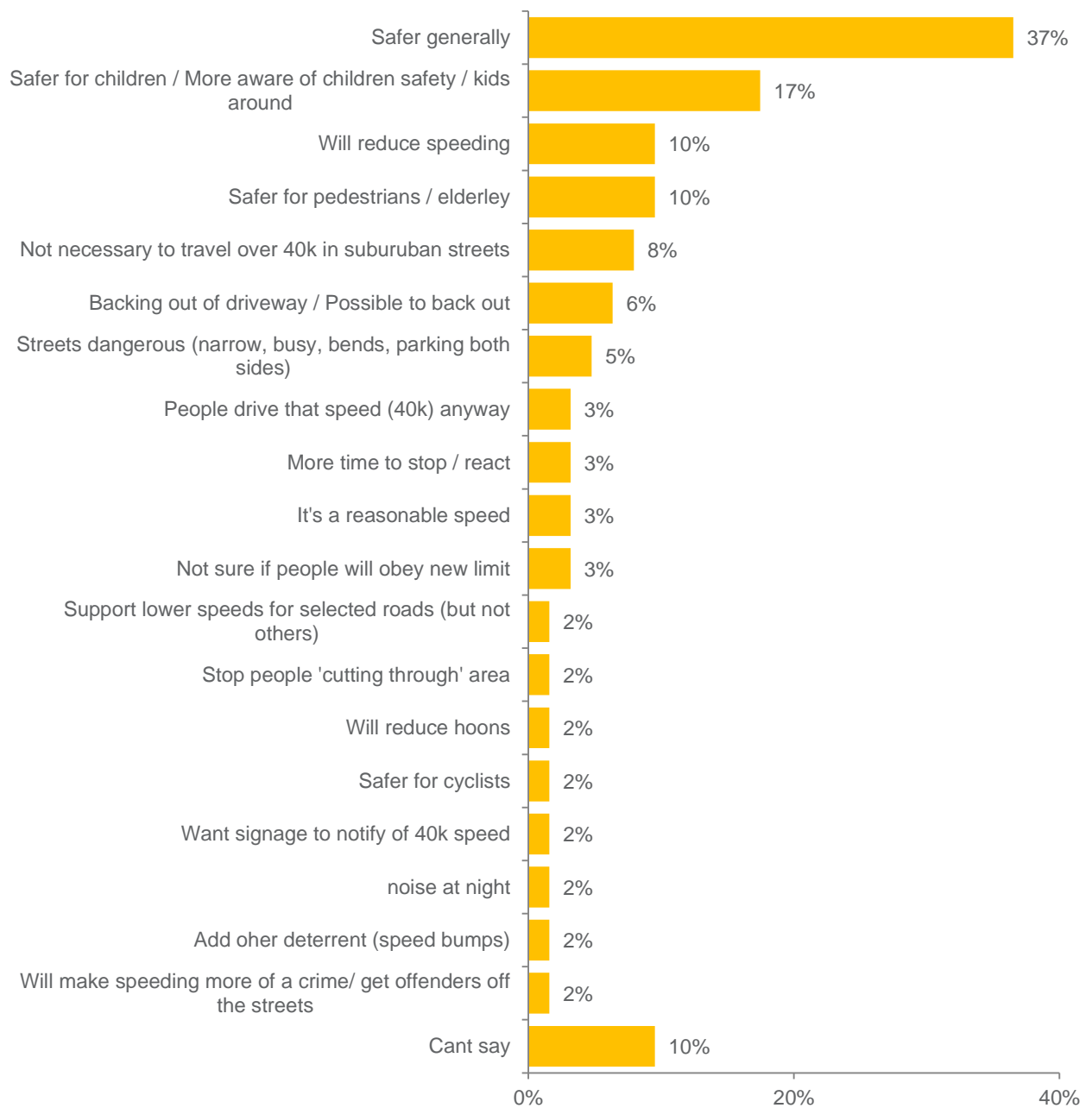


F5 Which of the following best describes you?

F1 How do you use the local streets in your area? Do you...

Base: n=149 (n=1 answered "none of the above")

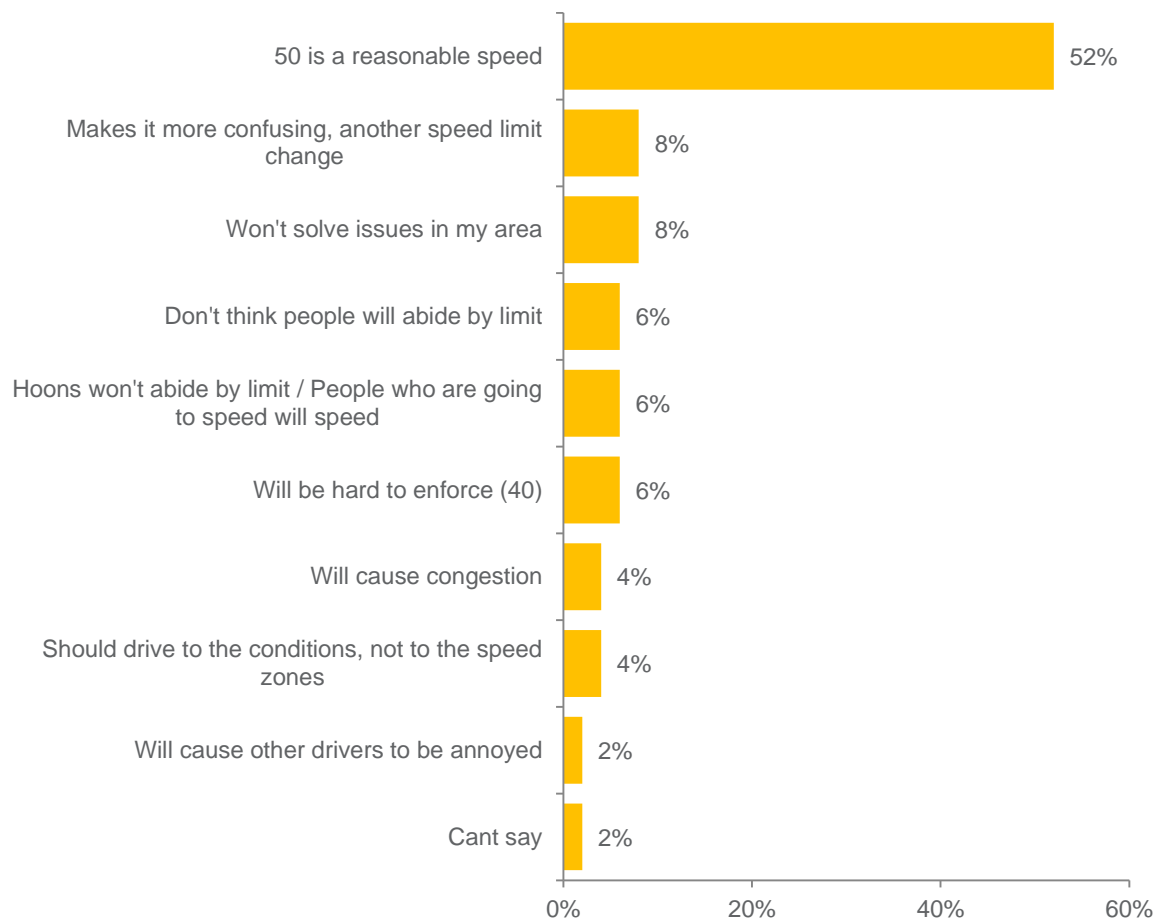
Figure 8: Reasons for support



F6 Why is that? (Coded)  
Base: n=63



Figure 9: Reasons for opposition



F6 Why is that? (Coded)  
Base: n=50

Figure 10: Other comments about general traffic issues on your local streets

#### Other comments about general traffic issues on your local streets

Could be more signage on back roads saying 40km/hr

I watch TV around 9pm and they must be speeding around 100km/h from Tapleys Hills Road and through to the Boulavard

People are allowed to park on both sides of the street. People should park on one side of the street.

Lots of commercial vehicles also travel down Clarke Terrace and maybe there needs to a diversion maybe they could use tapleys or port road , speed humps humps might deter them from using Clarke Terrace

People parking in streets for no reason, one car taking two spaces especially in Minns Street

Speeding into Minns Street from Halivale Road that is all hours of the day and night, another issue when there is soccer training they park on both sides of the road, which cars are finding it difficult to go through and some residents are experiencing inability to access there driveway, especially if there was an emergency.

Some people do go a bit fast but not my street have noticed elsewhere.

Early morning drivers dont like to indicate where they are going

The intersection Bunnings on Port rd is getting quite congested and you have to wait 2/3 turn of lights before you go through the intersection.

Some of the roundabouts a little bit large people are cutting corners and driving on the footpath and also onto the roundabout itself . Also notice a few of the storm water drains have been damaged because of larger trucks clipping the storm water covers. It would be better if the roundabouts were slightly smaller which would be still slow down the cars but safer.

It would need to be proven for the 40km

Parking is becoming a problem. Recently an Apartment Living has been built and there are more cars parked in our streets...Stevens St

The dead end street in McMahon Place needs more signage to reduce traffic flow, and car incidences,many cars come down not knowing there is a dead end.

Area live in has changed to 40km, preferred when was 50km. Tarffic flowed better, no reason to put lower

Findon Rd and Trimmer Parade traffic lights take a long time to change and only allow one or two cars to go through and the same with Trimmer Pde and Tapleys Hill Rd with the train crossing causing a long line of cars.

The 'hoons from Clark Tce and West Lakes Blvd they seem to the bike riders

When West Lakes Blvd, Clark Tce and Port Rd intersection near Bunnings Warehouse there is a mini island and when during peak traffic it takes 15 minutes to cross that.

There are too many cars parked on Tapleys Hill Rd meaning that you have to slow down to 10 km/h so that you don't ruin your car.

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People park on the street instead of in their driveways or there are a lot of cars per family

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Speeding along Frederick Rd is terrible.

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Cut through traffic not a real issue. Just the hoon driving is the problem

---

Some of them race along Frederick Rd.

---

If someone parks in the street it is difficult to get in and out of the drive way as they don't match up opposite each other.

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There is speeding on Clark Terrace to get to Port Road, especially at night time.

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We've been here 6 years and when we moved in we didn't realise living near a roundabout wasn't a good option because of the people speeding.

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Parking- to access our street its congested on both sides with parked cars

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Too many cars coming off the main road

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I hope they don't bring the speed limit down. It should be 50 and that's it.

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People should park on the sidestreets instead of on First Avenue. People park on the streets so I have to move my rubbish to the other side of the road otherwise the garbage collectors won't pick up my rubbish. I am worried if I have my bin on the other side, someone else might take it because they don't know it's my bin.

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The council needs to put more yellow lines in more streets because there's houses being knocked down and more units are being built which means more cars parking on the streets.

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Tremor parade theres a bank up now that theres a light there before turning to Westlakes

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Also want speed humps because there is a school nearby and it is potentially dangerous . There is a 25k zone near the school and the speed limit is not being adhered to

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*F4 Do you have any other comments about general traffic issues on your local streets?*  
*Base: n=32 (n=118 did not respond)*

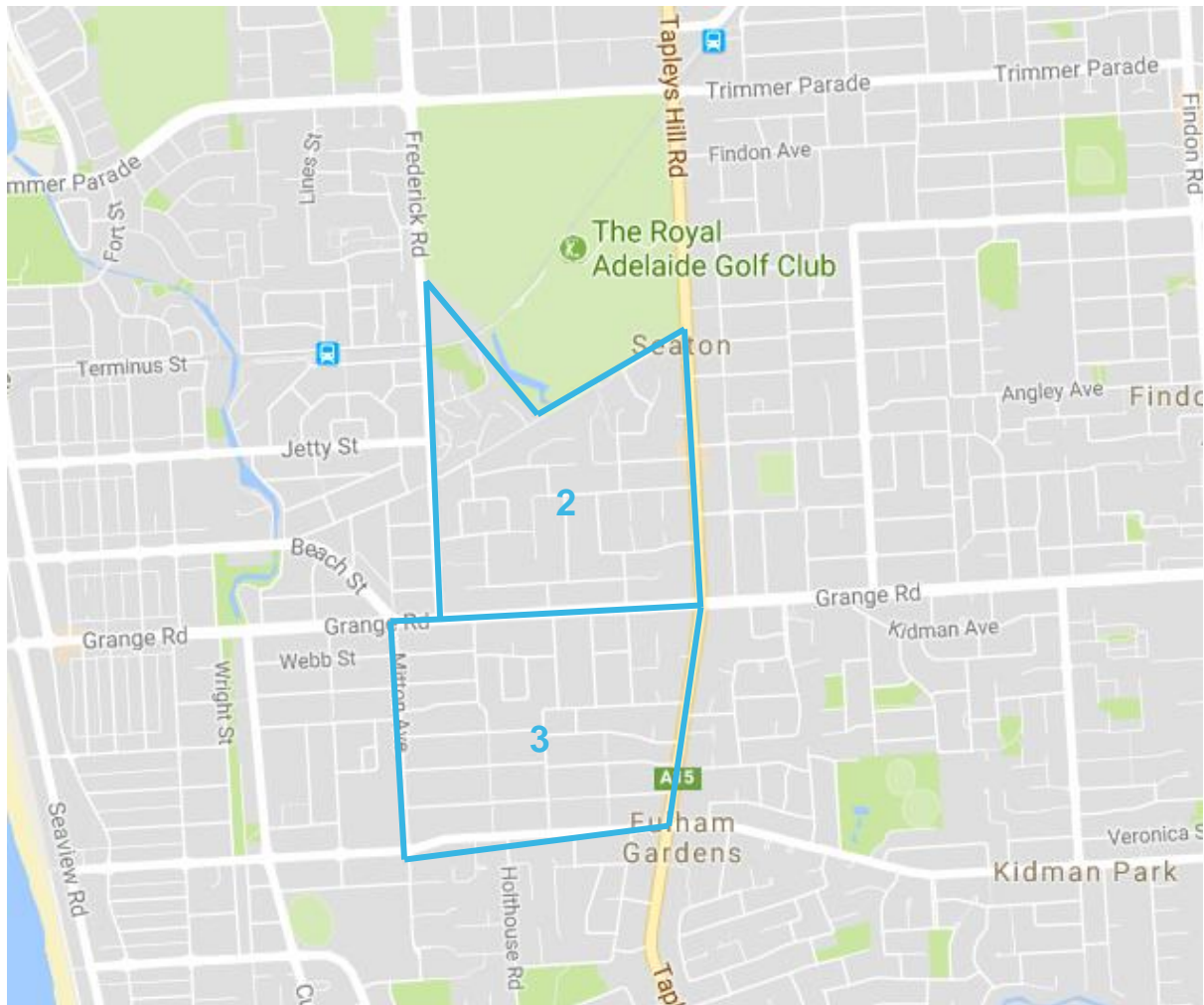
## 4.1. Sample Profile

Figure 11: Sample Profile (base n=150)

Gender	
Male	48%
Female	52%
Age	
18 to 24 years	4%
25 to 30 years	3%
31 to 39 years	5%
40 to 54 years	27%
55 to 64 years	19%
65+ years	40%
Household Composition	
Single people living alone or sharing accommodation	14%
Young couple who are married or living together with no children in the home	4%
Young family as a couple or single parent with most children under 6 years	2%
Middle family as a couple or single parent with most children aged from 6-15 years	11%
Mature family as a couple or single parent with most children over 15 years and at least one still living at home	25%
Mature couple of single person in middle to late age groups with no children in the home.	42%

## 5. Area Two & Three

### 5.1. Area Two and Three Map



## 5.2. Area Two and Three Key findings

When prompted with a list of general traffic issues, over half (55%) believe that some drivers speeding or driving dangerously is a problem. A little under a third (29%) believe that too much cut-through or non-local traffic is a problem, and less than a quarter (23%) believe that streets are not safe for cyclists and/or pedestrians. Over a third (35%) of residents believe that none of these are issues in the area.

When asked what other general traffic issues exist in their local streets, residents were most likely to mention speeding (15%). Other issues which were commonly raised included high levels of traffic in the area (11%), cars parking on both sides of narrow streets (8%) or roads in the area being used as a shortcut (8%).

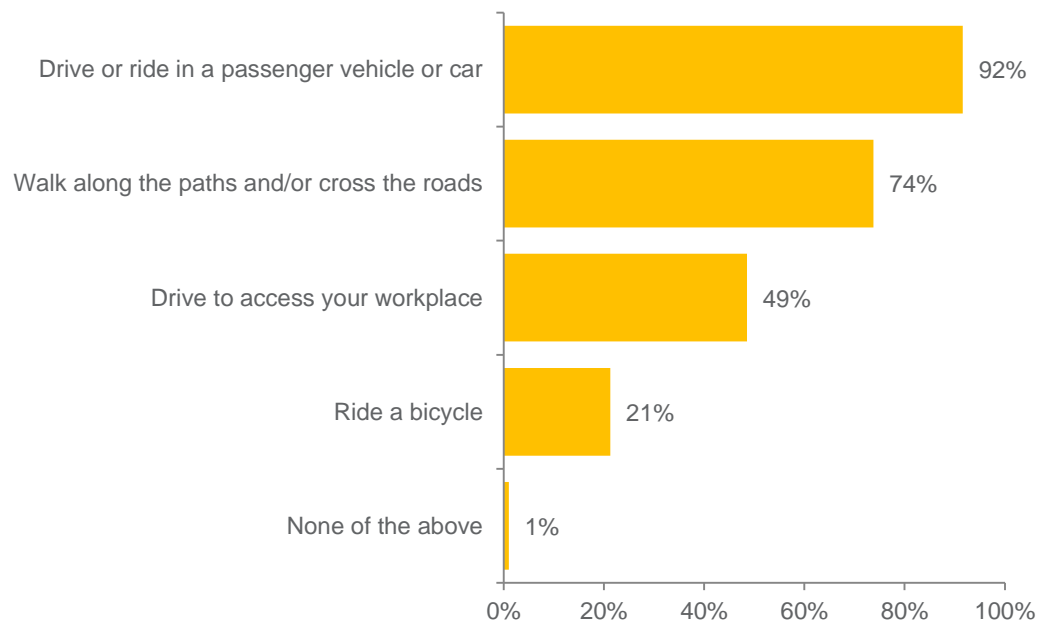
Residents are more likely to not support the speed limit change to 40 kilometres per hour in their local areas: 35% support lower speed limits and 46% do not support lower speed limits, while 20% don't mind either way. However, there is a significant difference when comparing the demographic data of these groups. Female residents were more likely to support the lowering of the speed limit (42%) when compared to male respondents (24% in support). No other significant differences were found.

The most common reason respondents supported the speed limit change was safety in general (27%) with many specifying that they think it would reduce bad behaviour (speeding) (19%). Other commonly mentioned reasons for support included safety of children (16%) and safer for pedestrians and elderly (14%). A total of 43% of those who opposed the change gave the reason that 50 km/h is a reasonable speed. Other reasons for opposition included the belief that it will make things more confusing (8%) or that people won't abide by the new speed limit (7%).



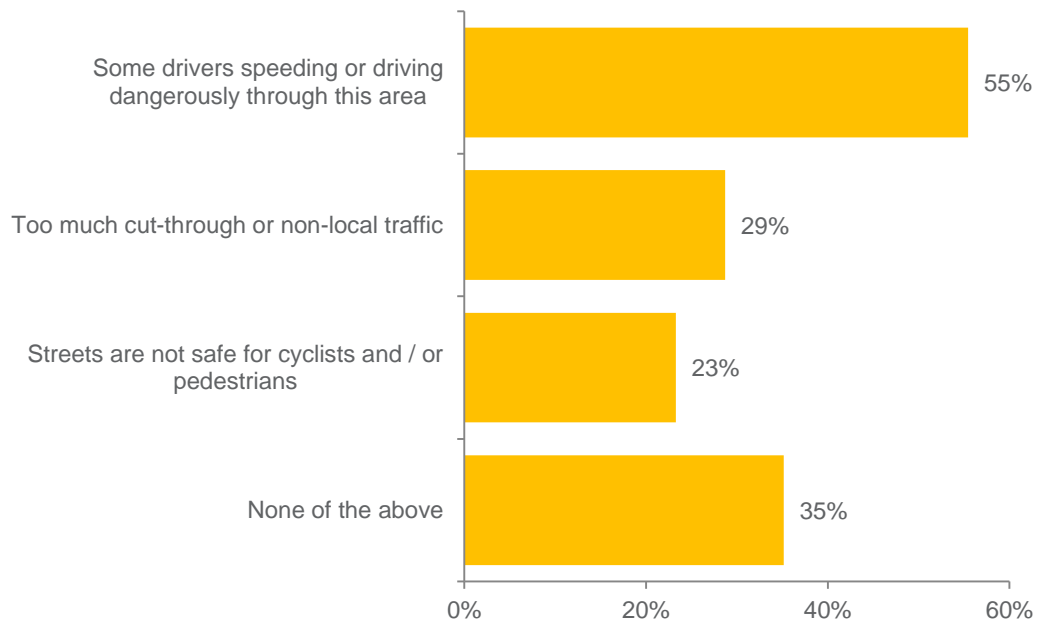
### 5.3. Area Two and Three Results

Figure 12: Street usage



F1 How do you use the local streets in your area? Do you... (MR)  
Base: n=202

Figure 13: General traffic issues (prompted)



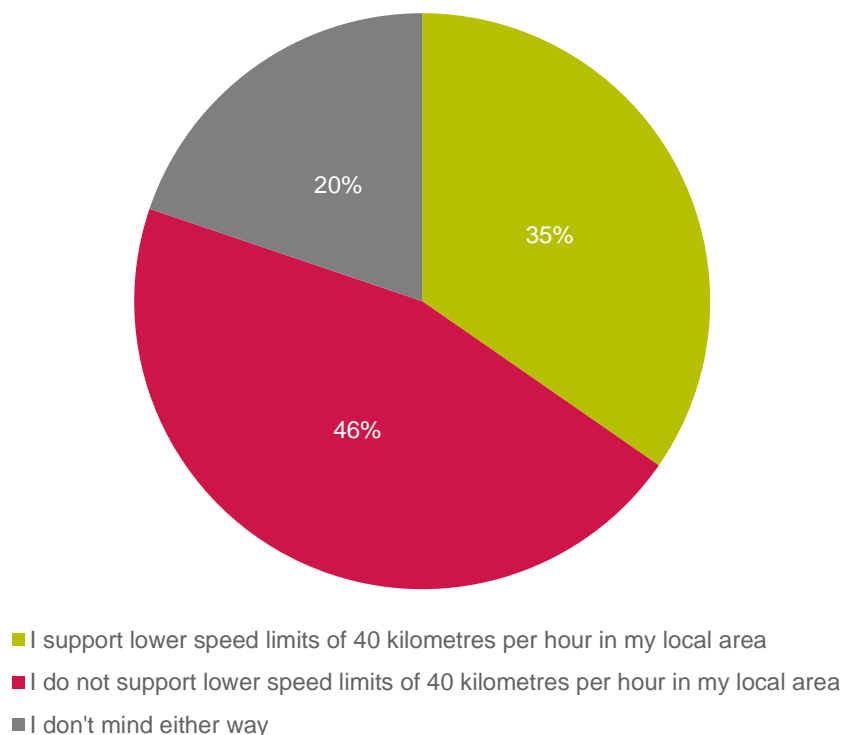
F2 Are any of these general traffic issues a problem on your local streets? (SR)  
Base: n=202

Figure 14: Other general traffic issues (open ended responses)

Speeding	15%
High traffic area	11%
Cars park on both sides of the street / restrict street access	8%
Road used as a shortcut / through road / cut through	8%
Hoons / Hooning / Young people	6%
Lack of footpaths / need more	5%
Not following rules	4%
Burnouts	4%
Busy intersection nearby	4%
Dangerous for cyclists	4%
Too many roadwork's / wish roadwork's was completed	3%
Dangerous intersection nearby	3%
Large vehicles on the road	3%
Noise, roaring down the street	3%
Cars park too close to corners	3%
Parking generally / Need more controls on parking (e.g. Parking near schools for drop-off/pickup) / too many people parking in the area	2%
Tight for two cars / Narrow	2%
Need traffic lights / change traffic lights (e.g. change timing)	2%
Need speed humps	2%
Uneven roads	1%
Too many changes to speed limit	1%
Too slow on street / too many speed restrictions	1%
In poor condition / needs repairs	1%
Need bike lane, need more bike lanes on nearby roads	1%
Can't use bike lane / hard to use bike lane	1%
Congestion near intersection	1%
People blocking my driveway / making it hard to see / pull out	1%
More pedestrian crossings	1%
Would like a drop of speed limit to 40	1%
Trees / greenery obstruct line of sight / visibility	1%
Large vehicle parking (truck/bus)	1%
No problems	17%
Other	6%
Can't say	3%

F3 What other general traffic issues are there on your local streets? What else? (coded)  
Base: n=159 (n=43 did not respond)

Figure 15: Support for lower speeds

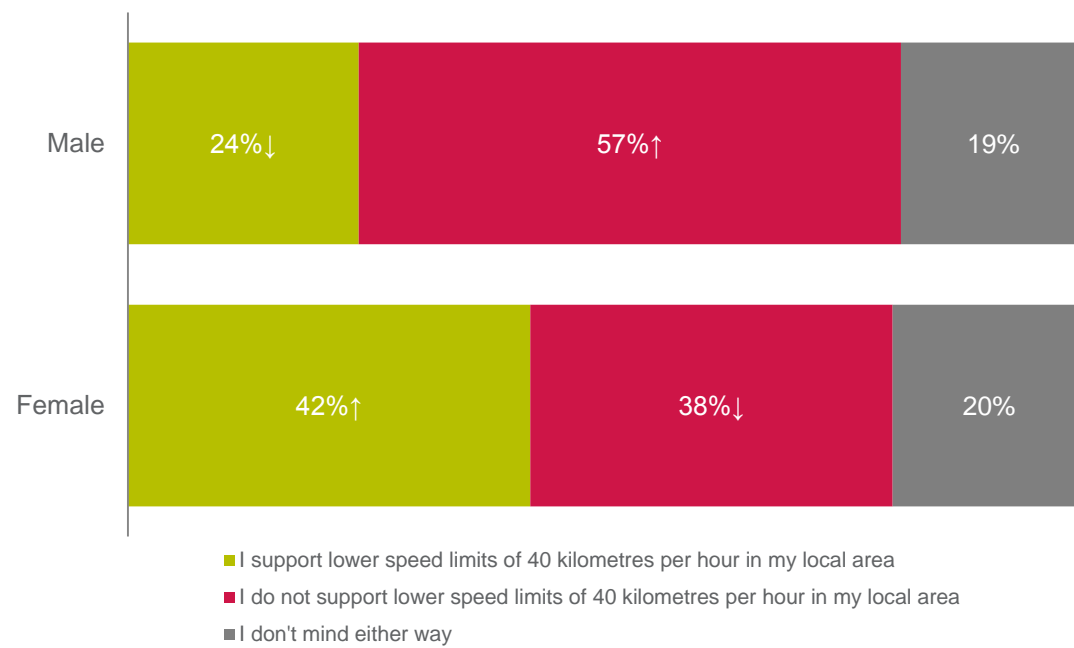


F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour. Through consultation on 40 km/h speed limits, residents have often told Council that they rarely travel above 40 km/h speeds on their local streets. If lower speeds are supported, installing 40 km/h speed limits will just be formalising what local residents are already doing, and promoting the use of major traffic routes instead of local streets. Council will then be able to focus on improving road safety and traffic flows on major traffic routes. This will allow them to better serve the community rather than install costly traffic devices on local streets which have limited benefit and impact parking, accessibility and noise. Council is committed to improving local streets to make them safer, and this is one way they can help improve your local area.

Which of the following best describes you?

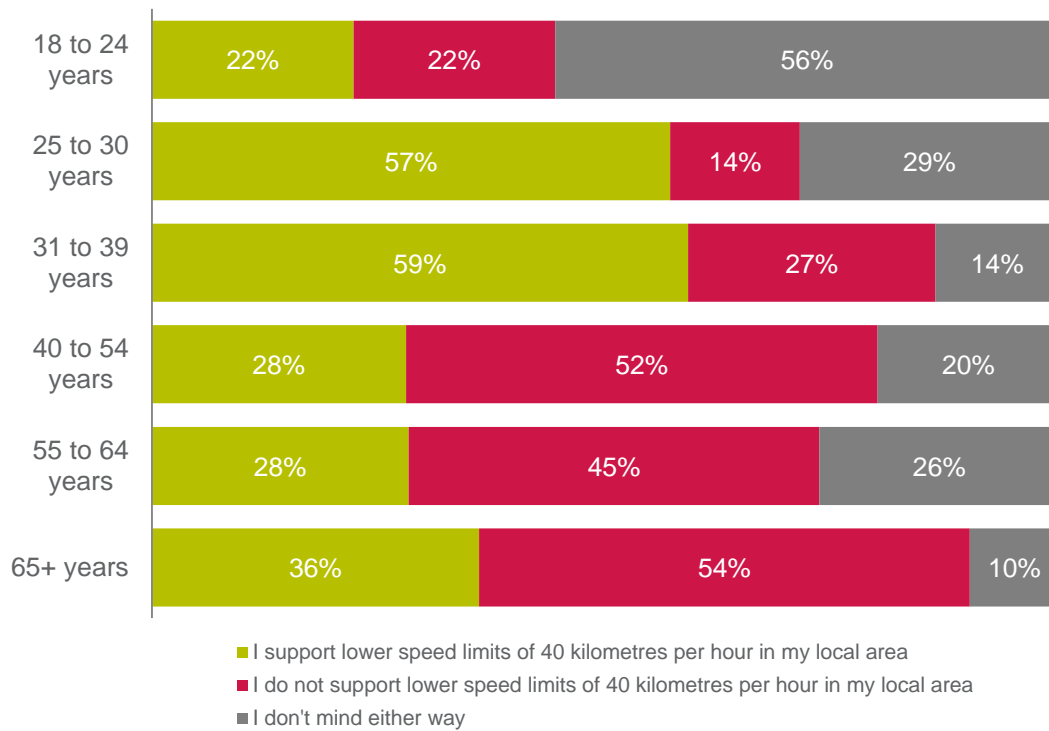
Base: n=202

Figure 16: Support for lower speeds by gender



F5 Which of the following best describes you?  
Base: n=202

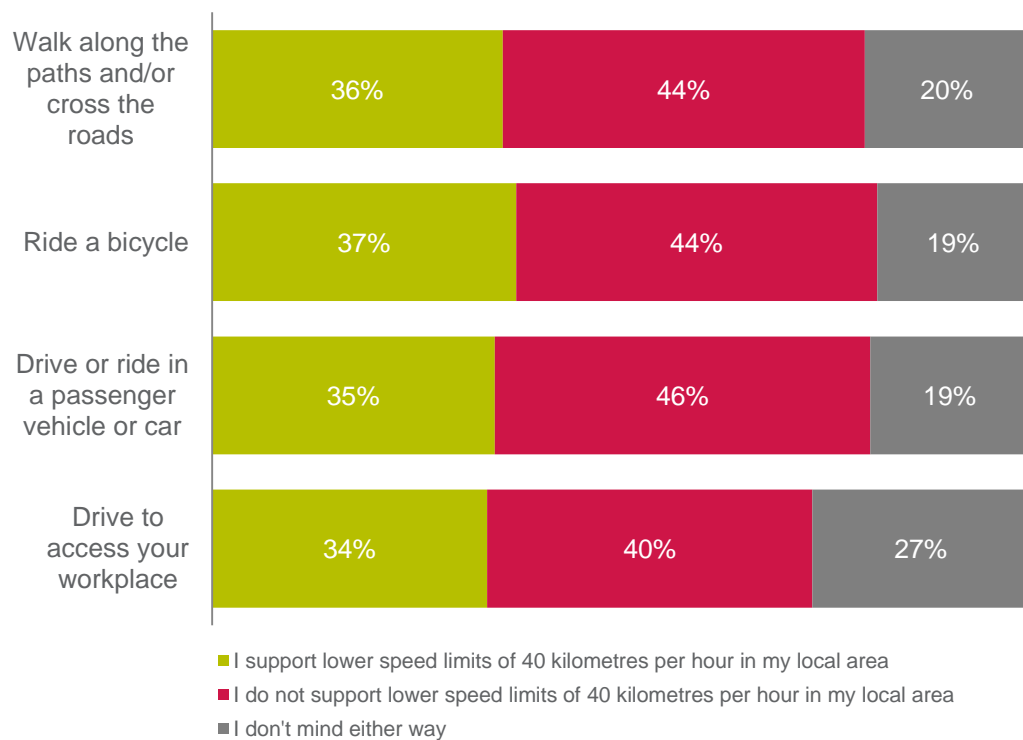
Figure 17: Support for lower speeds by age



F5 Which of the following best describes you?  
 Base: n=202



Figure 18: Support for lower speeds by road user type

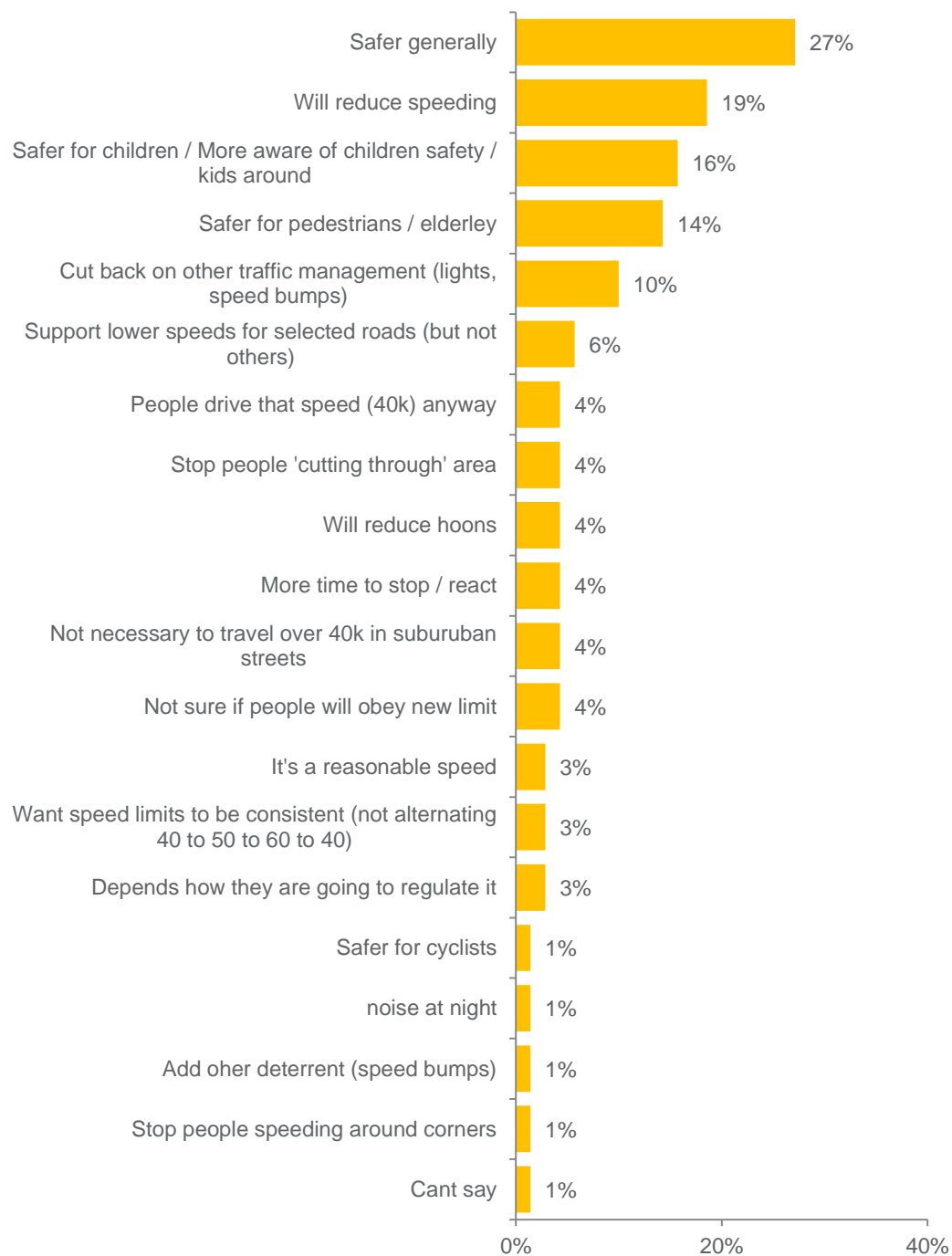


F5 Which of the following best describes you?

F1 How do you use the local streets in your area? Do you...

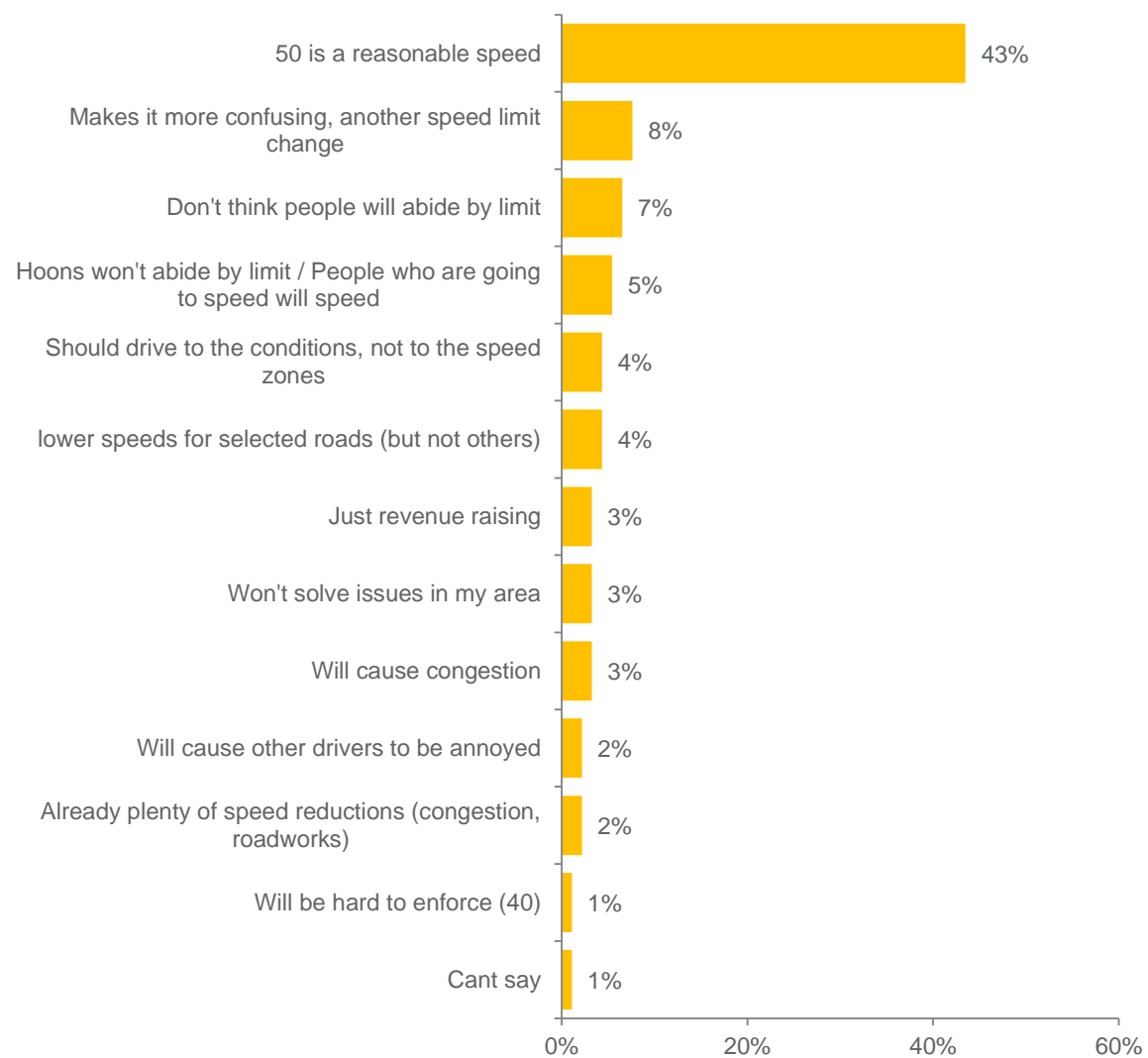
Base: n=202 (n=2 answered "none of the above")

Figure 19: Reasons for support



F6 Why is that? (Coded)  
Base: n=63

Figure 20: Reasons for opposition



F6 Why is that? (Coded)  
Base: n=92

Figure 21: Other comments about general traffic issues on your local streets

Other comments about general traffic issues on your local streets

Aspeed zone especially Meaking Tce from Frederick Rd.

Some of the roads are badly maintained with pot holes,

Road services drive up Tapleys Hill Rd towards Glenelg Road surface is terrible.

There are a few schools around and I think it is good that everyone seems to do the right thing and slow down.

Push bikes like the clearance can cause accidents and some go out of there way to annoy drivers.

Along Frederick Road there should be more pedestrian crossing and between Trimmer parade and railway line, the side by the Golf Course needs to be levelled out for the pedestrians. For pedestrians private properties, trees / hedges that are overgrown need to be maintained.

It is very heavy traffic.

My local streets are fine as long as I don't cross any main roads. However, I like a change when walking and have to be very careful where I go.

There is frequent speeding.

I don't agree with the 40 km/ph speed limits on East Terrace at Henley Beach. It is too extreme and should be 50 km/ph

Tapleys Hill road and Grange road there have incidences, the motorbike riders tend to zip in between the cars to get to the front, which can be quite dangerous for the drivers at the traffic lights.

Onto Lancaster Ave cars take a corner too fast and need to be careful around the bend as may have a head on if cars parked

A lot of people run fast and they scare me, a bit dangerous.

School days lots of traffic congestion especially Marlborough St.

Dont like the street cleaning at 5am .

Footpaths on Meakin Tce are a real issue on oneside have footpath i right on kerb on bin nights theres little room for pedestrians.On other side of road there are no footpath and residents have extended their verges to the kerb and made it difficult for pedestrian traffic.

Tapleys Hill Road is really busy. Intersection of trimmer it gets congested because of train track and close lights. Going west onto Trimmer Pde if you want to turn left the curb is wide and short lanes to turn into.

It has become worse . speeding as we are on a corner and its a race track.

There are a lot of pot holes. When trucks drive over them my house rattles.

I'd like to see the speed reduced

Schools Fredrick Road and Gleneagle Court can't get out because to much traffic south road

---

congestion is transferring

---

The high volume of traffic when lights turn green on Grange Rd and Tapleys Hill Rd.

---

Clinpath and medical specialist clinics their staff speeding through to get to the near the hospital

---

Mainly the dangerous drivers doing 'burn outs'

---

When putting in roundabouts need to make public aware of the rules for roundabouts as they have changed and so traffic can get congested

---

Islands in the middle of the road on Cudmore Tce.

---

Cudmore Tce is a bit busy

---

I don not want the speed limit decrease. 50km/or 60km/ is slow enough.

---

Ongoing of houses being demolished and being new homes being rebuilt at times tradesman will block access with no signage

---

It is difficult from Wight Tce onto Tapleys Hill Road as there is too much traffic and should install traffic lights.

---

Drivers doing 40km/h in a 60km/h zone

---

Leave the speed limits as they are

---

also the one way street down at Grange ie the Esplanade is one way from the hotel and cannot get to Grange Rd because it is only one way . the roads meet in the middle and should be made one way all the way . Marlborough St heading east by the Fulham Gardens school the bike way hits a dead end and then they have to swerve into traffic to get around the round about

---

I would like to see drivers take more care on the roads. The plants that grow on the roundabouts need to be kept under control as they can block the vision of the oncoming vehicles' indicators

---

Everything is pretty good. There is not too much hoon driving, it's all pretty good.

---

There is a camera on Marlborough Street at least once a week. However I cannot recall a fatality and not even an accident on that street so it seems to be for revenue raising rather than safety. We are inundated with cameras more than other suburbs, particularly Marlborough, Valetta, Frederick Roads and Trimmer Parade and also Bartley Terrace in West Lakes. They are continuously in this area. It is the 50km/h zones, not the 60km/h zones and too many people are speeding mistakenly because the speed signs are not clear. Seaview Road changes speed limit continuously - it should just be one speed for the whole road.

---

No - it's very quiet here. It's beautiful, no trouble

---

Marlborough Street has had a bit of traffic congestion.

---

We didn't receive anything. Was there some information which was posted?

---

A couple of bikies who really love revving them up on a Sunday Morning

---

Henley Beach Cudmore Terrace and East Terrace and North Street traffic island put back waste of money and parking more difficult

---

---

summer hoons drivers late sunday Marlborough Street and motorbikes

---

drivers with excessively loud music, road conditions eg pot holes after road dug up are damaging cars

---

older house pulled down into two or more houses and roads are not wide enough to get through both ways as cars parked both ways and maybe look at inlets on nature strips or verges for residents instead of parking on roads

---

People do not observe 50km speed limit on Mitton St. Intersection of Mitton and Grange Rd is dangerous

---

The roads are not good. Grange Rd. Port Rd. Tapleys Hill Rd. Henley Beach Rd. Trimmer Parade, the roads are bumpy, it is not good. The rates go up so they should fix the roads.

---

Speed factors on local street, some cars speeding on dead end streets

---

When you get to traffic lights and the lights change, I find that people don't move when the lights change to green. This means that less people get through the intersection. People should drive more promptly when the lights are green. They should be aware of the light changes and they don't seem to be.

---

It worries me as they use those streets to do their burn outs and speeding.

---

Findon Ave, people park on both sides of road. If your coming out of Findon Ave and people turning in not enough room. People park there almost at corner of Findon Ave and Tapleys Hill Rd. No yellow lines. If road painted in zigzag didnt think you could park in that area ie school zone. But people do.

---

People par k on both sides of the street. Raymond Ave

---

Don't think speed should be dropped, just have better police, issue more fines

---

Frederick Rd is a very busy street and you can't do much about it, the sequence has been improved in the sense of turning left and right on to Grange Rd and the best it can be at the moment. Two dwellings on one allotment and the increase of cars in the area is a concern. The biggest issue will be lowering the speed limit even if the intentions are good. In areas like Henley sq where there is a lot of shops I can see the 40 km./h being beneficial but not in back streets, 50 km/h is slow enough they just need to police it more to catch people that are speeding.

---

We've seen road work signs left out of low speed limits when there is no work being done.

---

I find the school times are busy.

---

People just driver over the signs that are set out e.g. the ones saying keep left .

---

The new speed humps on Shandon Street have improved traffic near me. Too many road works; intersection of Holbrooks Road and Hartley Road was bumper to bumper near the school drop off, recently .

---

signage could be more clearer especially on the speed limit signs

---

getting on to tapleys hill road is difficult high volume of traffic.

---

At school time along marlborough street you get a lot of traffic banked up.

---

When we walk down Mekan Tce there is no verge and the retirement village put out their bins and we have to go on the road and we have no choice. it is dangerous as I am slightly deaf.

---

---

school run can cause problems

---

Its all 50km and you have to be careful when it changes to 40km

---

On Grange Rd, after intersection of Tapleys Hill and Grange Rd, motorists speed

---

*F4 Do you have any other comments about general traffic issues on your local streets?*  
*Base: n=64 (n=138 did not respond)*

## 5.1. Sample Profile

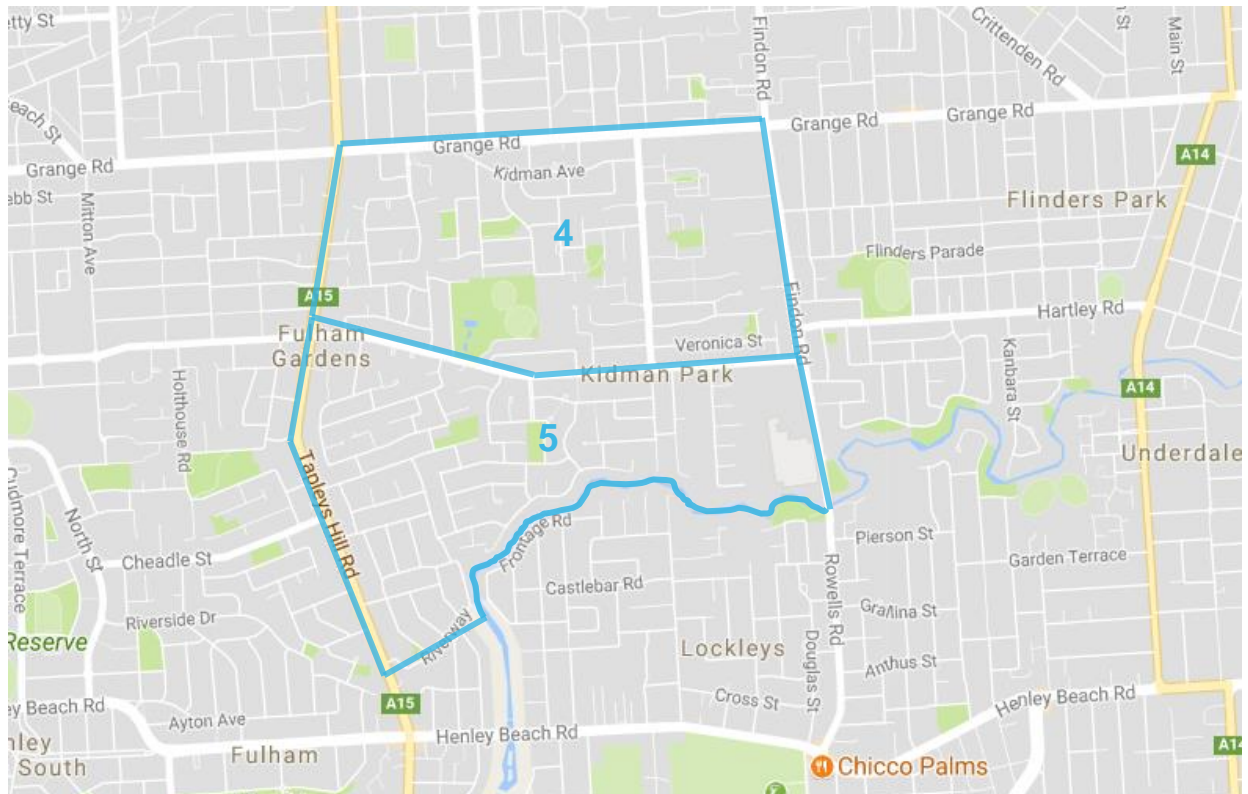
Figure 22: Sample Profile (base n=202)

Gender	
Male	41%
Female	59%
Age	
18 to 24 years	4%
25 to 30 years	3%
31 to 39 years	11%
40 to 54 years	25%
55 to 64 years	26%
65+ years	30%
Household Composition	
Single people living alone or sharing accommodation	12%
Young couple who are married or living together with no children in the home	7%
Young family as a couple or single parent with most children under 6 years	6%
Middle family as a couple or single parent with most children aged from 6-15 years	15%
Mature family as a couple or single parent with most children over 15 years and at least one still living at home	22%
Mature couple of single person in middle to late age groups with no children in the home.	35%



## 6. Area Four & Five

### 6.1. Area Four and Five Map



## 6.2. Area Four and Five Key findings

When prompted with a list of general traffic issues, over half (56%) believe that some drivers speeding or driving dangerously is a problem. Less than a quarter (24%) believe that too much cut-through or non-local traffic is a problem. Silimilarly, less than a quarter (23%) beleive that streets are not safe for cyclists and/or pedestrians . Over a third (36%) of residents believe that none of these are issues in the area. .

When asked what other general traffic issues exist in their local streets, residents were most likely to mention speeding (20%). Other issues which were commonly raised included high levels of traffic in the area (13%), roads in the area being used as a shortcut (9%) or hooning in the area (9%). A total of 17% indicated that there are no problems.

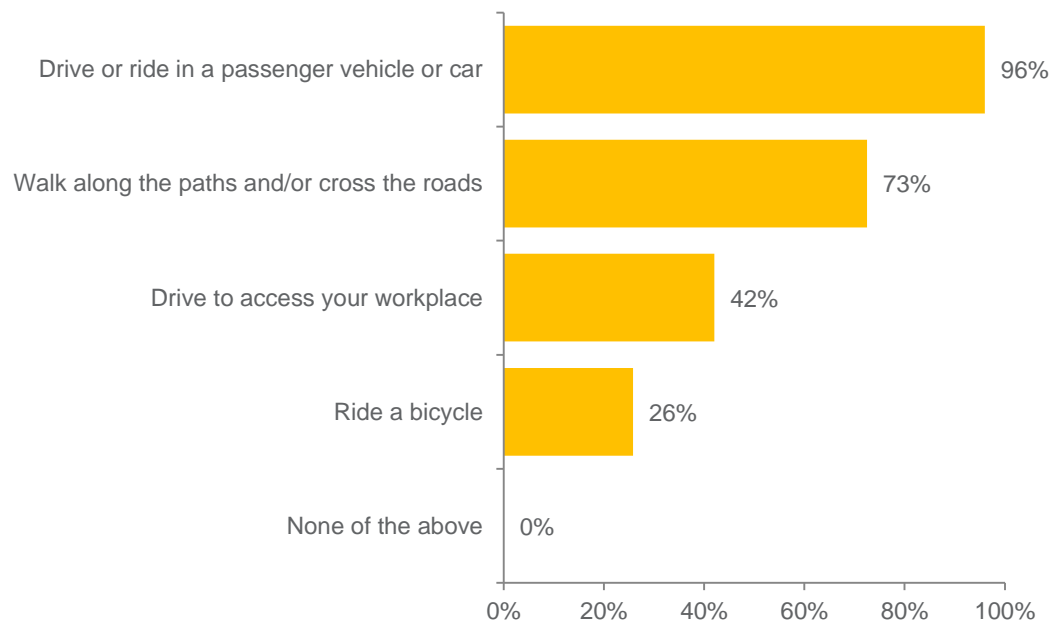
Over half of the residents do not support the change to 40km/h in their local area: 31% support lower speed limits and 54% do not support lower speed limits, while 14% don't mind either way. When comparing by age, those aged 25 to 30 years of age were more likely than other age groups to not mind either way (80%). There were no other differences between demographic groups.

The most common reason for support was that it would be safer for children (26%), followed closely by safety in general (21%). Other reasons for support included that it would reduce bad behaviour (speeding) (19%) and a total of 12% of respondents qualified their response – they support the lower speed limit for selected roads (but not others).

Amongst those who opposed the change, 45% gave the reason that 50 km/h is a reasonable speed. Other reasons for opposition included the belief that it will make things more confusing (12%) or that the purpose is to raise revenue (10%).

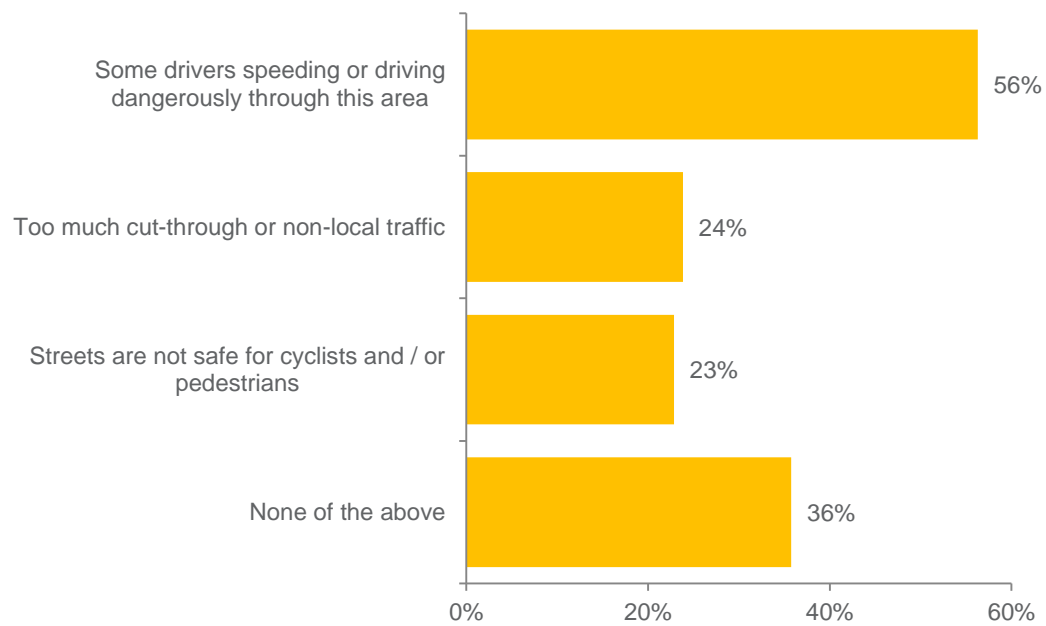
## 6.3. Area Four and Five Results

Figure 23: Street usage



F1 How do you use the local streets in your area? Do you... (MR)  
Base: n=302

Figure 24: General traffic issues (prompted)



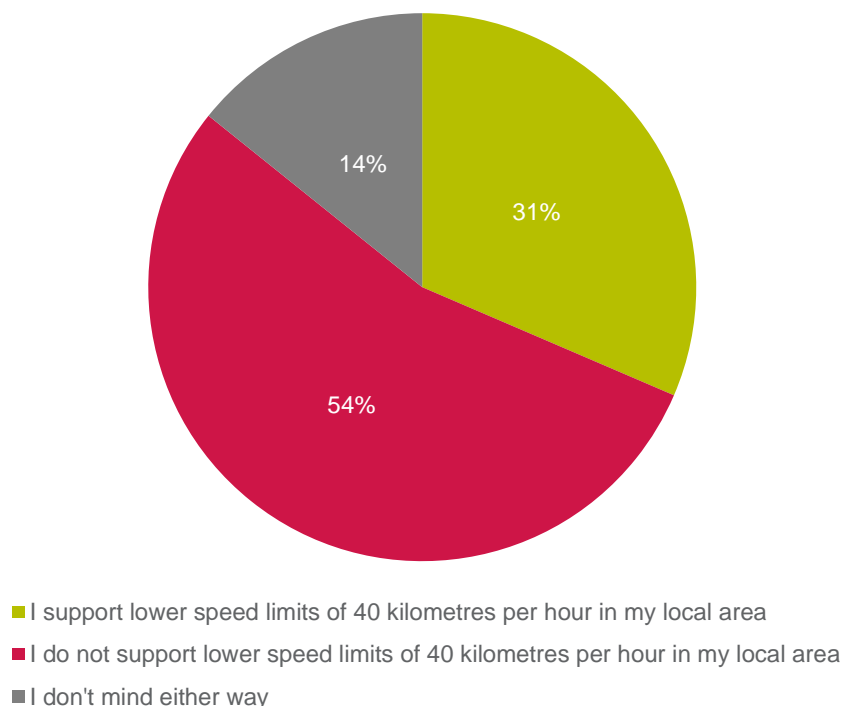
F2 Are any of these general traffic issues a problem on your local streets? (SR)  
Base: n=302

Figure 25: Other general traffic issues (open ended responses)

Speeding	20%
High traffic area	13%
Road used as a shortcut / through road / cut through	9%
Hoons / Hooning / Young people	9%
Cars park on both sides of the street / restrict street access	6%
Burnouts	5%
Parking generally / Need more controls on parking (e.g. Parking near schools for drop-off/pickup) / too many people parking in the area	4%
Too many roadwork's / wish roadwork's was completed	4%
Need traffic lights / change traffic lights (eg change timing)	4%
Too many changes to speed limit	3%
Dangerous intersection nearby	3%
Not following rules	3%
Busy intersection nearby	3%
Lack of footpaths / need more	3%
Too slow on street / too many speed restrictions	3%
Uneven roads	2%
Tight for two cars / Narrow	2%
People blocking my driveway / making it hard to see / pull out	2%
Cars park too close to corners	2%
More pedestrian crossings	2%
Cycling on footpath	2%
Dangerous for cyclists	1%
Improvements to lighting, line marking, roundabouts, signage, street numbers	1%
In poor condition / needs repairs	1%
Noise, roaring down the street	1%
Would like a drop of speed limit to 40	1%
No problems	17%
Other	2%

F3 What other general traffic issues are there on your local streets? What else? (coded)  
Base: n=214 (n=88 did not respond)

Figure 26: Support for lower speeds

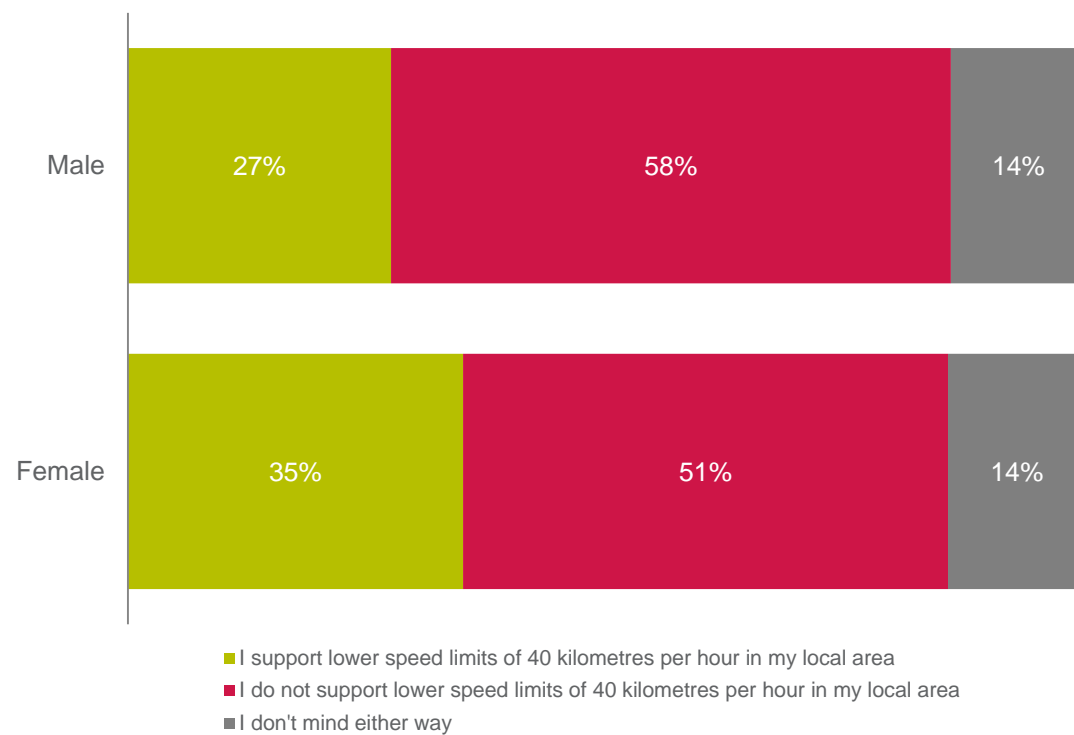


F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour. Through consultation on 40 km/h speed limits, residents have often told Council that they rarely travel above 40 km/h speeds on their local streets. If lower speeds are supported, installing 40 km/h speed limits will just be formalising what local residents are already doing, and promoting the use of major traffic routes instead of local streets. Council will then be able to focus on improving road safety and traffic flows on major traffic routes. This will allow them to better serve the community rather than install costly traffic devices on local streets which have limited benefit and impact parking, accessibility and noise. Council is committed to improving local streets to make them safer, and this is one way they can help improve your local area.

Which of the following best describes you?

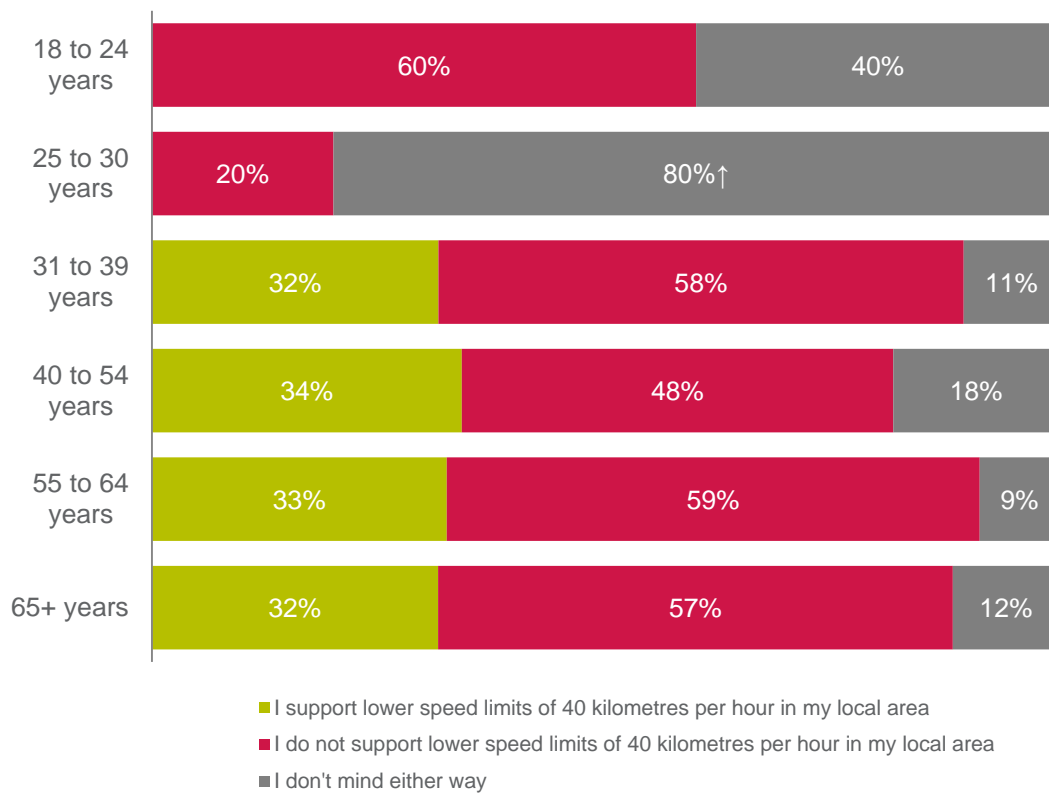
Base: n=302

Figure 27: Support for lower speeds by gender



F5 Which of the following best describes you?  
Base: n=302

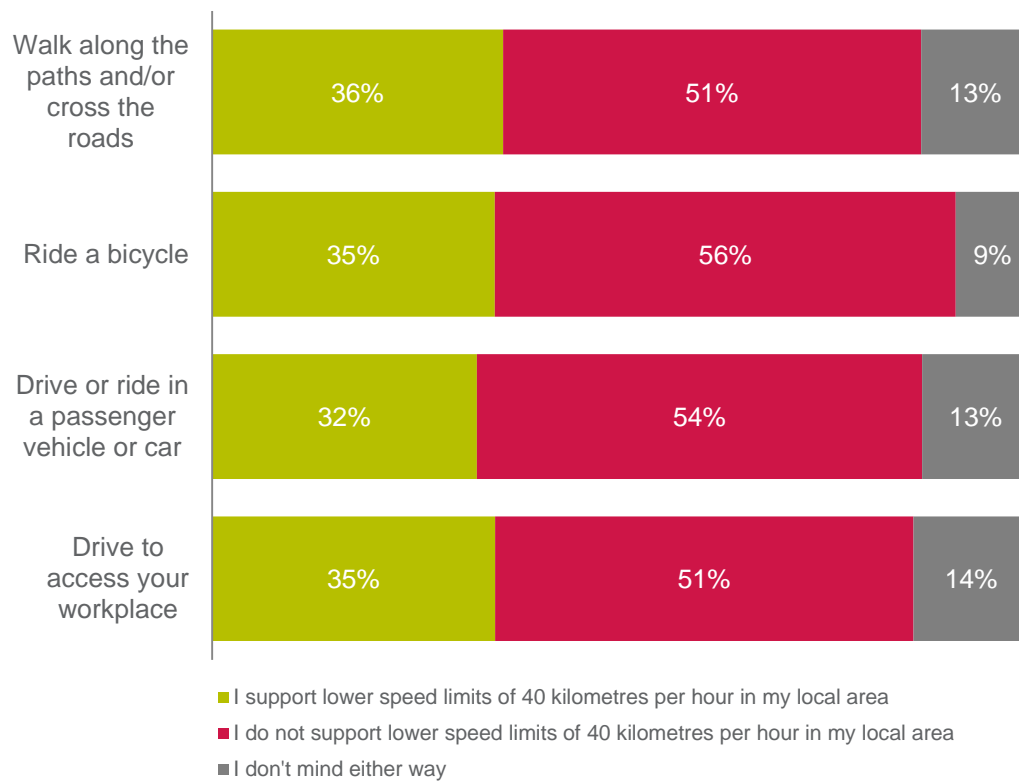
Figure 28: Support for lower speeds by age



F5 Which of the following best describes you?  
 Base: n=302



Figure 29: Support for lower speeds by road user type

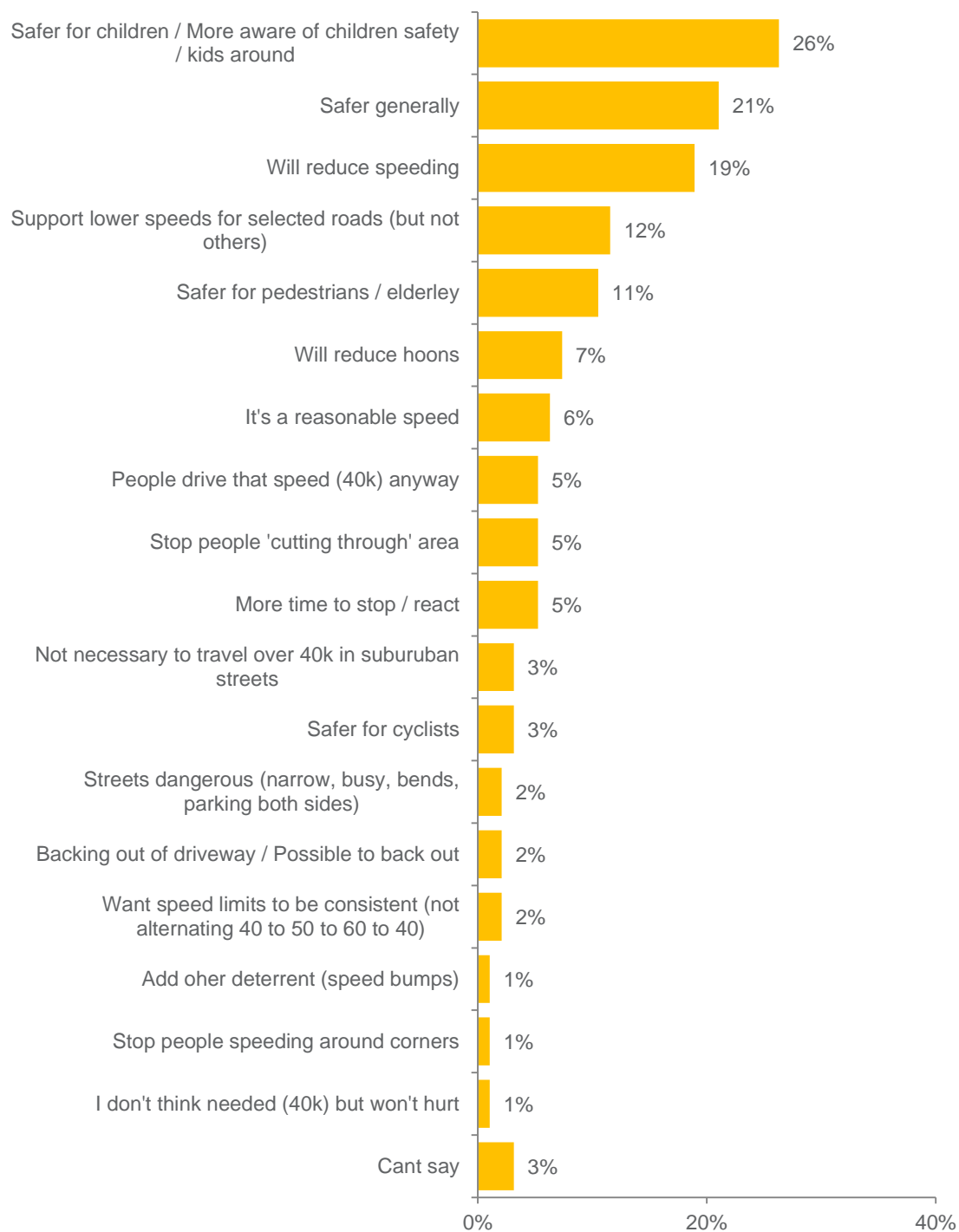


F5 Which of the following best describes you?

F1 How do you use the local streets in your area? Do you...

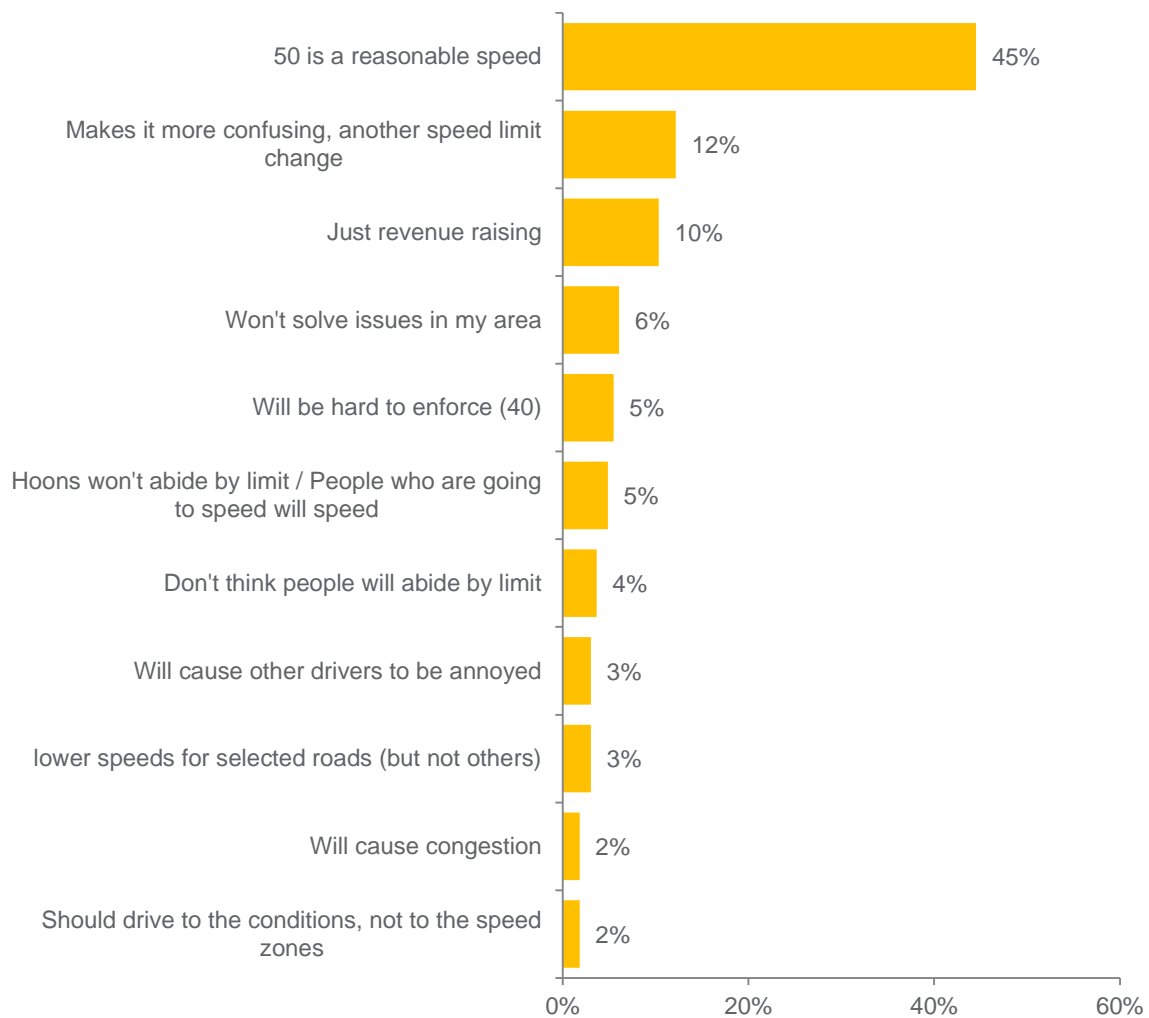
Base: n=302

Figure 30: Reasons for support



F6 Why is that? (Coded)  
Base: n=95

Figure 31: Reasons for opposition



F6 Why is that? (Coded)  
Base: n=164

Figure 32: Other comments about general traffic issues on your local streets

#### Other comments about general traffic issues on your local streets

Would like speed bumps on Messenger Rd.

I disagree with lowering the speed limit to 40 km/ph

Problem with cars parked on both sides of road coming off Tapleys Hill Rd .

Road works have gone ballistic in the past six months. They are everywhere

You get the occasional hooligan speeding down the streets. But I don't agree with making the speed limit 40 km/ph

Drivers should keep to the speed limits and drive safely.

No matter what set speed limit is some drivers will always exceed the limit, Fed up with being tail gated on Tapleys Hill rd while doing set speed limit.

Valletta Rd should be 60kph instead of 50kph because its a main road.

The other street speed up and down and i think we should have humps on the road its Kelsy Street.

In the area there are a lot of no through roads and the housing trust are gentrifying the area and cut blocks for double units with at least 4 cars park and the streets aren't wide enough. They sometimes park Caravan , boat or trailer on street and the streets are curved.

There is speeding in the evening, more speed cameras could help slow traffic.

There are cars parked on both sides of the road and cars have to stop to let each other through .

Do use Henley Square a lot pedestrian crossing should b zebra crossing to help pedestrians,

I live next to a round a bout and the motor bikes take off quickly from that round about and when they get around they speed up. The bikes and cars take off near the school and it could be dangerous for people crossing the road.

The roadwork being done - I don't think they are doing a good job

Some people go stupidly slow - they are only going about 25km/h which causes the traffic to bank up. I live there and hear others beeping so go out and look and see this happening. Sometimes there are 10 cars banked up.

On of the roundabouts on Frogmore Road is not very well lit which is a potential hazard for cyclists. I have almost been hit a couple of times there - not at high speed, it is just very dark. Cars find it hard to see cyclists even though I have all my bike lights.

Valetta Road is 50 km and main road sealed and no school zone and east terrace is 60 km with schools zone Valetta Road should be 60 kms to keep the traffic flow going

Intersection between Grange Road and Frogmore Rd should have traffic lights there is usually an accident there once a week.

Sometimes speeding cars/motorcycles on both Valletta /Grange Rds especially late at night.

---

Findon and Valetta Road intersection.

---

I think everyone drives very safely in our area. If they see children, they slow down as they should. The drivers in this area use their commonsense.

---

Valetta Rd should be 60 not 50 as it is as wide as Grange Road.

---

It's very good considering that impatient drivers are a widespread issue in Australia

---

Some of the local streets are becoming congested due to general traffic cutting through.

---

Tapleys Hill road too busy

---

Younger people in the area are now doing burnouts around the Stokes Cres area . and the speed limit is 50 but people are now exceeding that speed limit

---

Too many houses on one block and too many cars on the main streets

---

I'm quite happy with the traffic however it gets quite heavy at times but it doesn't worry me. People just dodge the traffic lights at Tapleys Hill Road /Grange Road intersection. Most of the short cut traffic is between 7-9am and 4.30-6pm so it's peak hour traffic.

---

My street has a cul-de-sac and cars are coming in to Lindsey St like a dog leg, the corner could do with a STOP sign on Lindsey St and Kingsco st.

---

There is quite a few people doing burnouts and speeding on Messenger Road and the surrounding streets at any time. I would like to see Morse Court to have a speed limit of 25km as there are a lot of elderly people living in this area.

---

Valetta Rd and Hartley Rd should not be 50 km/h, they are good enough roads for people to drive at 60 km/h.

---

Hoon driving late at night, particularly weekends are a issue. Hoons all congregate at Target McDonalds carpark, speed on Parkway Drive and right hand turns on Valetta Rd and have hit our fence on two occasions during three separate incidents.

---

would like to have speed humps to deter speeding

---

The issue is on Kidman Ave that meets Frogmore Rd , there is a kindergarden , staff park on both sides of the road , so when your coming from Frogmore Rd and turning into Kidman Ave , difficult to see oncoming traffic , not enough space on either side to pass through , and could be dangerous . the intersection of Frogmore Rd and Grange Rd is very busy has heavy traffic flow , would like stop lights or some means of getting across that road towards the city

---

Noise of the traffic in the area particularly in the evenings.

---

Kids littering around Macdonalds and they throw things everywhere. When you head onto Jamaica Ave they have subdivided there and there gets congested they should restrict parking to one side. there is no way to park you cars

---

I do find that cars when turning cut from the left side of the road right over to right side of following road and a bit close to oncoming traffic.

---

I am opposite Gail Road and traffic scoops in there as well and there have been quite a few incidents.

---

Build up of traffic on Valetta Rd and frogmore rd roundabout has become a lot more heavily congested and people are taking a lot of risks.

---

---

About Cotton Tce, people park too close to the corner and its hard to get around, expecially when they park on both sides. There was a doctors surgery on the corner there and it has been just knocked down and that may not be an issue anymore

---

A lot speeding drivers travelling along Valetta and Frogmore Roads.

---

We have young people coming into the area doing wheelies at the roundabout and also somebody backed into our car around the corner from Eringa Ct into William Blackler Drive.

---

I don't understand why there is no entry into the new sub division into Adele Ave. Too much traffic onto Frogmore road as its a danger. It causes trouble to people in the area by causing congestion on Grange rd and Frogmore Rd corner.

---

Visability is reduced turning from street to street. People are cutting corners and driving on the wrong side of the road because streets are narrow and cars are parked

---

There's a guy who has his trailer permanently parked on a nearby road that causes a potential hazard.

---

When there are soccer matches on collins reserve , there seems to be alot of congestion of traffic which backs onto Valetta Road,  
I would like to have speed humps on Valetta Road. There is a play ground sport reserves filled with children and families cars tend to speed up and down 80km. having speed humps would deter the speeding.

---

A new road was laid down and the signs are still up 6 weeks later which is a hindrance to driving and kind of a nuisance.

---

There's a kindergarten at the junction of Grange Road and Frogmore Road, and it is unsafe for parents to drive through the T-Junction. There have been a number of accidents there. Also Frogmore Road is used as a bypass for people going to the airport

---

Jamaica Avenue where it connects with Tapleys Hill Road could use more parking restrictions. People are parking too close to Tapleys Hill Road, and causing traffic obstructions.

---

Going out of Messenger Street onto Grange Rd. it is hard to get out after 4pm as there is a lot of traffic

---

more housing is creating more cars parked on the street, limiting available parking for houses already there. It limits visibility and safety for accessing driveways. IS it POSSIBLE TO limit carparking to one side of the street to allow more vehicle access. more cars parked mean less vehicle access , trucks parked on the roads have completely blocked the roadways

---

tapley hills road 80 kms near harbour town keep left unless overtaking people stay on 60km in right hand lane and do not follow speed signs

---

I wish they had more policing of the speed limits

---

Way too many roadworks at the same time

---

Turn off into Jamaica Ave is a problem with parked cars there constantly causing congestion with 1 car only able to go through.

---

Going up Debney st to Jamaica Ave there is a T intersection they do hurtle along there, there should be stop sign as it is hard to see oncoming traffic on the left particularly.

---

Coming around corners with unkept bushes on people's properties is concerning.

---

parking, every house has 3 cars, very difficult to park when have visitors

---

---

from Frogmore Rd turning right onto Grange Rd, very difficult needs traffic lights

---

The T junction at Debney St and Jamaica Ave there's a lot of trees and you can't see oncoming traffic on the left and the intersection needs a Stop sign as cars are on you before you know it.

---

the bike lane on Valletta Rd should be closer to the gutter as cars often drive in the bike lane since it has been there and the car lane is narrow

---

I would like to see the library to stay in its current location for the ease of parking.

---

The corner of Frogmore Road and Grange Road - there have been a few crashes there by Mannix Airconditioning. That is with people turning into Grange Road. I think this could be solved by putting a slip lane in the middle of Grange Road, so they can pause half way if needed when turning right onto Grange Road.

---

Mainly speeding concerns and in particular on Debney St and Jamaica Ave. I'd prefer to have the speed limits around here reduced to 40 km/h.

---

Valetta Rd speed limit of 50 is too slow people do 60 anyway ..given the purpose of the road where it goes and because it is a long road.

---

My street (Stokes Road) and other local roads doesn't have footpaths on either side of the road so people think they have to walk along the road. They think the verges are private property rather than realising they are council/public property. Then cars have to avoid the people on the roads which slows the cars down more.

---

We are getting more traffic because the sizes of blocks are decreasing - where there used to be 1 house, there are now 3. And also there is not enough parking so people park on the streets more. This slows the traffic down more. The council is allowing this to happen. I wonder where council expects people to park their cars? It makes the traffic slower and makes it more difficult to get anywhere.

---

We have a lot of hoons who take a shortcut from Grange Road, and cut through our streets to Frogmore Road

---

Tapley's Hill Rd bike lane is a problem on bin collection day and the streets aren't wide enough to cope they should look at empty the bins at a different time of the day not at peak times.

---

We need traffic lights. when you come our Frogmore St onto Grange Road we need traffic lights there. One day there is likely to be an accident. In peak hour there is a lot of traffic.

---

Too many hoon drivers in area, going up Valetto Rd, Rouse Rd and then Grange Rd

---

People parking their cars in front of my house all the time, parked for two to three days at a time.

---

motorists need to adhere to main speed limits on side streets not do more than 50km/hr

---

More lighting required in the area heading towards the beach especially for pedestrian use .

---

noise factors , eg harley davidson owner nearby very very loud

---

Too many hoons on Brook Street, very dangerous, people use as a short cut and are speeding. Brook Street should have speed restrictions.

---

Probably more speed signage would be good, just to warn some of the young drivers

---

Sometimes trees obstruct the view of speed signs

---

---

At the corner of Debnie Street and Jamaica Avenue, there is a lot of tree growth on the corner which obscures the traffic. If you are on your bike/car, you have to come out a fair way in order to see, which can be a bit risky. Also at the end of Jamaica Avenue, I see a lot of highschool kids standing in the middle of a tiny median strip with trucks going either way - it seems risky. There is a crossing there without lights, but because it's further down kids won't walk that far. There should be lights there to make it safer

---

Cars parked close to blind corners. Apart from that nothing major

---

When I reverse out of driveway the amount of cars parked on street makes it difficult to see

---

Speeds should be lower and there should be greater police presence.

---

Too much roadworks. Parking outside our house sometimes blocks driveway as single rd so hard to reverse out. People don't park in their garages, just park in street and use carport as outdoor area.

---

Observation only: we are originally from Sydney there is very little difference 50-60 km I would have assumed that Valetta Rd would have been 60km/h

---

A truck that often parks around the bend on our street and it is a concern because it is too close to the bend and people going around the bend wouldn't see it because they are going too quickly.

---

Hooning down Jamaica Avenue which is dangerous can cause an accident.

---

Should be traffic lights on T Section on Hartley Rd & Findon Road

---

if you want to walk on Valetta rd council doesn't cutting down trees so you have to duck

---

when the building is completed the traffic will be more condensed

---

Occasional speeding driver, otherwise OK

---

Beach street from grange to military is frightening danger for cyclists, centre islands are 2-3m wide, just have smaller center islands so that there is room for cyclists. Or remove the islands near the gutter. Very dangerous

---

sometimes people drive over the limit on Valetta road (they might think it's a 60 zone)

---

Valetta Road should be a 60 zone

---

Valetta Road used to cut through- heavy traffic in morning. Changing speed limits on all different roads is a problem, changing from one to the other

---

Park outside front of her house when pickup school time so busy

---

People driving below the speed limit, bank up traffic.

---

roundabouts get overgrown and can't see, speed limit signs are obscured

---

The lights on the corner of Valetta road and findon road. Quite often if you turn onto Valetta Road you're sitting there waiting for a right arrow light. It doesn't make a lot of sense.

---

Definitely oppose to SPEED HUMPS on road

---

There should be more police presence in Moore Drive,

---



---

generally a very safe area, maybe get the occasional person who speeds, but very rarely

---

4 nights a week there are heaps of cars congesting the intersections from the night classes they take.

---

*F4 Do you have any other comments about general traffic issues on your local streets?*  
*Base: n=101 (n=201 did not respond)*

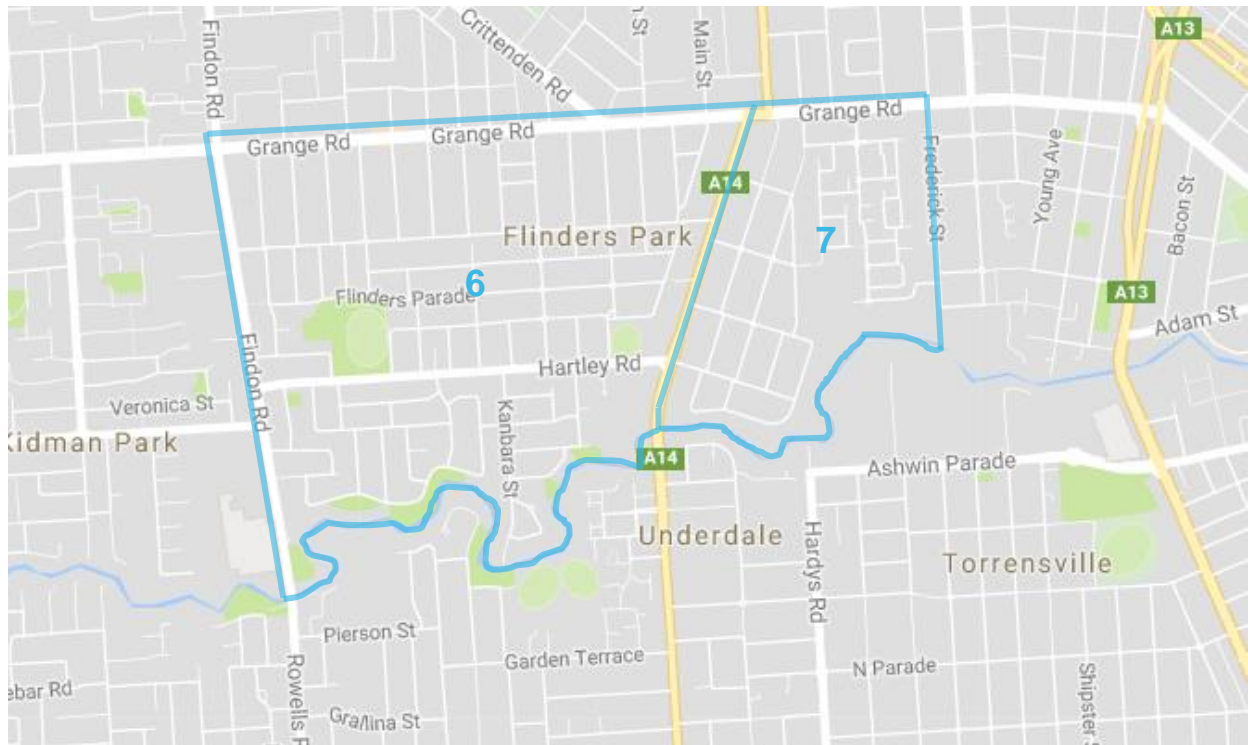
## 6.4. Sample Profile

Figure 33: Sample Profile (base n=302)

Gender	
Male	47%
Female	53%
Age	
18 to 24 years	2%
25 to 30 years	2%
31 to 39 years	6%
40 to 54 years	27%
55 to 64 years	26%
65+ years	37%
Household Composition	
Single people living alone or sharing accommodation	9%
Young couple who are married or living together with no children in the home	4%
Young family as a couple or single parent with most children under 6 years	2%
Middle family as a couple or single parent with most children aged from 6-15 years	11%
Mature family as a couple or single parent with most children over 15 years and at least one still living at home	28%
Mature couple of single person in middle to late age groups with no children in the home.	43%

## 7. Area Six & Seven

### 7.1. Area Six and Seven Map



## 7.2. Area Six and Seven Key findings

When residents were presented with a list of general traffic issues, over half (56%) believe that some drivers speeding or driving dangerously is a problem. Over a third (38%) of respondents believe that too much cut-through or non-local traffic is a problem, while less than a quarter (22%) believe that streets are not safe for cyclists and/or pedestrians. Over a third (35%) of residents believe that none of these are issues in the area.

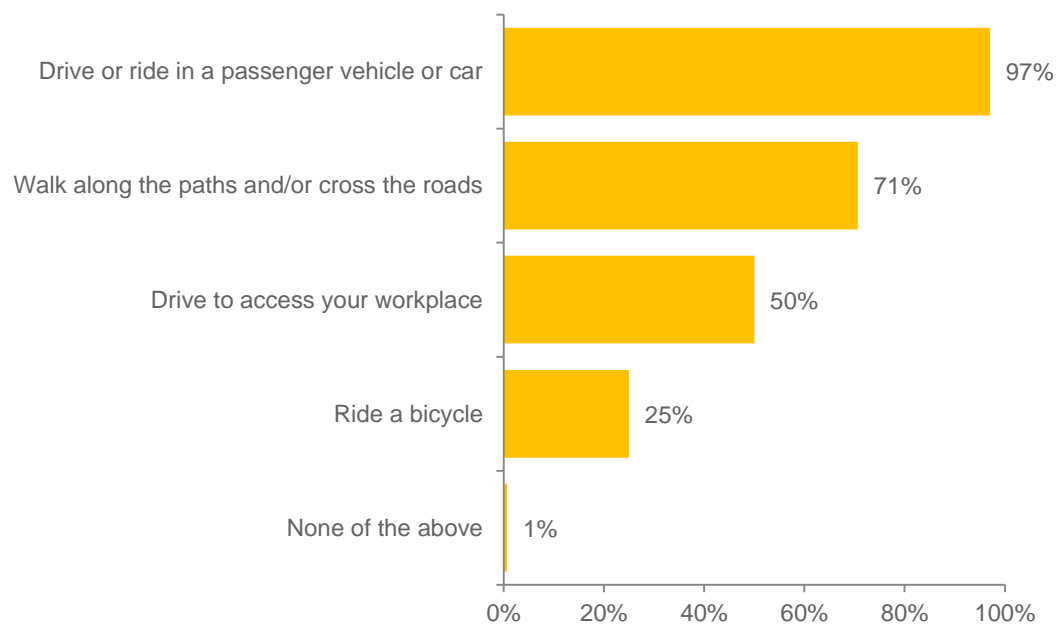
When asked what other general traffic issues exist in their local streets, residents were most likely to mention the high level of traffic in the area (27%). Other issues raised included speeding (12%) and nearby roadworks (11%).

The majority of residents support the change to 40 km/h in their local area: 41% support lower speed limits and 38% do not support lower speed limits, while 20% don't mind either way. However, there were some differences by demographic variables with males being more likely to oppose the change (46% compared to 32% for females) and those aged 40 to 54 being more likely to oppose the change (55%).

The most common reason respondents support the speed limit change was that it would be safer for children (30%), followed closely by safety in general (29%). Other reasons for support included that it would reduce bad behaviour (speeding) (12%) and that the narrow, busy or winding roads lend themselves to 40km/h (8%). Amongst those who oppose the change, 50% gave the reason that 50 km/h is a reasonable speed. Other reasons for opposition included the belief that those who are going to speed will speed anyway (9%), it will cause congestion (8%) and it makes it more confusing (7%).

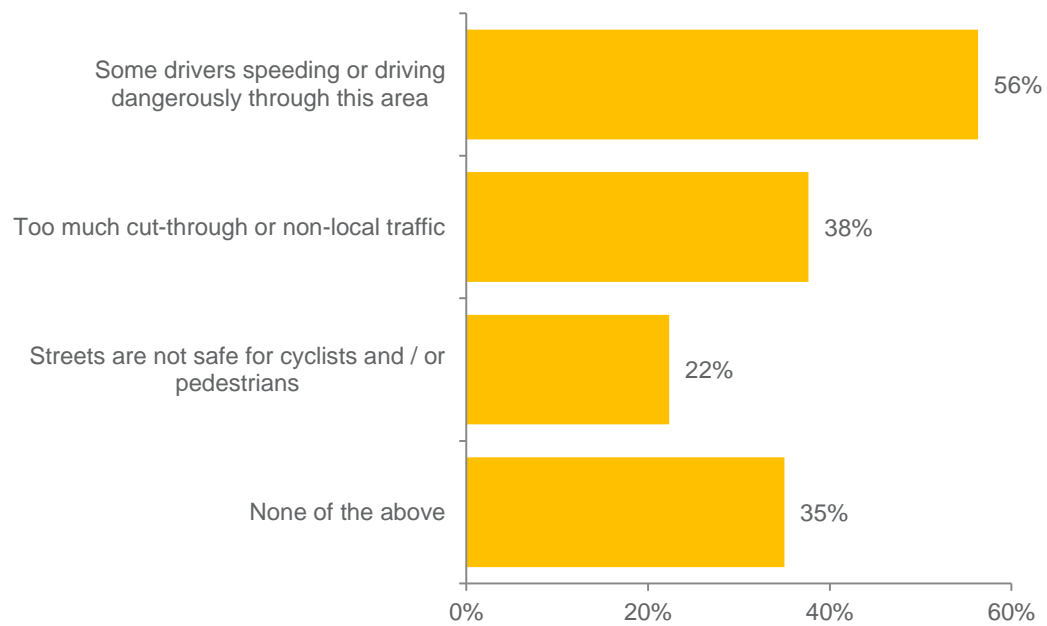
### 7.3. Area Six and Seven Results

Figure 34: Street usage



F1 How do you use the local streets in your area? Do you... (MR)  
Base: n=300

Figure 35: General traffic issues (prompted)



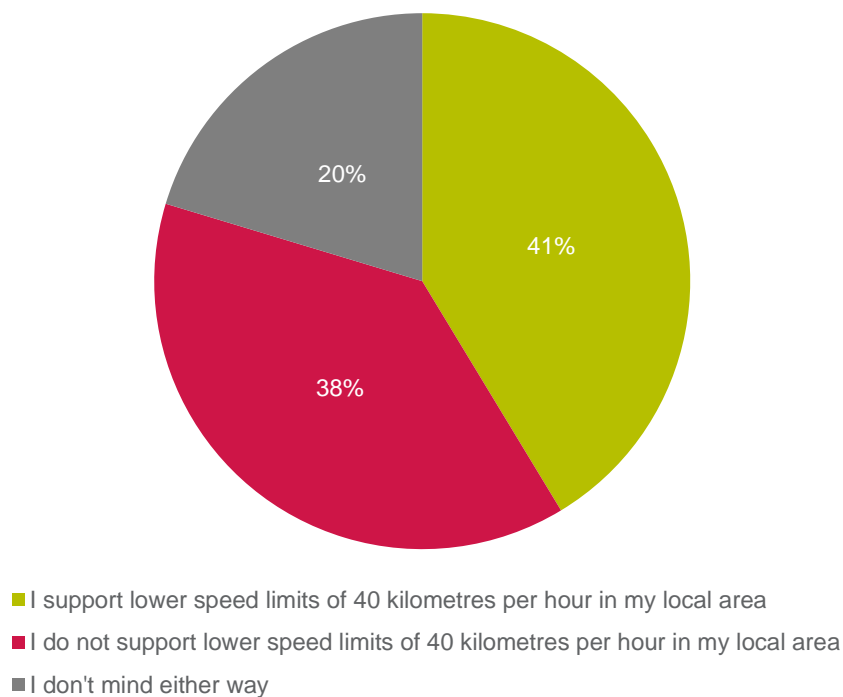
F2 Are any of these general traffic issues a problem on your local streets? (SR)  
Base: n=300

Figure 36: Other general traffic issues (open ended responses)

High traffic area	27%
Speeding	12%
Too many roadwork's / wish roadwork's was completed	11%
Road used as a shortcut / through road / cut through	10%
Cars park on both sides of the street / restrict street access	9%
Tight for two cars / Narrow	6%
Parking generally / Need more controls on parking (e.g. Parking near schools for drop-off/pickup) / too many people parking in the area	5%
Busy intersection nearby	5%
Hoons / Hooning / Young people	4%
Need traffic lights / change traffic lights (e.g. change timing)	4%
Dangerous intersection nearby	4%
Burnouts	3%
People blocking my driveway / making it hard to see / pull out	3%
Dangerous for cyclists	2%
Not following rules	2%
Large vehicles on the road	2%
Improvements to lighting, line marking, roundabouts, signage, street numbers	2%
Uneven roads	1%
Too many changes to speed limit	1%
More pedestrian crossings	1%
Need speed humps	1%
Cycling on footpath	1%
Would like a drop of speed limit to 40	1%
No problems	8%
Other	3%
Can't say	1%

F3 What other general traffic issues are there on your local streets? What else? (coded)  
Base: n=214 (n=88 did not respond)

Figure 37: Support for lower speeds



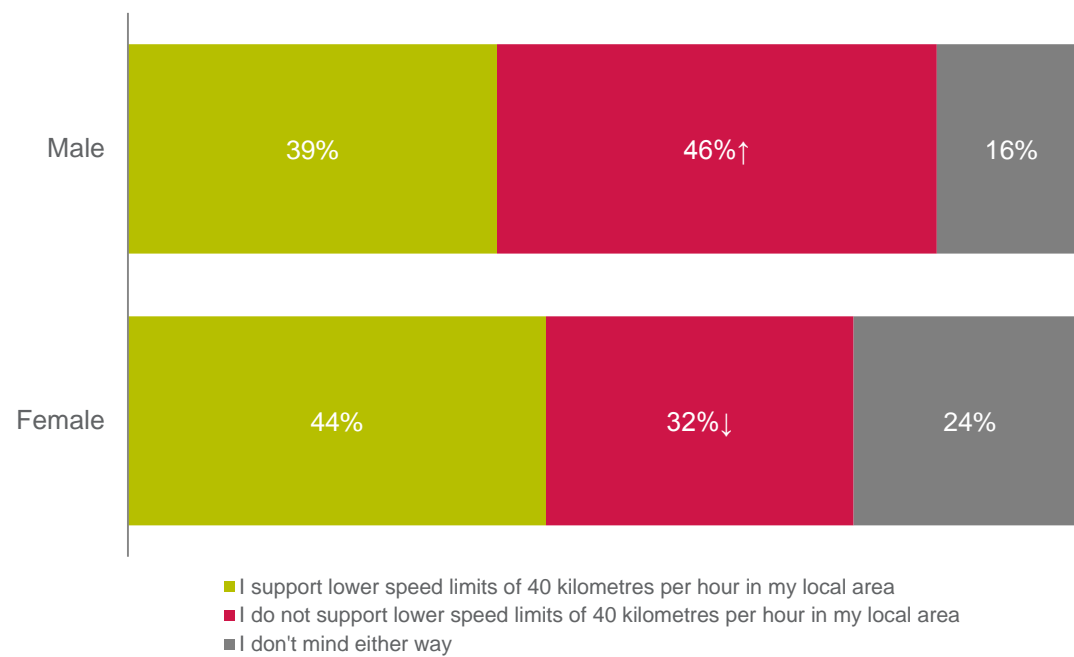
F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour. Through consultation on 40 km/h speed limits, residents have often told Council that they rarely travel above 40 km/h speeds on their local streets. If lower speeds are supported, installing 40 km/h speed limits will just be formalising what local residents are already doing, and promoting the use of major traffic routes instead of local streets. Council will then be able to focus on improving road safety and traffic flows on major traffic routes. This will allow them to better serve the community rather than install costly traffic devices on local streets which have limited benefit and impact parking, accessibility and noise. Council is committed to improving local streets to make them safer, and this is one way they can help improve your local area.

Which of the following best describes you?

Base: n=300

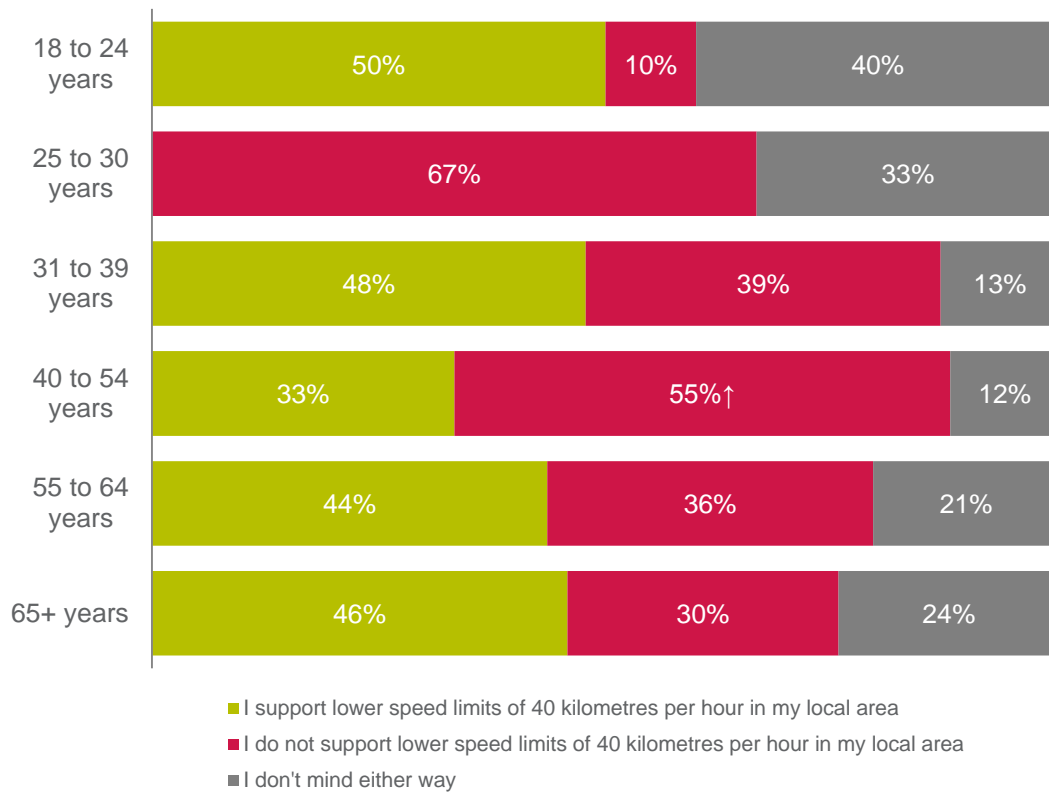


Figure 38: Support for lower speeds by gender



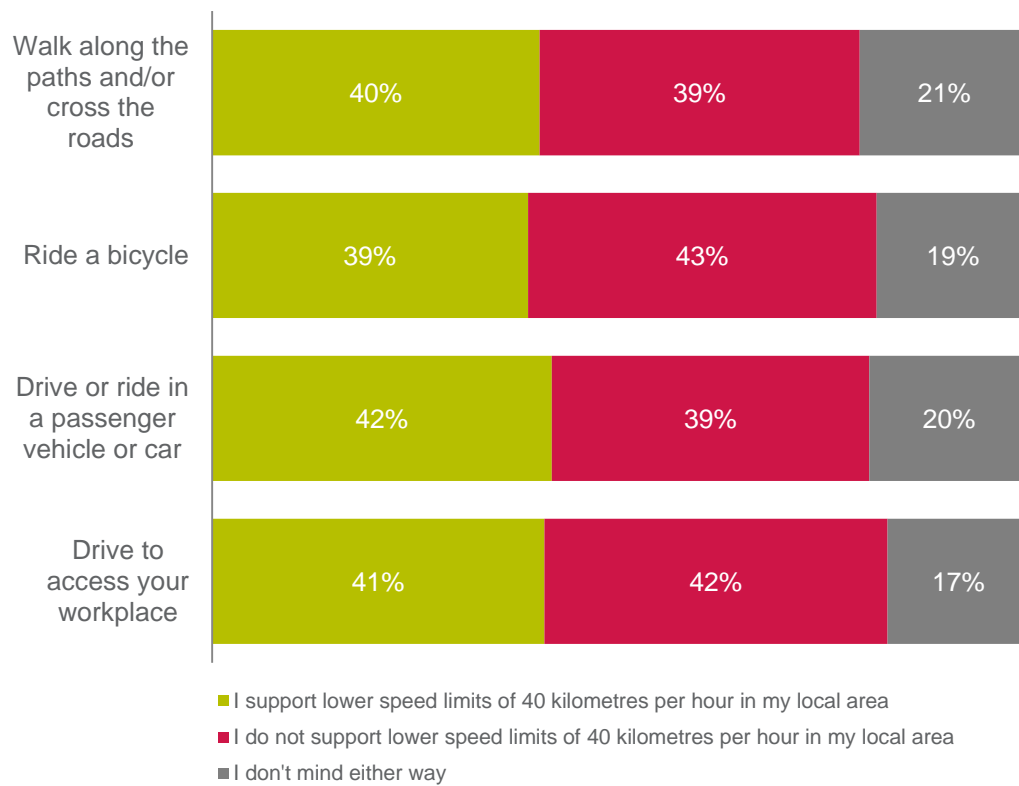
F5 Which of the following best describes you?  
Base: n=300

Figure 39: Support for lower speeds by age



F5 Which of the following best describes you?  
 Base: n=300

Figure 40: Support for lower speeds by road user type

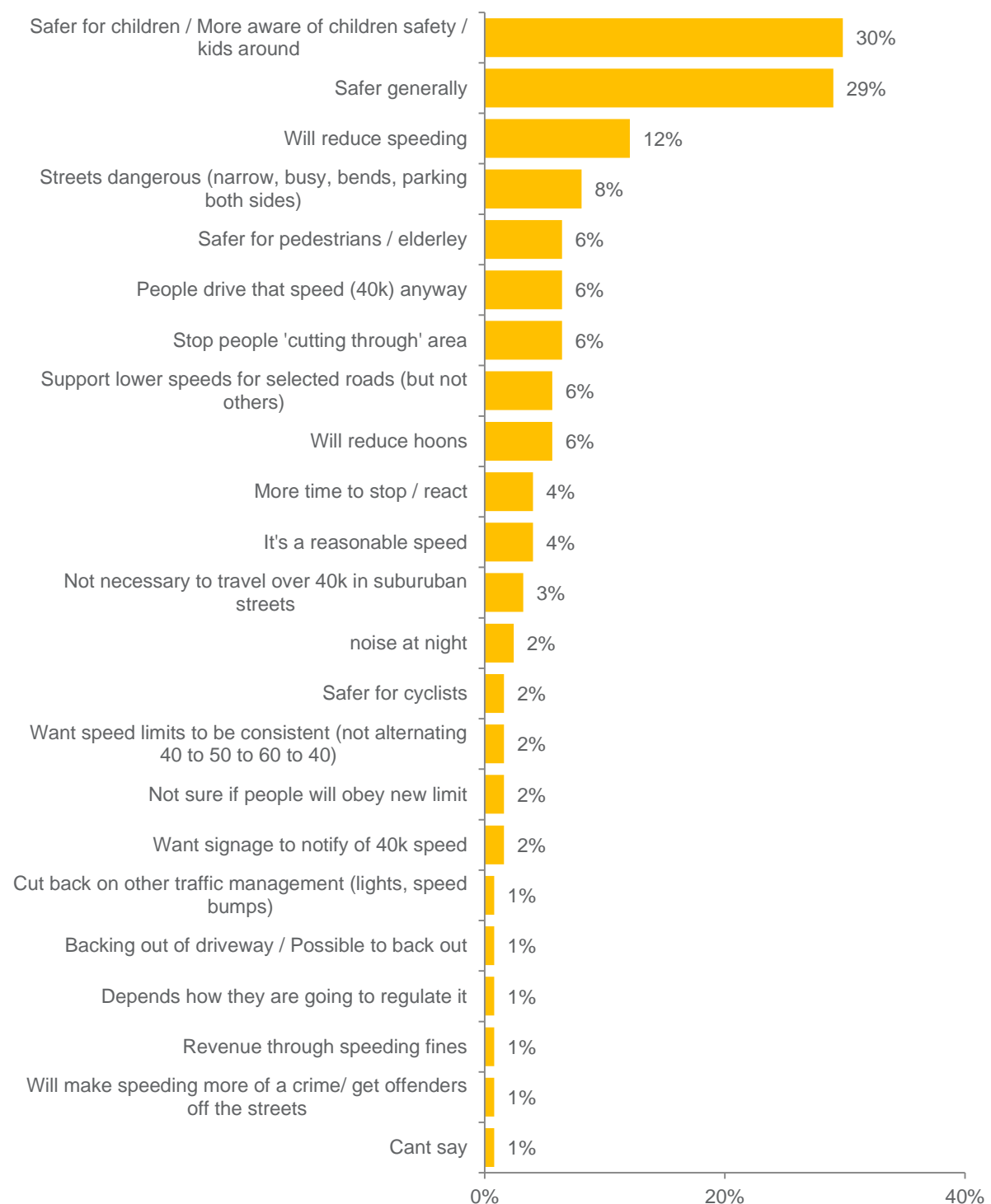


F5 Which of the following best describes you?

F1 How do you use the local streets in your area? Do you...

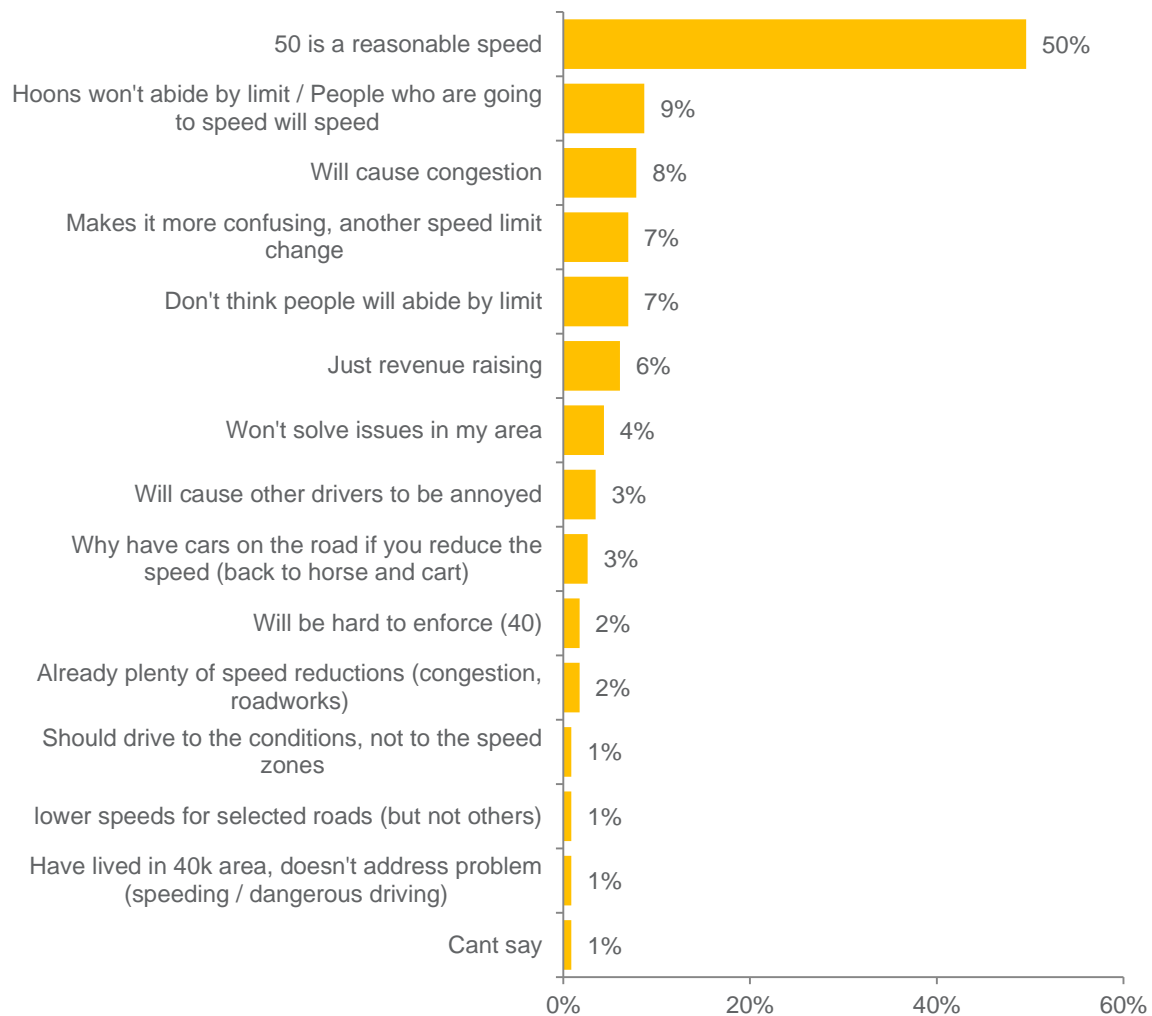
Base: n=298 (n=2 answered "none of the above")

Figure 41: Reasons for support



F6 Why is that? (Coded)  
Base: n=124

Figure 42: Reasons for opposition



F6 Why is that? (Coded)  
Base: n=115

Figure 43: Other comments about general traffic issues on your local streets

#### Other comments about general traffic issues on your local streets

With subdivide blocks more and more cars parking the streets, do not want to see more development

A lot of the traffic is due to the intersection of Hartley Rd and Findon Rd and is quite dangerous and busy and lots of people try to avoid it by using the local back streets.

It is noticeably busy at school drop off/pick up time. Lots of schools around the place

People that push there way into Holbrooks Rd. We need yellow lines on Jellicoe St Holbrooks Rd.

Aside from roadworks everything is fine

Wish the council would stop the 40km/h

It's been a hassle around streets like Grange Road, Hartleys Road, Findon Road, Johns Street, Holbrooks Road etc because of the roadworks including work associated with the NBN. There is also a primary school (Flinders Park) on one side and a high school (Nazareth) on the other which causes chaos with school drop off and pick up. There is also a bus lane so that restricts traffic to Hartley Road. The NBN work has been going since Jan or Feb. The road works seem to be ongoing.

I would like lights to be put on the intersection of Hartley Road and Findon Road. It is very dangerous and people use cut through streets to avoid the intersection, particularly to get onto Grange Road.

Holbrooks Road and East Tce intersection, the lights seem to allow 4 or 5 cars through at a time before changing red again. Quite annoying, it slows things down. People try to cut in to get the slip lane into Holbrooks Road. They should extend the green light cycle.

trades people parking across the private driveways, they should know better.

Too many hoons outside my place

Jarman Street bottleneck traffic because of wetland area been built is holding up the traffic

Parking. There are cars everywhere. U cant park outside your own house.

Lack of Parking at Captain Cook Ave

Nazareth High School creates the biggest hazard due to traffic congestion because parents queue up, wanting to drop their kids off at the gate

Access into and out of Hallett Blvd

You get people cutting through from Grange Road to beat the lights at Holbrooks Road. Crittenden Road to Holbrooks is chock-a-block full of traffic at 8am til 9am

They have narrowed the exit from Jarman Terrace onto Hartley Road. They are adding a rain garden and it has made the road very narrow at the junction. I think this will cause traffic issues because you can barely fit two cars there

On the end of Gaskin Rd, too many cars parked on both sides of the road, hard to get through.

Should be traffic lights on end of Hartley Rd into Rawlings Ave

---

Grange Rd and Holbrooks Rd East Avenue is shocking, that is the intersection there

---

People do cut through the streets to avoid Findon Rd

---

Yellow lines around the corners of the streets so people don't park as close to the intersections.

---

Frederick Rd 40 km/h signs up may be an error as opposed to just North of Grange Rd.

---

During school drop offs and pickup traffic congestion near school

---

Main concern. eg people don't read the 'no through road' sign. Its very frustrating

---

A lot of inconsiderate driver. The Mums picking up the kids from school - area from Nazareth School almost to Findon road, particularly in the morning when people are trying to get to work

---

We get more cut-through as years go on. But generally its a very good area

---

We're on John St off of Findon Rd towards the oval and we need a roundabout on the corner of Findon Rd and Flinders Parade that would slow the traffic down a lot. There is a slight bend in the road here and it is going to cause a major accident soon enough. Speeding in this particular area is also a concern.

---

Making a mess of Hartley Rd and the project is overdue. The Council has made us aware of this but the timeline is dreadful. They need to make clear what is happening on Jarman Tce and Hartley Rd on that intersection as they have made it narrower.

---

It is getting busier as blocks are going to double houses and not just single homes so this is increasing traffic and cars. Hartley Rd and Holbrooks Rd where the school is often congestion, the same for Hartley Rd and Findon Rd.

---

It's chaotic, but it can't be helped with road works

---

I live on a corner and cars cut through on the corner and speed around the corner - hoon around the corner - Dylan Avenue, Flinders Park.

---

Some streets are narrow and people park half on the footpaths.

---

Police should monitor down Hartley Road because of speeding.

---

The bank up of cars on Hartley Road in the mornings and afternoons where people are dropping off their children for school. and there is a street opposite the Nazareth College.

---

Hartley Road is taking a long time to be fixed

---

Coming around off the main road at Beltana Street toward the river at Rowells Rd it is used as excess. Its dangerous. Parking is difficult as you would get knocked flying on the road.

---

Holbrooks Road, local street to Holbrooks Rd need to turn right which is becoming impossible due to traffic congestion. May be due to construction on south road

---

There is a lot of elderly people in this area and it is dangerous with speeding cars.

---

We don't think it is necessary for 40 km an hour in side streets in this area., because 50 is perfectly fine and not dangerous issue to our knowledge.

---

Intersection between Frobrisher Ave, Grange Rd and Crittenden Rd cars don't like to wait there they are impatient

---

---

It is unclear about Hartley road as road works are happening there and when they are finished there may be certain restrictions about getting into some local streets. It depends on when they are finished as it is close to where we reside. There could be some problems.

---

on Beatty Street if you want turn left (if we have a red light we cant turn left with care) there is no turn left with care on the red.

---

The street signs have all been changed to 40kmh and we have a letter saying it is an area and they have not changed it back. No consultation.

---

Cnr Jarman Tce and Hartley St they are putting in a rain garden it impinges on Jarman Tce there is not enough room for two cars to proceed

---

Hartley Road traffic congestion at schools hours difficult

---

Its a lot busier during pick up and drop off at Brentwood Road.

---

We get a lot of semi trailers on Findon Road and it creates too much heavy traffic.

---

At the end of Hartley Road we have two schools, so the traffic is extremely heavy. Trying to turn right from Hartley Road onto Findon Road in the mornings is impossible. I have to take a long detour to get to work

---

Speed humps would slow the speedsters down

---

The footpaths are not even as the old trees have lifted them and they are dangerous.

---

they do burn outs. WE need roundabouts to stop them from doing burnouts and speeding. We live in Johns St, we come out of our drive way and the cars come Flinders Pds, go into John St and they come around tearing around the corner and a speed, one of these days an accident will happen

---

The width Jarman Tce from Hartley Road is too narrow

---

I see so many people speeding and cars do not give way to pedestrians.

---

The corner of Hartley road and Findon Road is always a troublesome spot if you want to turn right it is very difficult during peak hour, that is why people use the side streets to find an alternative route.

---

We can't get out of Hallet Blvd onto Grange Road. Because of the single turning lane from Holbrooks Road onto Grange Road, people are coming onto our street and using it to do U-turns which makes it near impossible for us to get off our road. It takes us forever to get out of our street because people are abusing the use of the road to do U-turns because there's no turning lane refuge on Grange.

---

School drop off and pick up school times ,the parents speed up and down the street.

---

Hartley Rd & Findon Rd no lights at this intersection so can be very congested especially peak hour.

---

It's got worse. Traffic is bumper to bumper most of the day, along Holbrooks Road and Grange Road. Peak hour now seems to be from 7.30am - 9.30am, and 2.30pm - 6.30pm.

---

East Ave is worse for traffic as the lights change quickly from Port Rd to Grange Rd.

---

There should be traffic lights at the corner of Findon and Hartley Rds which they surveyed years ago and put them on Valetta Rd instead.

---

The roadworks on Hartley Rd, Findon Rd, Valetta Rd etc - they are everywhere

---



---

People cut through all the time and speeding around Holbrooks Road. People are parking on both sides of the street and it blocks the street by narrowing it. They should put their car in the driveway.

---

congestion in the morning through light sequences

---

The only other issue is, if traffic is congested on Grange Road, people think they can take a shortcut down Scott Road to get to Holbrooks Road. Two problems, 1) they speed down there, and 2) people don't know where they are going/get lost because it is a windy road and requires taking other streets to reach Holbrooks Road.

---

There is a lot more traffic going in the side streets than on the main road

---

On Hartley Rd when u come into my st from Jarman St they have extended the footpath so it is tight for 2 cars

---

Currently cars cannot come from Grange Road, and this needs to remain the case

---

I am hoping that the traffic will be better once the South Road upgrade is complete. Hopefully then you can change the 40km/h limits back to 50km/h.

---

Some cars speed down Cumbarrow St

---

A lot of the people coming from holbrooks road on to grange road will do a u-turn on Hallett Boulevard.

---

My kids go to St Josphephs primary school and people do not go slowly in front of the school. Parents continually do 3 point turns in front of the school.

---

Parking at the schools. There are 2 schools, doctors clinic and Education dept Centre on Holbrooks Rd and Hartley Rd / Beatty Sts. are utterly chaotic when school comes out

---

I would like the speed on Hartley Road to be reduced to 40 km/ph

---

Lots of trucks coming through because of the development behind us and they don't have any other access via other streets.

---

If your parking on both sides there is only roon for a single cars to drive through so someone has to find room to duck in so someone else can get by.

Also the right hand turn from Frobisher Ave and Critterden Rd onto Grange Rd is very dangerous for pedestrians I have seen 100's of near misses. The cars are single file to go across or turn right from both directions and you need to know what the other cars is doing. They should make that NO RIGHT TURN at all, there are plenty of other options.

---

The Bus Stop on Grange Road should be on the other side of Hallet Boulevard because as you do a right turn your vision is impaired if the bus pulls up which could cause an incident.

---

the road works

---

There are a few people who don't give way to the right on Frogmore Road roundabouts (there are three). Sometimes it's really bad, especially at peak hour. People slam on their breaks to give way - mainly coming in from Grange Road, going through Frogmore Road.

---

south rd extemnsion, road works an issue.

---

I live across the road from the Tennis Court. If someone could put a 'yellow line' where cars cant't park

---

40kmh is too slow.

---

---

Traffic flows well, pedestrians and cyclists are safe, not much speeding

---

travelling east to west along Hartley Rd there is no turn light onto Findon and this is needed during peak traffic, the wait is indefinite

---

East Terrace and Holbrooks Rd cut cross in wrong lanes mainly taxis getting in wrong lane

---

Not all drivers know the road rules eg roundabouts Greville Ave and people have no idea how to use them.

---

Linear park and other bike paths are safe and used a lot, they are well maintained. while south road redevelopment is happening, holbrook is a difficult bottleneck but this is unavoidable

---

traffic congestion especially in the morning people nearly doing 20 km from Holbrook Rd and Hartley Rd going west and traffic congestion right up to the football oval to Findon road

---

They are fixing all the local streets so its good now. Would like speed humps down John street.

---

Too many roadworks

---

parking cars on both sides park their cars on Raleigh street because they work on Grange Road

---

Occasionally kids will do burnouts or wheelies

---

Footpaths uneven need resurfacing.

---

Corner of Hartley and Findon should have turning lights. There is a severe bottle neck especially in the peak

---

I often take the back streets to avoid difficult corners in particular Hartley Rd and Findon Rd.

---

There is a lot of speeding in the back streets

---

Scott Avenue near Grange Road has a curved section. This section of Scott Road has poor visibility, and because of parking on both sides of the road, traffic is reduced to a single lane. There are many parked cars due to a nearby gym. I feel that parking should be limited to one side only at this bend. People try to avoid Grange Rd to Holbrook Rd and cut through Scott instead

---

Torris Av has been blocked off so can't cut through to get to Holbrooks Rd, needs to be more signage on Torris Ave as drivers keep coming in on this street and do a U turn.

---

Reminders of speed limit signage on roads

---

corner of William St and Grange Rd needs to be looked at ie Williams St

---

Hold up with all the works on South road. Holbrooks Rd, Grange Rd and East tce there are hold ups in peaks times

---

There is a lot of cut through traffic here because of all the schools (in Flinders Park).

---

*F4 Do you have any other comments about general traffic issues on your local streets?*  
*Base: n=103 (n=197 did not respond)*

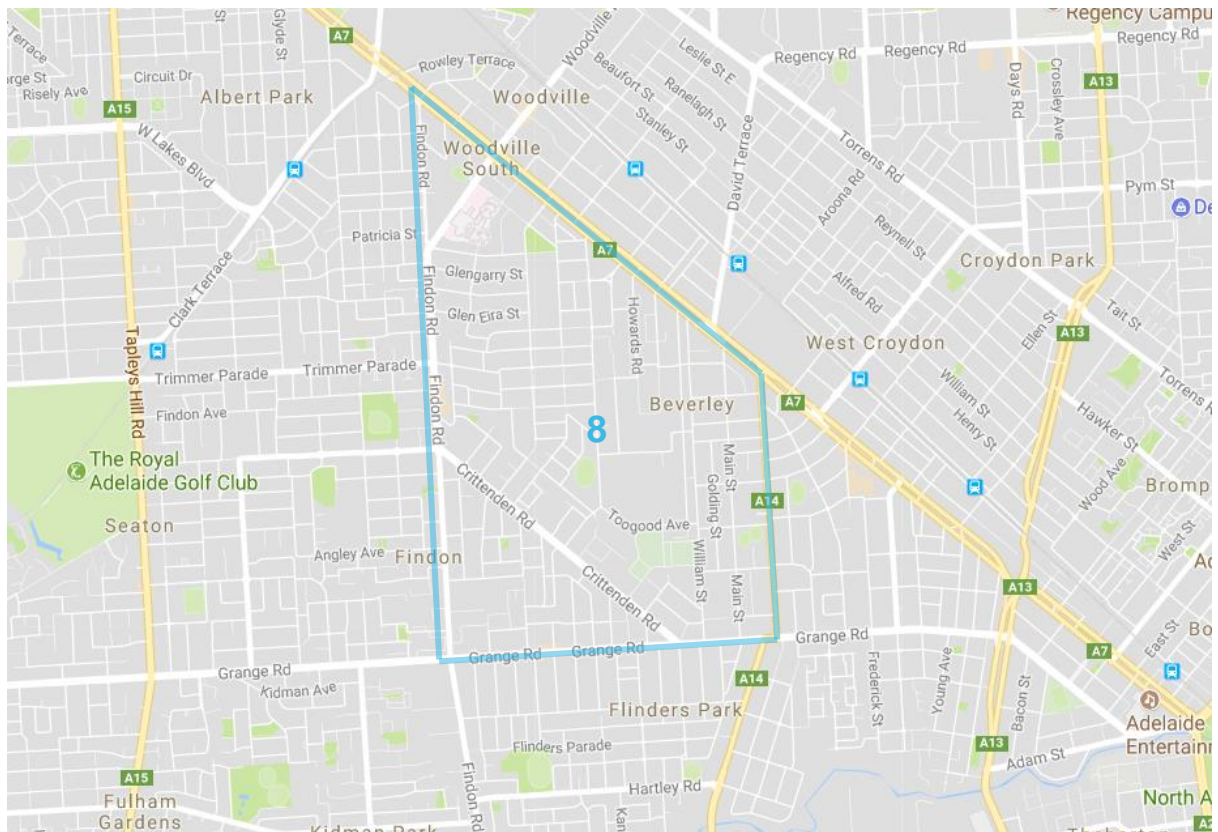
## 7.4. Sample Profile

Figure 44: Sample Profile (base n=300)

Gender	
Male	45%
Female	55%
Age	
18 to 24 years	3%
25 to 30 years	2%
31 to 39 years	8%
40 to 54 years	25%
55 to 64 years	26%
65+ years	36%
Household Composition	
Single people living alone or sharing accommodation	10%
Young couple who are married or living together with no children in the home	4%
Young family as a couple or single parent with most children under 6 years	4%
Middle family as a couple or single parent with most children aged from 6-15 years	15%
Mature family as a couple or single parent with most children over 15 years and at least one still living at home	24%
Mature couple of single person in middle to late age groups with no children in the home.	39%

# 9. Area Eight

## 9.1. Area Eight Map



## 9.2. Area Eight Key findings

When prompted with a list of general traffic issues, almost two thirds of respondents (60%) believe that some drivers speeding or driving dangerously is a problem in the area. Over a third (38%) of respondents believe that too much cut-through or non-local traffic is a problem, while 28% believe that streets are not safe for cyclists and/or pedestrians. Under a third (29%) of residents believe that none of these are issues in the area.

When asked what other general traffic issues exist in their local streets, residents were most likely to mention speeding (15%), cars parking on both sides of the street (13%) and parking generally (10%).

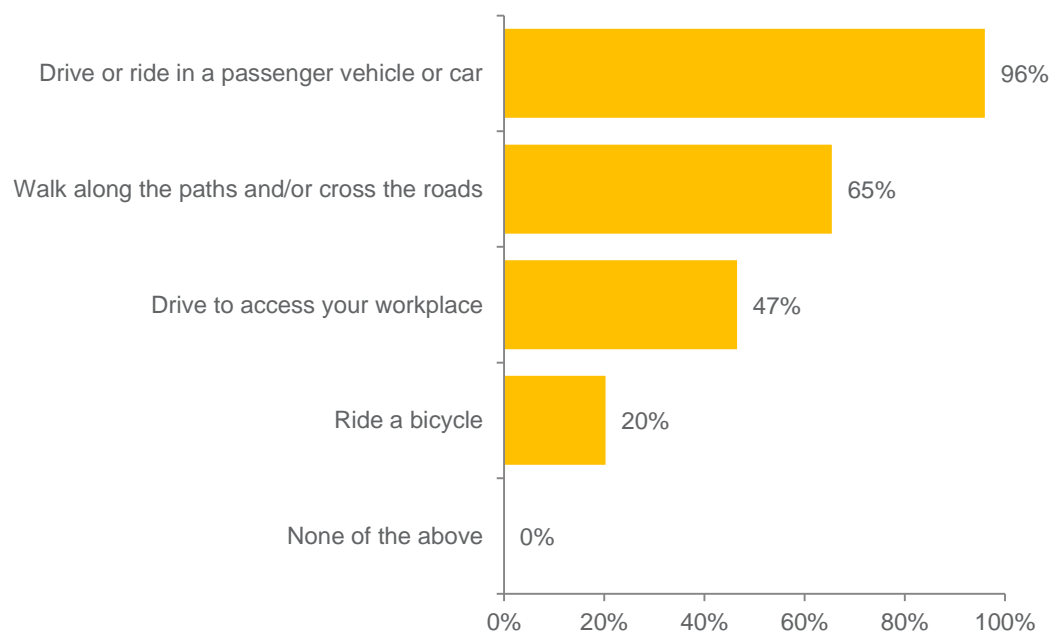
The majority of residents support the change to 40 km/h in their local area: 51% support lower speed limits and 29% do not support lower speed limits, while 21% don't mind either way. However, those aged 18 to 24 were more likely to not mind either way (73%).

The most common reason respondents support the speed limit change was that it would be safer generally (28%), followed by safety for children (19%). Other reasons for support included that it would be safer for pedestrians and the elderly (8%) and that it will reduce bad behaviour (speeding)

Amongst those who oppose the change, 43% believe that 50 km/h is a reasonable speed. Other reasons for opposition included the belief that people will not abide by the speed limit (12%), it is just revenue raising (8%) and it won't solve the issues relevant to the area (8%).

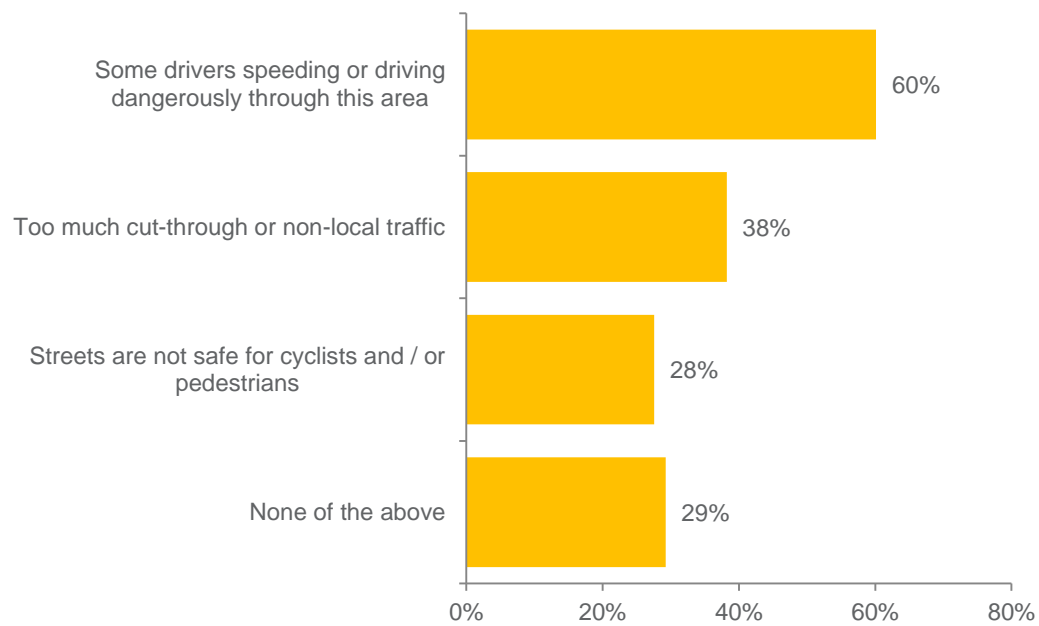
### 9.3. Area Eight Results

Figure 45: Street usage



F1 How do you use the local streets in your area? Do you... (MR)  
Base: n=301

Figure 46: General traffic issues (prompted)



F2 Are any of these general traffic issues a problem on your local streets? (SR)  
Base: n=301

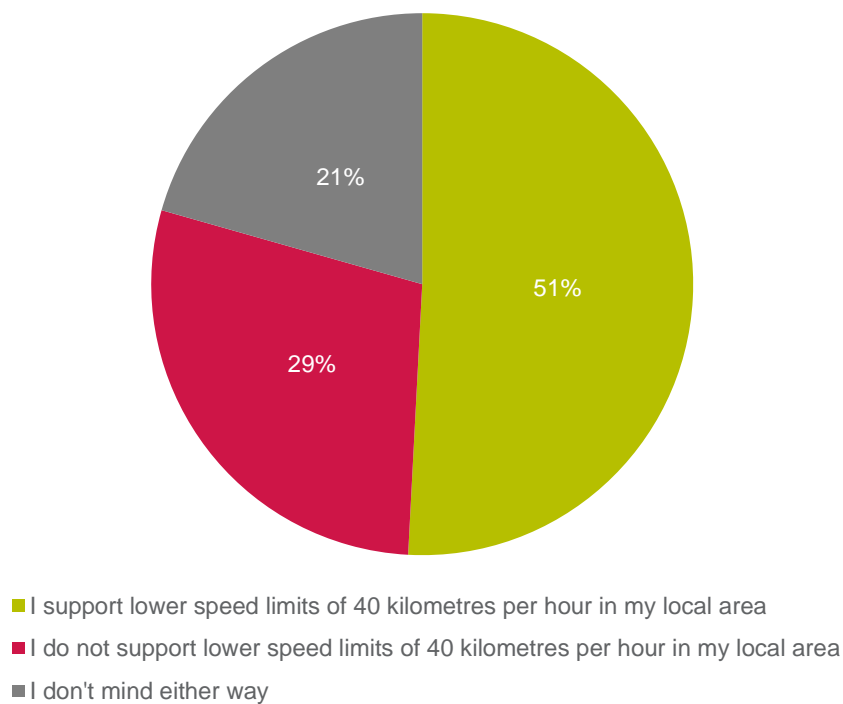
Figure 47: Other general traffic issues (open ended responses)

Speeding	15%
Cars park on both sides of the street / restrict street access	13%
Parking generally / Need more controls on parking (e.g. Parking near schools for drop-off/pickup) / too many people parking in the area	10%
High traffic area	9%
Large vehicles on the road	7%
Road used as a shortcut / through road / cut through	7%
Hoons / Hooning / Young people	6%
Burnouts	5%
Dangerous intersection nearby	4%
Not following rules	3%
People blocking my driveway / making it hard to see / pull out	3%
Too many roadwork's / wish roadwork's was completed	3%
Noise, roaring down the street	3%
Tight for two cars / Narrow	2%
Dangerous for cyclists	2%
Uneven roads	2%
Cars park too close to corners	2%
Lack of footpaths / need more	1%
More pedestrian crossings	1%
Improvements to lighting, line marking, roundabouts, signage, street numbers	1%
Would like a drop of speed limit to 40	1%
Trucks using as a shortcut	1%
Large vehicle parking (truck/bus)	1%
Speed humps not effective	1%
Busy intersection nearby	1%
Need traffic lights / change traffic lights (e.g. change timing)	1%

F3 What other general traffic issues are there on your local streets? What else? (coded)  
Base: n=259 (n=42 did not respond)



Figure 48: Support for lower speeds



F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour. Through consultation on 40 km/h speed limits, residents have often told Council that they rarely travel above 40 km/h speeds on their local streets. If lower speeds are supported, installing 40 km/h speed limits will just be formalising what local residents are already doing, and promoting the use of major traffic routes instead of local streets. Council will then be able to focus on improving road safety and traffic flows on major traffic routes. This will allow them to better serve the community rather than install costly traffic devices on local streets which have limited benefit and impact parking, accessibility and noise. Council is committed to improving local streets to make them safer, and this is one way they can help improve your local area.

Which of the following best describes you?

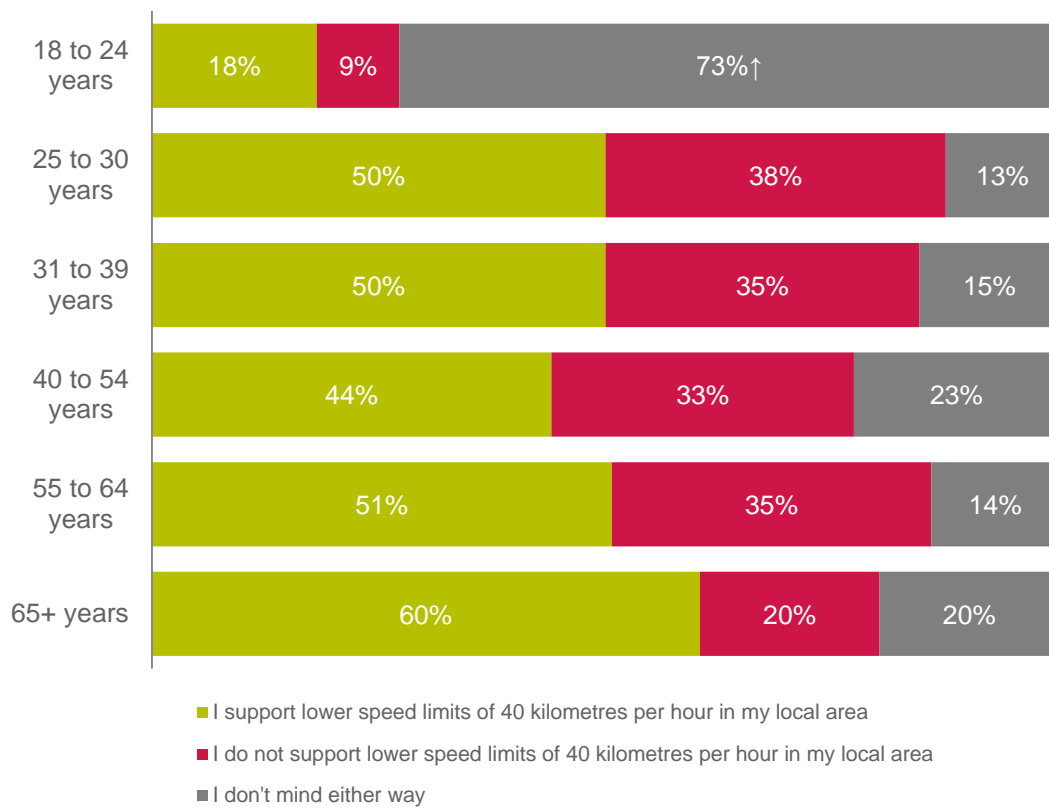
Base: n=301

Figure 49: Support for lower speeds by gender



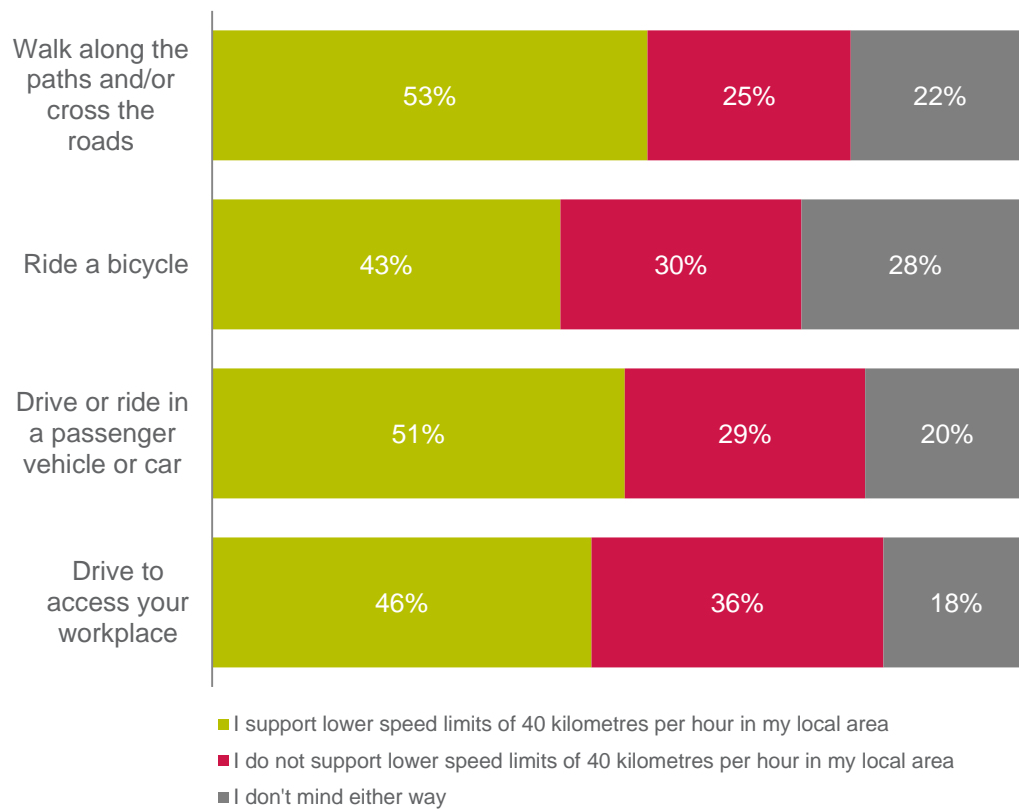
F5 Which of the following best describes you?  
Base: n=301

Figure 50: Support for lower speeds by age



F5 Which of the following best describes you?  
 Base: n=300

Figure 51: Support for lower speeds by road user type

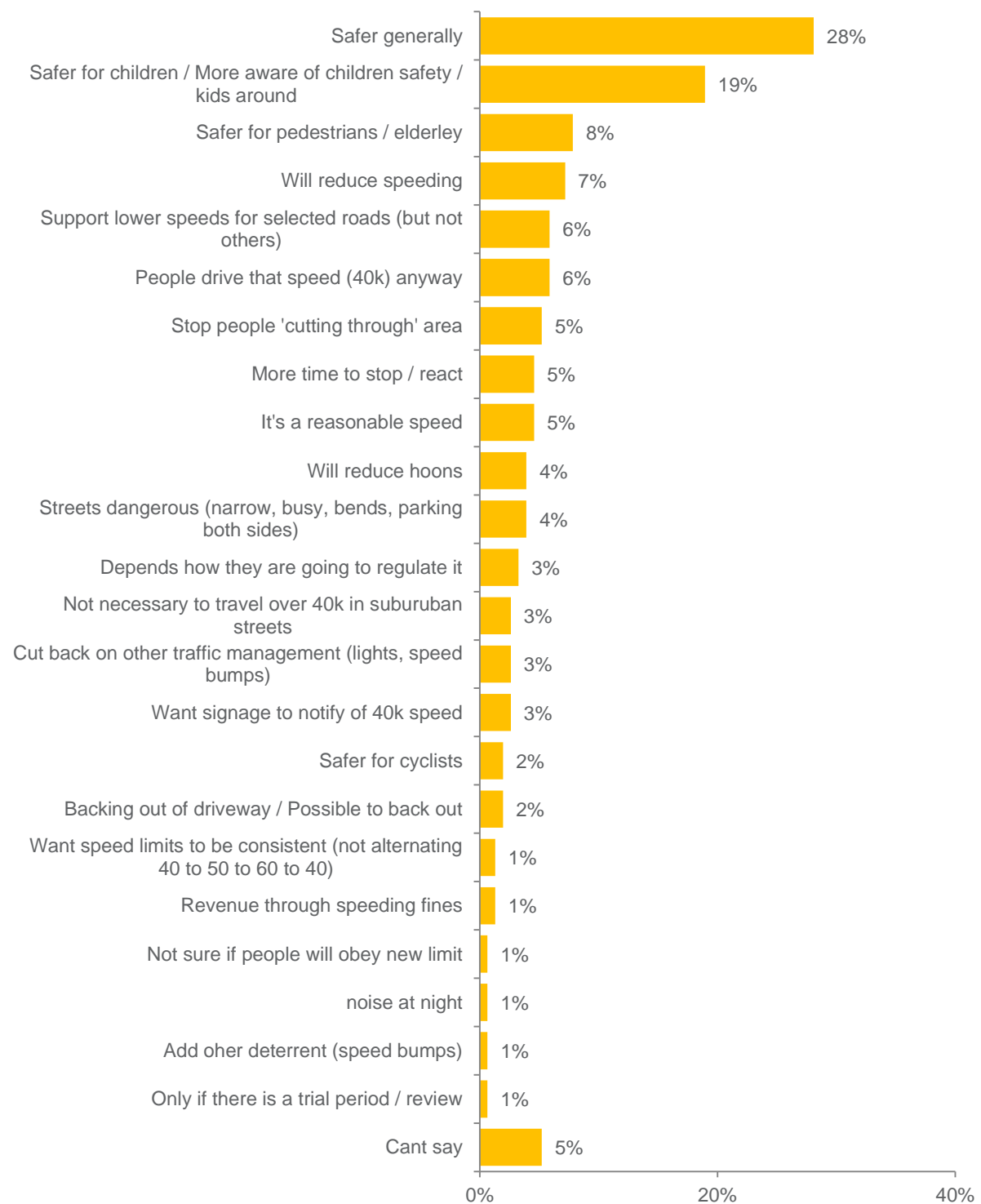


F5 Which of the following best describes you?

F1 How do you use the local streets in your area? Do you...

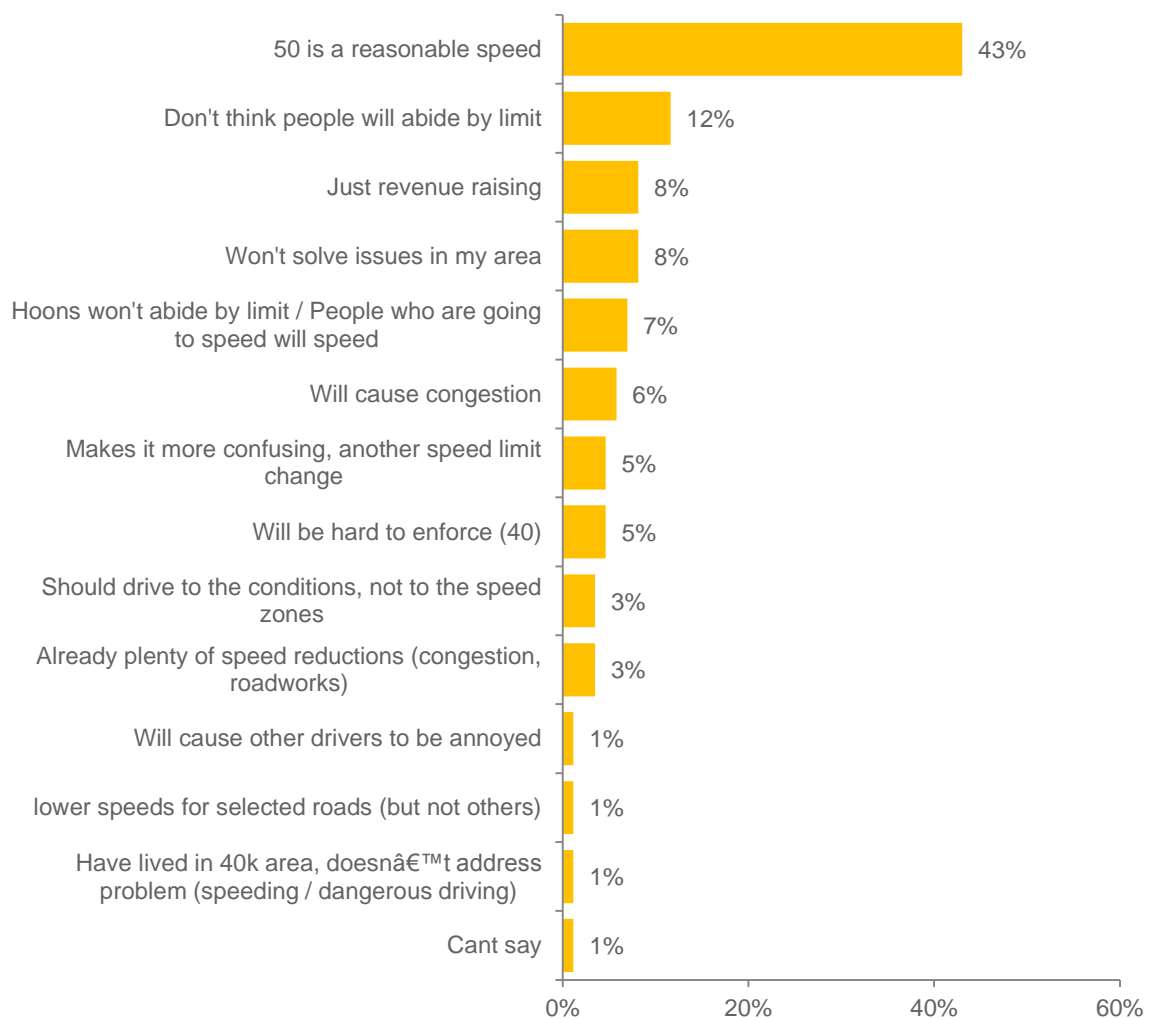
Base: n=300

Figure 52: Reasons for support



F6 Why is that? (Coded)  
Base: n=153

Figure 53: Reasons for opposition



F6 Why is that? (Coded)  
Base: n=86

Figure 54: Other comments about general traffic issues on your local streets

Other comments about general traffic issues on your local streets

Oval Avenue to longer time to road maintenance blocked off the streets and make more traffic congestion

Glen rowan rd should be 40km due to all the cut through traffic we get

There are a lot of extra cars. Biggest problem is East Ave, Holbrooks Rd Grange Rd and Marion Rd Henly Beach Rd the roads are not wide enough to take double lane traffic.

Hammond Road hump where the housing trust has been built and more cars in the area

People ignoring the stop signs.

Ledger Rd is used as a cut through and drivers speed and drive without care.

Don't put any speed humps in my street- Fraser Street, Woodville South

Too much cut through traffic from both Findon and Port roads. There are signs addressing this but they are ignored.

Generally happy with speed limits in area.

Would be good if they reduced the speed limit to 40 km/ph

Findon Road is very congested during peak hours, it is a very narrow main road compared to Grange Road and Crittenden Road.

Heavy traffic eg trucks increasing in volume. Will be a problem especially for children riding to school.

Parking on Golding St when there's an event at basketball stadium can be difficult., Very busy at those times.

Am forced to walk on the road with my wheelchair in William St but footpaths are not suitable for wheelchairs they are cracked and uneven and dangerous.

It is usually pretty good although at night time, some young guys do burnouts because it's a more industrial area. This is particularly on Alfred Avenue - down the street by the IGA distributing centre.

People tend to treat our street like a bit of a speedway

In Alfred Avenue, Beverly, there is considerable hoon driving - which is obvious by tire marks on the road. Installation of camera would fix the problem

There's a shared bike and walk path between Henley square and Grange Rd/ the people that ride there bikes down there get upset if the walkers are in their way

The intersection of Findon and Crittenden and all the way to Grange Road intersection is a huge amount of traffic, is very congested and it's very hard to cross over as a pedestrian

The council is allowing development of properties where there are two dwellings on each block which doubles the amount of traffic.

Accidents on Findon Rd near Woolworths two big accidents people being impatient There is a lot of concern about turning left from Findon Road to Crittenden Rd. there is a school there and people should be aware. Mothers waiting to pick up children, it is unsafe ie parking etc

---

On my street they have allowed parking on both sides of the street, and it can be difficult to drive down

---

I think they have widened the streets in the last 10 years. and they have put in parking bays and it has made it difficult to drive

---

Too much traffic on Woodville Rd and claiming one thing and doing something else , should all be commercial

---

Speeding and Parking on the week ends are the main issue.

---

People using this as a cut-off and speeding to get to Port Road.

---

Speed humps are a waste of space, people coming from city to Port Adelaide come through our street

---

For speed, 40km will slow cars and create more issues than it solves

---

A development done in Hartley Rd and when they did the water connections they removed the barriers at the end of the road and after the work has been completed they did not return the barriers and all the traffic is flowing through from Findon Road.

---

People drive too fast because they're always in a hurry.

---

Our road needs to be resurfaced and all roads in the zone need to be looked out.

---

Structures maintenance redoing oval avenue and not finished and now starting oconnor street one section done instead of doing all areas tyres punches because of maintenance

---

Not being able to turn onto Fullarton Road is difficult. The speed cameras at Findon road heading onto Grange Road need to be fixed, they keep incorrectly pinging people. Coming down Findon Road onto Trimmer Pde is also dangerous for cyclists.

---

Its not very easy to cross Findon Rd as its very busy.

---

Oval avenue resurfacing done, and would see local streets on cross been done as well as Trimmer Parade needs resurfacing.

---

There is a lot of hoons around here I hear a lot of hoons hooning around - all times hooning.

---

Our query to council regarding speed in our street we were told that vehicles parked on both sides of street would naturally slow traffic. House across us had 7 adults had multiple vehicles which added the problem.

---

the hoons doing burnouts on Pope Street which is a wide street, they are being a nuisance.

---

Grange Road parking near barker avenue not enough room for two cars and left hand bend on the other side and blind area for driving

---

We live in courtney st normally we could turn right and head to the port rd. If there are cars parked in William st it is very hard to see cars coming down from Port rd to William st. Because they have made it all one way and that has become an issue.

---

Alfred Rd has lots of hoon driving . Lots of hard refuse on local footpaths and kerbs in area.

---

There is an idiot running up and down our street with his motorbike, creating some noise

---

Spring Street is narrow and sometimes there are large trucks coming through, which is awkward

---



---

Traffic signals on corner of Findon/Crittendon rd the right hand turn on to crittendon has been removed so ultimately for me to go home I need to take back streets to get home. Would like the right hand arrow to be reinstalled. It has created increase traffic and no alternative route.

---

Richmond St is a long road, they get a lot of speeding there. They should have speed humps there.

---

And they do 'burn outs' at night on Hammond Road one of these days it will cause an accident. You can see the black marks on the road

---

There is a lot of people that avoid lights and cut through side streets.

---

There are a lot of businesses using trucks on Williams Street and they start up at 6am which is very noisy.

---

There needs to be more pedestrian crossing i.e. particularly on Findon Rd and Grange Road.

---

A lot of cars can't see people on the footpaths when they are backing out of their driveways so you need to be very careful as a pedestrian.  
At the road crossing of Findon Road and Crittendon Road, you have lights for pedestrians to cross. There are many people coming from Woolworths and they do a left hand turn and they are supposed to let the pedestrians get off the road but some of them don't give way to pedestrians. This is particularly bad for older people with walkers. The lights aren't green for long enough to allow them to cross safely.

---

In Norman Street the top end near Crittendon Road, parking is an issue if two cars are coming at once someone needs to give way

---

Glenrowan Rd has a lot of speeding traffic and it is an issue.

---

There is a Deli that people park close to the corner of Watson & East Ave on both sides of the road in Watson St. I think it's Trade people that park there and it's quite dangerous

---

Just off of Findon Road, there's a lot of traffic turning into Coles. There's a lot of congestion

---

We know when there's no sign it's 50kph. It's good that speed is actually on bitumen.

---

Mostly the streets are pretty good. It's good that they made Williams Street a one-way street.

---

Getting more cars parking in the streets due to multiple houses built on one block

---

Reduced speed in my street to 40 with a sign but think that was unnecessary. Stanley Street

---

Badly repaired roads after being dug up for sewerage etc.

---

I have spoken to the Mayor about speed humps and we have about 150 meters without speed restrictions. The other street is Almond Ave and people park in contradiction to the signs everyday and it's an access for us which makes it difficult to drive down.

---

During the evening people do more than 50km's, speeding with loud noise about after 11pm. Also on Findon Road and Crittendon Road near the school, Nazareth, people park right at the lights and it is hard to get around the corner.

---

Speeding behaviour

---

Golding Street used to have parking on both sides, thankfully they have parking restrictions on one lane.

---

On Grange Road it takes a long time to get to East Tce because of the traffic lights

---

---

Back of Woodville South Oval people steal cars in the area and they do burn outs around there which is the old Drake Warehouse and opposite the dump on Toogood Ave people are doing burnouts here as well and other back streets, something needs to be done about this. The corner of Toogood Ave where it bends to Leger Ave intersection has a factory on the corner and there are trees overhanging here over the fence making it impossible to see to the left around the corner and there is a heavy flow of oncoming traffic and it is a dangerous intersection.

---

my street has cars parked both sides limiting access & visibility from your driveway.. extra cars parked there now because of units built down the street.

---

People speeding is major concern.

---

School mums - we live around the corner from St Michaels and I object not being able to get into my driveway. I am on george street and their should be no parking on the last drieveway on George St and East Avenue (Cnr of George and east).

---

Where I live I live near the QEH their is only 2 hour parking outside my house - it is a bit inconveient if we are getting work done on our house. It would be nice to have a resident permit out the front.

---

Too many roadworks in local area, should have spaced this out, do one avenue at a time

---

Roadworks on Oval Av going on for a long time, one way Gleneagles Court been cemented off, taken off all the greenery, chopping trees off and not replacing. Too much hospital parking on Connor Av

---

Bikes lanes on Grange Road, Bike riders used them but then have to divert because of the parked cars

---

Cars are parking too close to the corners of streets making it difficult when turning off roads.

---

Trucks are parked in the no standing zones on Jean Street because of the factories/businesses.

---

Our street has a bend to it and if someone is driving very fast there could be a collision due to the cars parked on the sides of the roads. The no parking areas should be extended on corners, especially on Findon Rd.

---

I wish they wouldn't build the cul de sacs. We have one on Lucas Street. It makes no difference to speeding as there is sufficient length for hoons to speed along. It only stops cut through traffic. Speed humps would stop both (the cut through and the hoons).

---

The footpaths are never even. I know the council tries to fix up where tree roots break the paths and make them uneven but there always seems to be issues. I think for the rates we pay, they should be able to do more.

---

People park their cars across the pathway in their drives (because there's several cars and they don't all fit in the drive) so if you're walking or a mother with a pram, you have to go on the road or else cross the street when you don't want to. Also where they are building, workmen seem to think it is their right to park on paths.

---

Findon Road needs more walkovers for pedestrians. There are only 3 - one in front of the hospital and one way down the street (Crittendon Road) and another one. I think they need a 4th one between the Hospital and Crittendon Road. At the moment you need to either cross at the lights at the Hospital or go nearly down to Crittendon Road and I would like on in between.

---

Cars are parking both sides of Bridgman Rd up towards Findon Rd and only 1 car can get through and if someone is turning they are turning towards you because there no room because of parked cars. It would be better if cars could only park on one side of the road only.  
The council should not let these new homes only have space for 1 car when today most families have more than 1 car somtimes 3/4 so where are they to park.

---

---

Around the corner from us is a lot of units and developments and many of the places own two cars and there is only room for one car to park in the drive way which means that people are parking on the streets making a lot of congestion and making the roads narrow to pass through.

---

Woodville Rd the speed is 50km its too slow

---

People slip through from George Street to East Avenue when it's busy. They need lights there. Corner of Grange Road and Holbooks Road is a debacle

---

Oval Avenue has been under construction so there is areas you cant access there are many diversions, it feels like it has been going on for s very long time.

---

On East Avenue and on George Street in Beverley - there are no speed humps so big trucks go fast along those roads in the morning. They're not speeding but it seems too fast. I feel unsafe with the kids going to school (2 schools close to East Avenue). George Street is a little street and the traffic seems too fast when people are walking there in the mornings.

---

The only issue I have is where Flinders Park Primary School and Nazareth is, people park continuously on the yellow lines on Collingwood Avenue. No one wants to park on the next block to walk 100 metres. People will wait there 10-15 minutes. It's a big problem

---

Give way sign on hammond rd I think a roundabout or speed hump would have been better because people do seem see sign

---

Crittenden Road is starting to show some wear and tear, it needs to be upgraded, Bridgeman Road there are cars parked on both sides of the street, bottlenecking both directions of traffic thus increasing risk of accidents, the road needs parking bays as it is a main thorough fare.

---

Occasionally there are people speeding down the street, but you get that everywhere. Most people drive carefully

---

Due to road restrictions, it is difficult for trucks to get through - they have to go over curbs etc

---

Speeding and cut through traffic.

---

Traffic lights Grange Rd and East Ave weird intersection where connects to Holbrooks Rd get stuck there as two sets of traffic lights

---

Traffic along Birch Street is heavy the street was rebuilt last year with new guttering. Some footpaths are broken and tripping hazard. Verges are not maintained regularly by council.

---

Grange Road church parking on both sides and can not see traffic to get out

---

parking Cedar Avenue Woodville South both side of the street and not wide enough and driveways

---

no usually a quiet street only parking issues.

---

The parking is 2 hours - around the Woodville South area because we are close to the hospital.

---

Hammond Road is having speeding traffic from crittenden road to grange road.

---

Round by Nazareth Scool becomes very congested at dropoff and pick up . The intersection Crittendon Rd / Findon Rd is very crowded and hard to get out on to Findon Rd from Esk St.

---

Hammond Road alot of youth that speeds Grange Rd to Critterdan Road need more speed humps

---

The road works are annoying as they never end, they are always hours of peak traffic

---

---

one corner of Drummond Terrace and another street. In peak hour its crazy

---

A lot of fast food trash in the side streets

---

parking on the street lawrence avenue staff that park on both side of the streets at hospital around the streets congestions traffic

---

increase hoon driving safety of children koolunda avenue night hooning

---

I went to a street corner meeting 2 or 3 years ago and they were going to remove the chicane on Hammond's Road at the Richmond Rad / Hammond Road intersection and this has never happened even though they promised to remove it.

---

I think the limit should be 40km/hr along Woodville Road around the hospital - from one end to the other as there are also doctor surgeries around the hospital.

---

They have put in speed humps on Main Street 4 or 5 years ago and that has stopped cut through traffic and made traffic slow down. They are annoying but effective.

---

*F4 Do you have any other comments about general traffic issues on your local streets?*  
*Base: n=105 (n=195 did not respond)*

## 9.4. Sample Profile

Figure 55: Sample Profile (base n=301)

Gender	
Male	43%
Female	57%
Age	
18 to 24 years	4%
25 to 30 years	3%
31 to 39 years	9%
40 to 54 years	28%
55 to 64 years	24%
65+ years	34%
Household Composition	
Single people living alone or sharing accommodation	12%
Young couple who are married or living together with no children in the home	5%
Young family as a couple or single parent with most children under 6 years	7%
Middle family as a couple or single parent with most children aged from 6-15 years	12%
Mature family as a couple or single parent with most children over 15 years and at least one still living at home	21%
Mature couple of single person in middle to late age groups with no children in the home.	43%

# 11. Appendix A: Questionnaire

## **QMS CATI QUESTIONNAIRE**

### **SECTION A: MANDATORY QMS REQUIREMENTS**

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#### **INTRODUCTION**

---

Good morning/afternoon/evening. My name is [INTERVIEWER NAME] from Colmar Brunton Research.

We are conducting research about speed limits on behalf of the City of Charles Sturt – you may have received information about this already. It takes about 5 minutes – are you able to help us today?

May I please speak to the person aged 18 years or over in the household who had the most recent birthday?

#### **REPEAT INTRO IF NECESSARY**

Before I begin I would just like to make you aware that this call may be recorded or monitored for quality assurance and/or training purposes. Please let me know if you do not wish for this to occur.

## SECTION B: INDIVIDUAL PROJECT REQUIREMENTS

### SCREENER

#### S1 PREVIOUSLY SURVEYED

S1 Have you recently completed a survey on this topic?

#### READ OUT, MULTIPLE RESPONSE

Code	Response	Routing
1	Yes	Continue
2	No	Skip to F1
3	Not sure	

#### S2 PREVIOUSLY SURVEYED THANKS

S2 Thank you for completing that survey! We are looking to survey more people, may I please speak to another person aged 18 years or over in the household who had the most recent birthday?

#### READ OUT, MULTIPLE RESPONSE

Code	Response	Routing
1	Yes	Continue
2	No	Terminate

#### S3 REPEAT INTRO

Good morning/afternoon/evening. My name is [INTERVIEWER NAME] from Colmar Brunton Research.

We are conducting research about speed limits on behalf of the City of Charles Sturt – you may have received information about this already. It takes about 5 minutes – are you able to help us today?

REPEAT INTRO IF NECESSARY

Before I begin I would just like to make you aware that this call may be recorded or monitored for quality assurance and/or training purposes. Please let me know if you do not wish for this to occur.

**REPEAT S2**

**IF UNSUCCESSFUL**

Thank you for your patience in answering these questions. Unfortunately, we do not need you to participate in our research this time, but we sincerely appreciate your time and assistance.



---

**FEEDBACK**

---

**F1 STREET USE**

F1 How do you use the local streets in your area? Do you...

**READ OUT, MULTIPLE RESPONSE**

Code	Response	Routing
1	Walk along the paths and/or cross the roads	Continue
2	Ride a bicycle	
3	Drive or ride in a passenger vehicle or car	
4	Drive to access your workplace	

**F2 TRAFFIC ISSUES**

F2 Are any of these general traffic issues a problem on your local streets?

**READ OUT, MULTIPLE RESPONSE**

Code	Response	Routing
1	Too much cut-through or non-local traffic	Continue
2	Some drivers speeding or driving dangerously through this area	
3	Streets are not safe for cyclists and / or pedestrians	

**F3 OTHER TRAFFIC ISSUES**

F3 What other general traffic issues are there on your local streets? What else?

**DO NOT READ OUT, SINGLE RESPONSE**

Code	Response	Routing
1	Record response	Continue
99	Don't know	

#### **F4 OTHER COMMENTS**

F4 Do you have any other comments about general traffic issues on your local streets?

##### **DO NOT READ OUT, SINGLE RESPONSE**

Code	Response	Routing
1	Record response	Continue
2	No	

#### **F5 SUPPORT**

F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour.

Through consultation on 40 km/h speed limits, residents have often told Council that they rarely travel above 40 km/h speeds on their local streets. If lower speeds are supported, installing 40 km/h speed limits will just be formalising what local residents are already doing, and promoting the use of major traffic routes instead of local streets.

Council will then be able to focus on improving road safety and traffic flows on major traffic routes. This will allow them to better serve the community rather than install costly traffic devices on local streets which have limited benefit and impact parking, accessibility and noise. Council is committed to improving local streets to make them safer, and this is one way they can help improve your local area.

Which of the following best describe you?

##### **RED OUT, SINGLE RESPONSE**

Code	Response	Routing
1	I support lower speed limits of 40 kilometres per hour in my local area	Continue to F6
2	I do not support lower speed limits of 40 kilometres per hour in my local area	Continue to F6
3	I don't mind either way	Go to D1

**F6 REASONING**

F6 Why is that?

**DO NOT READ OUT, SINGLE RESPONSE**

Code	Response	Routing
1	Record response	Continue
99	Don't know	

---

**DEMOGRAPHICS**

---

**D1 GENDER**

D1 RECORD GENDER (DO NOT ASK)

Code	Response	Routing
1	Male	Continue
2	Female	

**D2 AGE**

D2 Now, just a few quick questions about you to help us analyse the results. In which of these age groups do you fall?

**READ OUT, SINGLE RESPONSE**

Code	Response	Routing
1	18 to 24 years	Continue
2	25 to 30 years	
3	31 to 39 years	
4	40 to 54 years	
5	55 to 64 years	
6	65+ years	
99	DO NOT READ Refused	

D6 Which of the following best describes your household?

**INTERVIEWER NOTE:** based on age, start by reading out the codes which you think are likely to be relevant rather than the whole list e.g. if aged 65+ years start by reading codes 5 and 6.

**READ OUT, SINGLE RESPONSE**

Code	Response	Routing
1	Single people living alone or sharing accommodation	Continue
2	Young couple who are married or living together with no children in the home	
3	Young family as a couple or single parent with most children under 6 years	
4	Middle family as a couple or single parent with most children aged from 6-15 years	
5	Mature family as a couple or single parent with most children over 15 years and at least one still living at home	
6	Mature couple or single person in middle to late age groups with no children in the home.	
99	DO NOT READ Refused	

## MANDATORY QMS REQUIREMENTS

That's the end of the survey. On behalf of the City of Charles Sturt and Colmar Brunton, thank you so much for your time, it has been greatly appreciated!

## Colmar Brunton Research

Level 2, 199a Rundle Street, Adelaide

Ph. (08) 8373 3822

ACN No: 003 748 981

ABN No: 22 003 748 981

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