



City of Charles Sturt.

Grange Speed Limit Research.

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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 between the major roads of Trimmer Parade, Military Road, Grange Road and Frederick Road.

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 the Grange area 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 301 residents from within this area. The research was conducted between 24 October and 4 November 2016.

This report presents the findings of this research.

1.2. Key findings

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

- ▶ 43% of residents surveyed support lower speed limits;
- ▶ 42% do not support lower speed limits; and
- ▶ 15% don't mind either way.

The key groups that are most likely to be in support include:

- ▶ People aged 65+ (51% support vs. 43% overall).

Conversely, the key groups that are most likely to be in opposition include:

- ▶ People aged 55 to 64 (58% oppose vs. 42% overall); and
- ▶ People who drive to access their workplace (61% oppose vs. 42% overall).

The most common reasons for support include:

- ▣ Safer / safer for pedestrians/children (47%);
- ▣ 40 km/h is a good speed / I support it / support it on local streets (15%); and
- ▣ It will stop people speeding / slows people down / too much speeding (12%).

The most common reasons for opposition include:

- ▣ 50 km/h is fine / appropriate / safe (24%);
- ▣ Too slow / increase congestion / I don't support lower speeds (18%);
- ▣ Not necessary / no reason to change (16%);
- ▣ Confusing/dangerous to have different speeds / too much variation (12%); and
- ▣ It won't make a difference / people will speed anyway (11%).

1.3. Recommendations

The community is largely divided in their support for lower speed limits and there are strong reasons for their position in both cases. However, males, people in the 55-64 year old age bracket and people who drive to access their work place are more likely to be in opposition. The key benefits revolve around safety and especially the safety of children, while the key reasons for opposition include perceptions that 50 km/h is appropriate/safe and that 40 km/h is too slow.

Communication and engagement should focus on this key benefit of safety and how a potential impact would be reduced significantly at a lower speed, while informing people that the impact on travel time is minimal. It may also help to frame or centre the issue around the safety of children on the roads.

While these are common or front of mind perceptions that could be addressed, it may also be worth communicating lesser known impacts/benefits, such the preference for lower speed limits over other interventions such as speed bumps.

2. Introduction

Colmar Brunton was engaged by Council to conduct research into the level of community support to reduce the speed limit in between the major roads of Trimmer Parade, Military Road, Grange Road and Frederick Road. This report presents the findings of this research.

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 the Grange area within the LGA; 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 target area (Grange) is as follows:



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

Target area	Sample size	Error Margin
Grange (2,974 properties)	301	±5.37%

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.

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 at an overall level associated with this survey is +/-5.37%. For example, for a sample size of n=301, we could be 95% confident that a finding of 50% in our sample would fall between 44.63% and 55.37% in the broader population of the target area.

Where sample sizes are low (less than n=30), these are marked by an asterisk (*) in this report. These results should be interpreted with caution.

4. Key findings

When a list of general traffic issues was read to residents in this area, over half (57%) believed that some drivers speeding or driving dangerously is a problem. Just over a quarter (27%) believed that too much cut-through or non-local traffic is a problem, and that streets are not safe for cyclists and/or pedestrians (27%). However, close to a third (31%) 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 more likely to mention issues related to parking on streets, particularly in narrow streets (34%) and speeding (23%). Parking around the aged care facility and school were also seen to contribute to this issue. Some raised that parked cars were also an issue to the safety of cyclists.

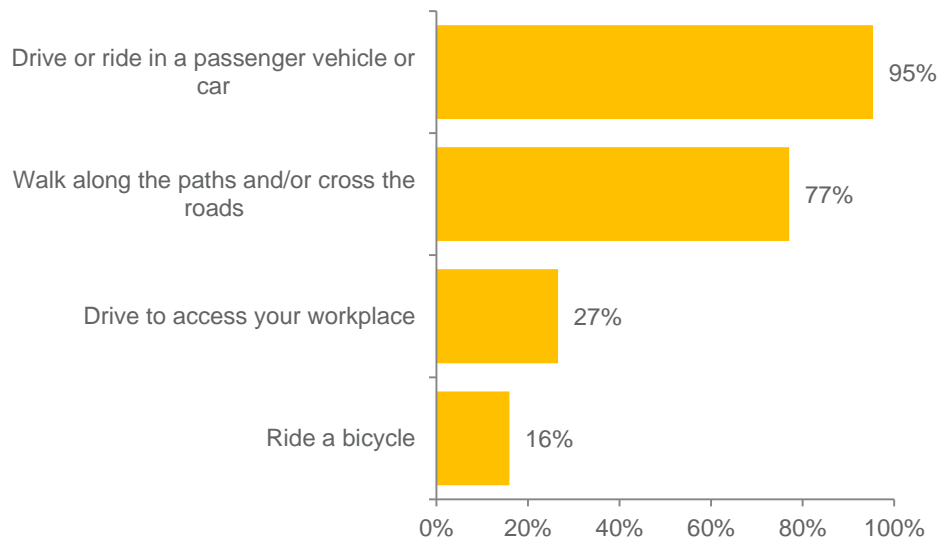
Residents are divided in their support for lower speed limits of 40 kilometres per hour in their local area: 43% support lower speed limits and 42% do not support lower speed limits, while 15% don't mind either way. However, there are some significant differences in the demographic composition of these groups. Those in support are more likely to be aged 65+ (51% support vs. 43% overall), while those in opposition are more likely to be aged 55 to 64 (58% oppose vs. 42% overall). People who drive to access their workplace are also more likely to be opposed (61% oppose vs. 42% overall).

The most common reason for support was safety and the safety of pedestrians/children (47%), with many mentioning the use of roads by school children and/or elderly people crossing the road. Other commonly mentioned reasons for support included the belief that 40km/h is a good speed (15%) and/or that it will stop people speeding or slow people down (12%).

Common reasons for opposition were quite the contrast. These included the belief that 50 km/h is fine / appropriate / safe (24%), that 40 km/h is too slow and/or will increase congestion (18%), and that it is not necessary or there is no reason to change (16%). A notable proportion (12%) of those in opposition also mentioned that it would be confusing and even dangerous to have different speeds or too much variation as drivers would need to constantly monitor their speed and remember to adjust to different speeds (40/50/60 km/h) rather than stick to a consistent speed.

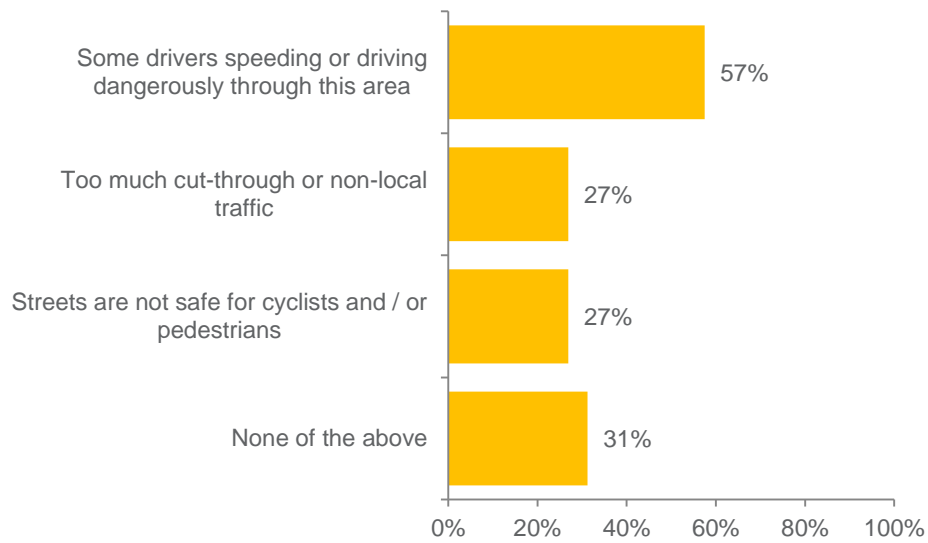
5. Results

Figure 1: Street usage



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

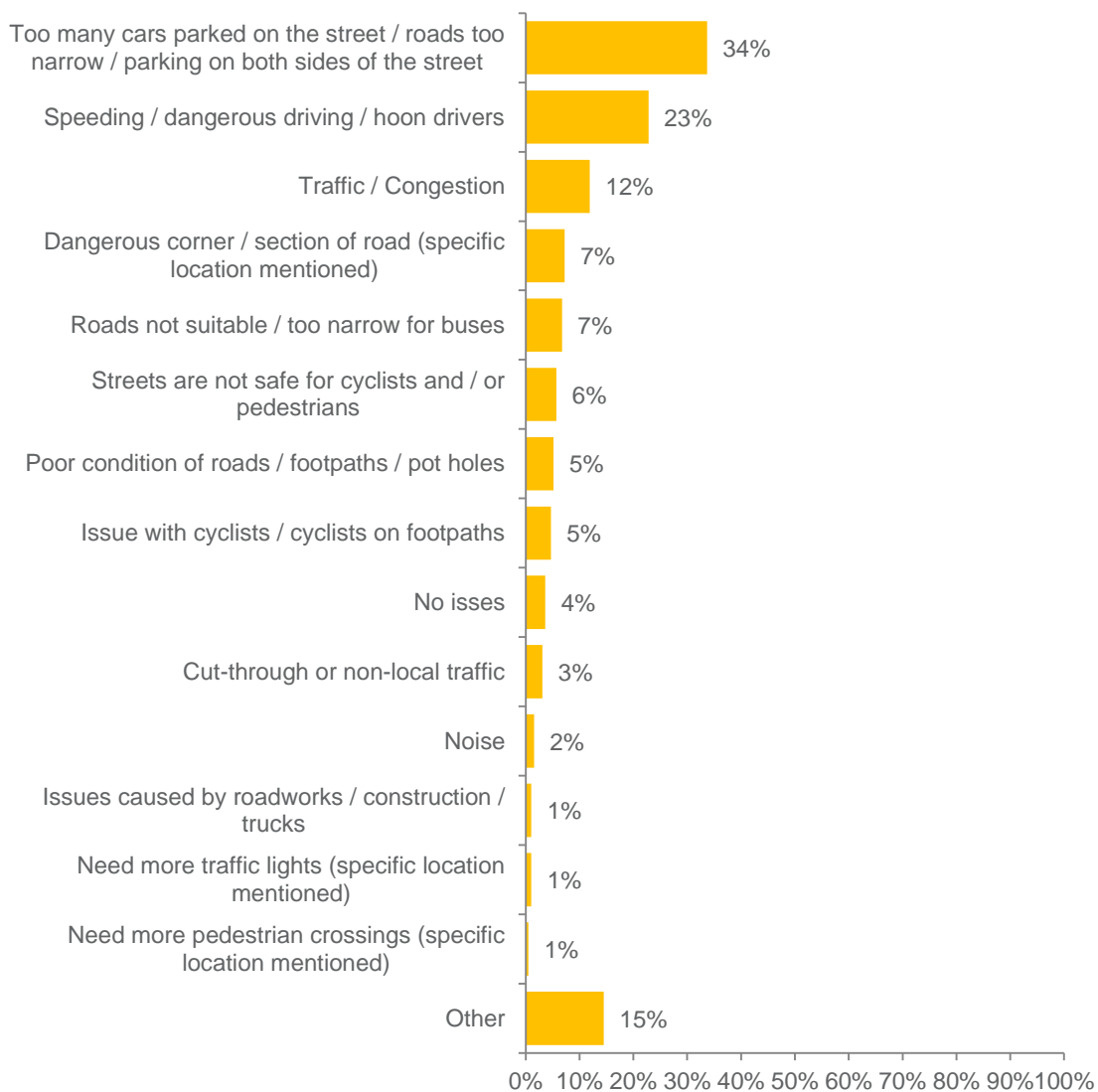
Figure 2: General traffic issues (prompted)



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

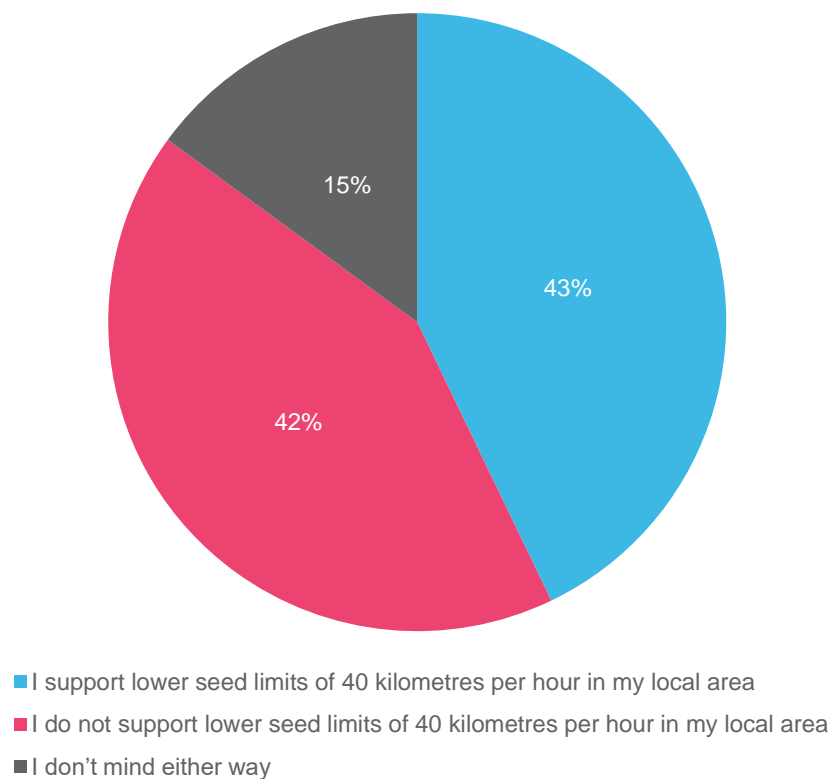
Base: n=301

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



F3 What other general traffic issues are there on your local streets? What else? (coded)
 Base: n=193 (n=108 did not respond)

Figure 4: Support for lower speeds

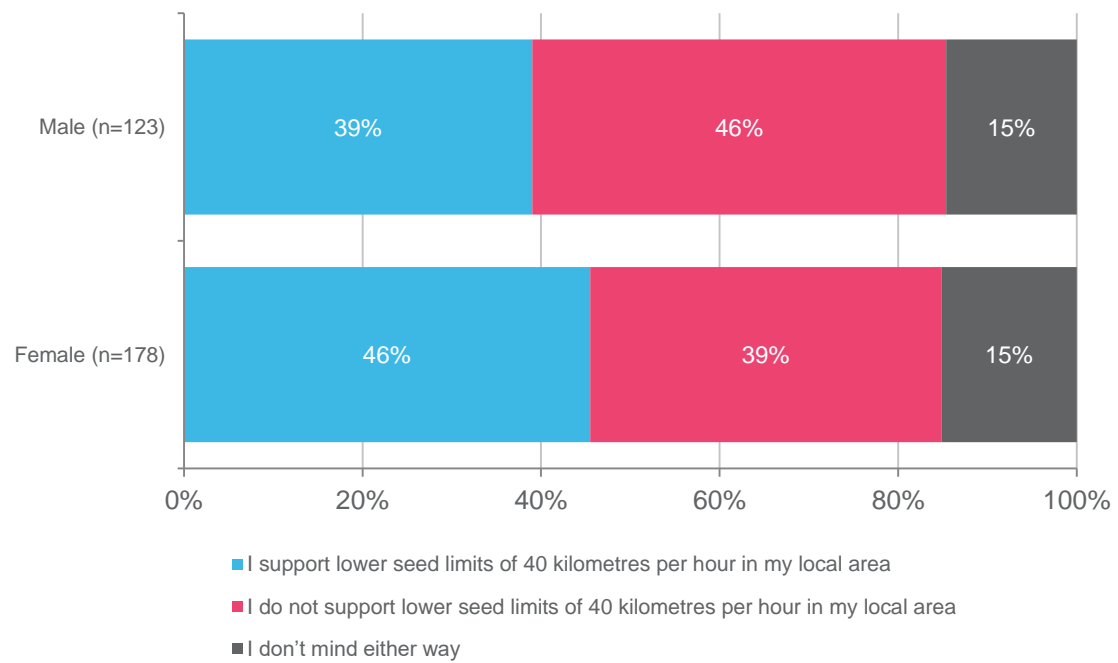


F5 The City of Charles Sturt receives many requests from residents to improve the environment of their local streets. 40 km/h speed limits have been shown to have significant safety benefits as well as deterring rat running behaviour. Through consultation on 40 km/h speed limits, residents have often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

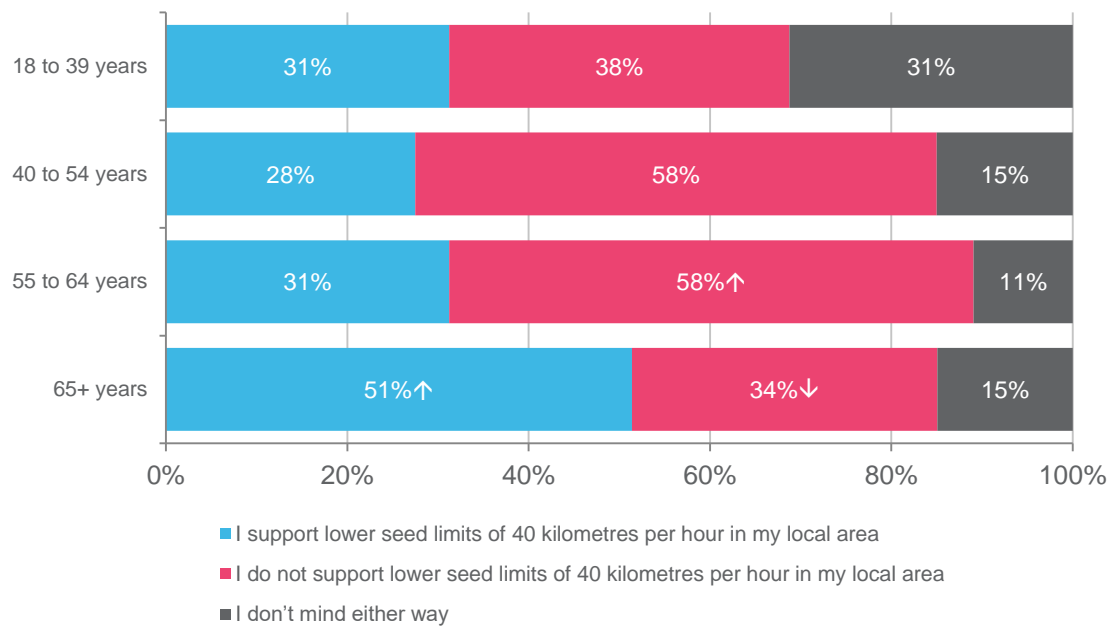
Base: n=301

Figure 5: Support for lower speeds by gender



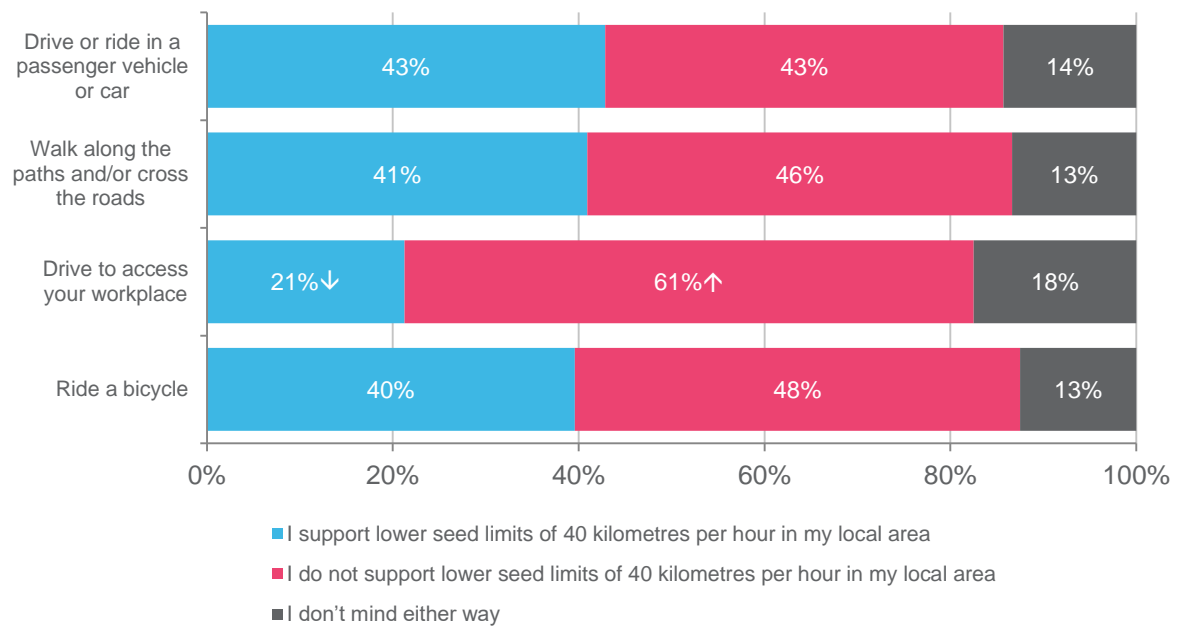
F5 Which of the following best describes you?
Base: n=301

Figure 6: Support for lower speeds by age



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

Figure 7: Support for lower speeds by road user type

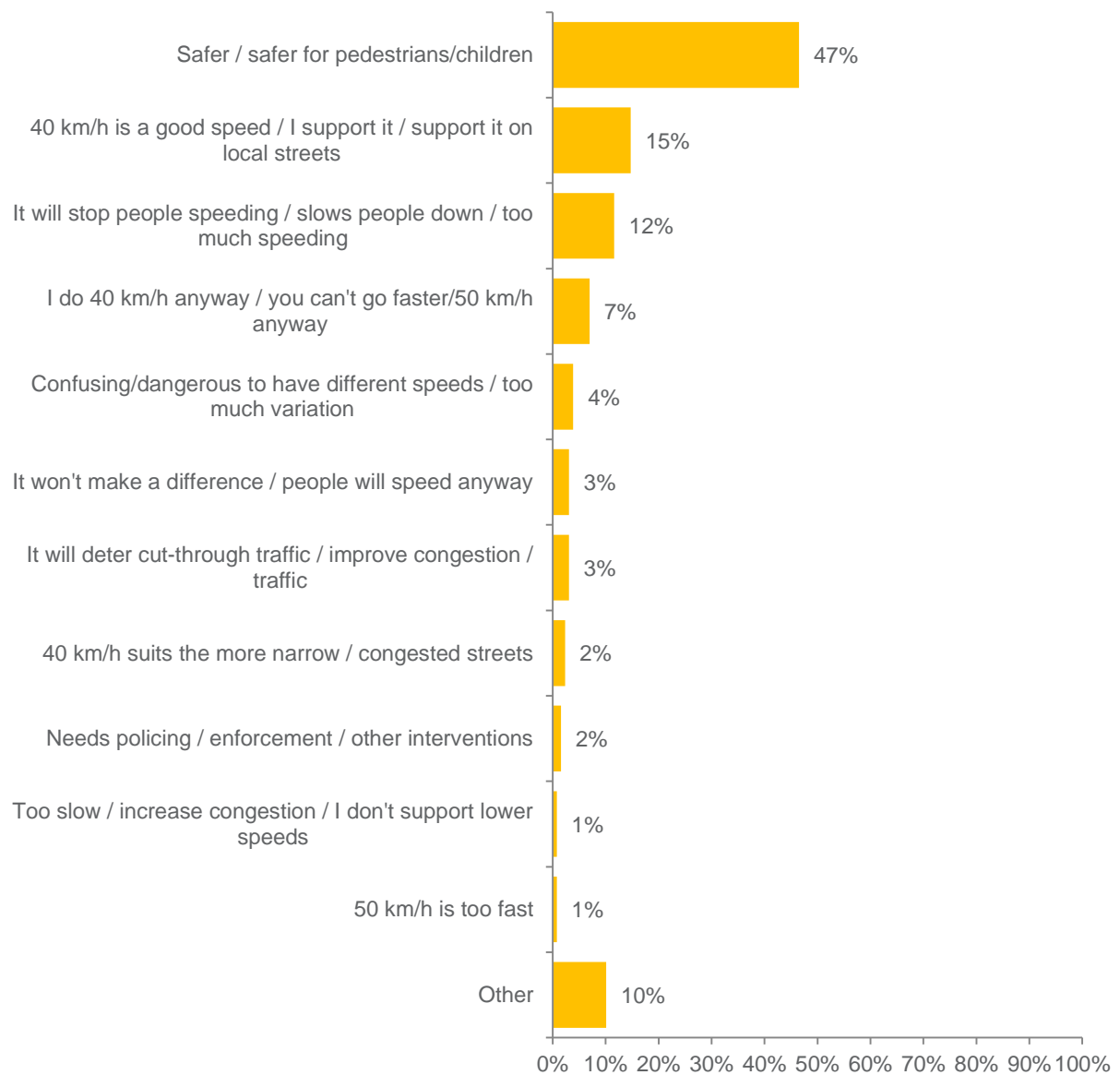


F5 Which of the following best describes you?

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

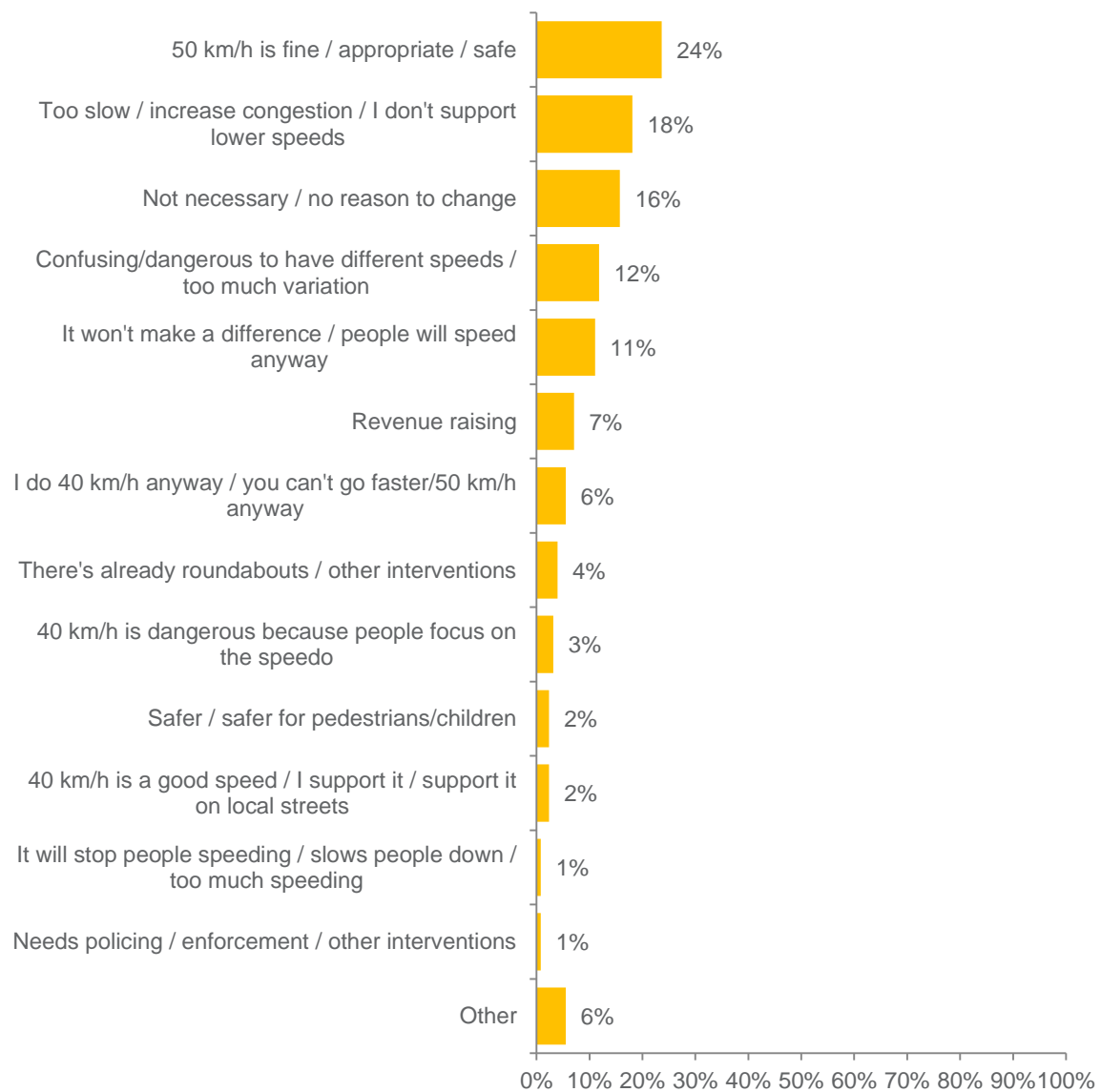
Base: n=301

Figure 8: Reasons for support



F6 Why is that? (Coded)
Base: n=129

Figure 9: Reasons for opposition



F6 Why is that? (Coded)
Base: n=127

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

Other comments about general traffic issues on your local streets

I'm against 40 km/h

Charles Sturt Ave should have parking bay, hard to get through, footpath wide.

40 km/h limit proposal is something that I am in favour of and was wondering what the Council was doing about moving this initiative forward. Parking issues on Kentdale St impact on me because it is awkward when cars are parked on both sides of the street making it more narrow and it is already difficult to see down to the end of the street because it has a bend in the street. I would like to see a speed bump on my street to slow down traffic. A large number of female drivers let their children get out of the car on the streets where traffic is going past, the right hand side of the car, this is at school drop off and pick up, this issue needs to be better policed.

50km/h zone is efficient

A large increase in traffic and Trimmer Parade is quite congested. Sylvan Way is having a lot of cut through traffic and need speed bumps to slow down drivers that are doing 80 km/h along the street and this is dangerous for our grandchildren that come to visit.

A lot of people don't observe the speed limits, cyclists taking too many risks in area

A roundabout at Jetty St and Military Rd would be helpful.

A trailer has been parked in the same place for 8 months. it is situated at Lines Street and can't see around it , causes a traffic hazard

Against the 40km/h

Already complained about the speed in front of Westminster nursing home and people still speeding

Beach St. coming on to Grange Rd they have narrowed the street and put a large plantation on it to restrict speed, it is a shame because it was a lovely road. It is a bit too narrow now especially when cars park on the road.

Beach Street between Grange Rd and Surrey Street, used to be a wide road, now road only just wide enough for one car to go through, extremely dangerous if cycling in this street

Between grange and Trimmer Parade, the road only has demarcation line down the center. Two way road not enough lines to show that it is

Buses shouldn't go down Fort St too big

Cars parked on either side of the local streets is an issue. We need the indent on roads for cars to park on the side. I am most concerned about the area of the Nursing Home on Winchester Street, when driving by people can only do 25 km/h as it is very dangerous. This street also has a bus that goes in and out of there.

Cars sometimes park the other way on the streets causing an issue. Forte St. has cars parked on both sides of the street and it causes congestion and it is very hard to get through.

Charles Sturt Avenue Railway Crossing should be blocked off

Charles Sturt Avenue is quite congested due to cars being parked on both sides of the street.

Cyclists don't ride in single file they are riding in groups this is difficult in peak hour traffic, this is very frustrating.

East terrace is 40 now when it should be 50 because it's a major road. People are still doing over 40. On Military road should be extended to trimmer parade should be 60 not 50.

Fort and Charles Sturt Intersection is tricky to negotiate and Charles Sturt is not a good street is too narrow for both directions of traffic.

Fort street it is still a traffic problem even with the wombat crossing but it has improved from what it was before, there is a bus route that cuts through.

Fort St is an accident waiting to happen; most residents believe that the speed limit should be dropped on this street. Parking outside Fort St Nursing Home makes it impossible to negotiate oncoming traffic, you can park on both sides of this narrow road and it is an accident waiting to happen as you cannot see.

Fort St is getting very busy as buses are coming down it now and the Nursing Home in this area has a lot of cars parked around there (visitors to the home no doubt) and the little bridge over the drain that comes through there has lights on it and it always has a stack of cars parked along it there. Off of Parkview Drive there should be access out on to Trimmer Parade because there are at least three major areas such as the Retirement Village and Nursing Home all coming out on to one corner, this would help to ease the traffic greatly on to Fort St, there was once an access area that has been closed off.

Frederick road needs to be 50 not 60 km

Grange road has a 50k speed limit at the top end near the beach and still people speeding

Grange road and military road is very busy they come around speeding

Have the Council seriously consider implementing parking on one side of the streets only, in particular on Charles Sturt Road.

High St is used as a cut-through and they could reduce the speed in this street. Beach St is a thorough fair. Streets like Jetty St and Grange Rd should be 40 km/h. Back lanes in the area are great to get kids to school.

I would like the rest of Stephen Tce opened up, because of the amount of the traffic coming down from Fort St. If there was an emergency you would not be able to get out of the Silvan Way.

I don't mind if the speed limit goes down to 40 km/h in the zone. The footpaths on Terminus Street north have been damaged when the plantation was done.

I don't think speed restrictions like 40km/h work, speed humps would be more effective.

I don't want the speed limit dropped to 40 km/h, 50 km/h is slow enough.

I hate being tailgated and drivers who forget to put their indicators on when turning, and cyclists who rides three abreast.

I have been here 10 years and the traffic has increased a lot on Military Road. I've noticed that the speed has been reduced right in front of my house are not slowing down to the 50 km/h, they are still doing 60 km/h.

I think it is ridiculous about having to give bikes so many meters when driving and sometimes on Military Road it is two abreast and you have to swerve to go around them. Also bikes on pavements is not suitable.

I understand that 40km/h would be appropriate for Fort Street and Charles Sturt and Jetty Street.

I would like Military Road to Frederick Road to be zoned 50 km/h speeds.

I wouldn't mind the speed limits going down to 40 km/h. The other end of Jetty St (eastern end) is difficult to get out, certainly turning right.

I'd be happy for a 40 km/h limit here, except for Military Road and other major roads which should be a 50 or 60km limit as these arterial roads should be a good speed limit to encourage traffic flow outside of the local streets.

I'm a happy camper and I don't want any changes I happy as things are.

I'm concerned that there is a school in the street, and that there are many cars speeding and there could be an incident in the future if there is no speed reductions.

Improvements can be made on Fort St to make it more safe they can build another speed bump. From Sylvan Way they speed to Trimmer Parade.

In Forte St it is a bit tight with parking on both sides with buses and cars.

Intersection of Mitton Avenue , Grange Road and Beach St always near misses, t junction Cudmore and Grange Rd always accidents

It should be reduced on the side streets to 40 km/h to make it safer. I think Military Road is increasing and increasing and increasing. People should do what they are told to avoid accidents.

It would be nice when someone does something about it, if that is possible. It has reached the stage where this behavior has ruined the street.

I've always thought that there should be another entrance off of Trimmer Parade to get in to our Retirement Village area, only one is off of Fort St and it is very congested. We could also have some stop signs on Forto St. Cars coming out of Parkview Ave are going too fast and too congested causing safety issues for when we travel down Sylvan Way.

Just crossing from one side of Jetty St to the other, people making a left or right turn from Military Rd to Jetty St people are speeding up to make this turn and it is unsafe; I would not let my children cycle or walk this section because drivers are not looking for pedestrians. It is unusual that some areas have the 40 km/h speed limit and ours is still 50 km/h. People are more concerned about being fined by the police for speeding as opposed to addressing safety concerns in this area and reducing the speed.

Looking forward to the 40 k limit

Lots of cars parked in the streets Willochra Ave

Military Rd is difficult for cyclists with cars parked either side of the road and it gets quite narrows and I get stuck behind cyclists on this route all the time and as a driver it is not safe to pass them.

Military Rd- pedestrians have to deal with cyclists around the roundabout and it can be dangerous.

Mitton Ave and grange rd. the intersection gets very busy during school pick up

Most people abide by the rules and regulations; it is only a few people that make it difficult for others. I do not drive a lot around this area. It is usually pretty good within this area.

My concern is if there is an emergency how on earth are we supposed to get out of the area.

My street does get quite a bit of traffic as there are two Retirement Villages on our road. People are not sticking to the 50 km/h speed limits in my area.

My street is just busier than it used to be because of higher density living.

near bus stop 30 on Frederick Rd, there's no footpaths to trimmer parade

No

Not enough parking on the streets and the width should be wider.

Not happy with 40Km per hr. Don't think it makes a difference. Parking in Fort St on both sides a problem

Not to impose more speed limits. It's hard to stay driving without getting booked with the changing speed limits.

On grange road always plenty traffic and congestion

On High St at school time if there was a child to cross the road and it needs the traffic to slow it would be touch and go and an elderly person is often at risk as are animals.

One of the streets that has been blocked off about 20 years means that I have to drive a big loop to get out of the street.

Our Street congested with traffic during drop off and picking up of children.

Our street has requested 4 speed bumps and it is a necessity as we've had cars coming through the houses as it's a bend around the corner and the speeding behaviour hasn't stopped.

People do speed

People who come up or live in our street are good. We haven't had anyone speeding down on this street.

Prefer humps on street or traffic calm devices

put some roundabouts or speed humps

School parking around Grange Primary is a bit of a nightmare, also parking illegally.

Side streets are congested with cars and have caused damage to our cars and make it unsafe. Pretty happy in our area, we have a 50 km/h speed limit here. When bike lanes started, there weren't any signs about it being a bike lane and people were parking and receiving fines.

Some people drive very fast

Some people use as rat run. But parking Fort St main problem

Speed bump put on Fort street and it has slowed the traffic down to 40 km/h and it seems unnecessary due to little foot traffic in this area.

Speed limit of 60km ok

Speeding issues are just a cyclic-age/gender problem, i.e. when younger 16 year old drivers flood the area again it will become a problem. I have a problem with 40 km/h speed zones as I drive according to conditions and I am a careful driver.

Sunset Cres has a bus driving down it when the trains aren't running and cars are parked both sides of the street and the bus has difficulty getting through it

Sylvan Way is very narrow, it would be good to open it up at the other end of the road and make it a through road. Trucks don't seem to find the sign big enough or notice that it's a dead end and they get stuck.

The amount of road works in the area is annoying for us as a business, especially last year 6 or 7 times we had extended road works and it affected our drive past traffic and people were avoiding the area and this was impacting on our business.

The Council have done lots of good things. Suggestion to do away with the verges and implement cut-in parking in Fort Street. Too many weeds on verges.

The crossing on Fredrick road isn't very safe. Especially in the morning when people are taking their kids to primary school and after 3 when they pick up after school, there's a lot of traffic.

The lights for crossing near Forte St has been an excellent investment, although it doesn't mean that all traffic will slow down to allow pedestrians to travel past safely. Tradies are often the ones that need to be reeducated around this and often speed. There should be a 40 km/h speed limit restriction on Forte St, right from Trimmer Parade to Military Road.

The new bike track from jetty street crosses Fort St and continues on to Trimmer Parade. Its great track but at the Fort st crossing if children on their bikes or walking there's nothing to prevent them going straight across, there needs to be a barrier in place. They have put a barrier on the Jetty St end and I have made a phone call regarding this 2 months ago and so far nothing has been done.

The odd person speeds.

The only access for all the houses and they're building 6 more houses which means more people will park on the roads

The parking along Charles Sturt Road. It's a hassle going down that street. The staff from the aged care facility park on Fort Street

The parking is too close to Fort street near the bridge

The speed limits are fine, but there's always one person that speed

The street between trimmer parade and forte street , occasionally there is some speeding going on

The vegetation in the middle of the roundabouts in Charles Sturt. You can't see around it

There is lot of speeding in Charles Sturt Avenue particularly at the northern end as it is wider and on the southern end it is narrow and when you have two cars parked across each it narrows the gap and you have stop to let oncoming traffic in and sometimes people do not give way which is a problem. Some sort of cut in on the verges to allow parking of cars would be an improvement. A 40km speed limit in Charles Sturt would help as there are a lot of elderly people and children crossing over the street.

There were a lot of accidents on the corner of Frederick Road and Trimmer Pde but this has not been the case since the arrows turning left and right have been installed from Frederick Road to Trimmer Pde.

Too many cars parked on local streets

Too many cars parking in some streets, on either side of the road, especially around Old Folks Homes or blocks of flats.

Too many different speed zones between Grange and Henley

Too many speed limits

Too much traffic in Fort Street.

Too much traffic on last railway crossing

Traffic increasing around West Lakes

Trimmer Parade has cars roaring and screeching away. Exhausts far louder than what the law allows and mad driving.

Trimmer Pde has uneven surfacing.

Trying to get out of Nash St on to Frederick Rd because of the increase in traffic in Frederick Rd is a problem at times. When the question was raised to make the area a 40 km/h speed limit I was very strongly opposed to this because I feel that one can drive most of these streets safely at 50 km/h. Fort St is divided in to two bits because of the blockage at the end of Nash St. Fort St is not designed as a major through road (as it's quite narrow) or a to sustain a lot of traffic or to have buffers but it is now. Perhaps a 40 km/h zone along here may be better.

When school finishes for the day some of the streets get quite busy and blocked up.

F4 Do you have any other comments about general traffic issues on your local streets?
Base: n=301

6. Sample Profile

Figure 11: Sample Profile (base n=301)

Gender	
Male	41%
Female	59%
Age	
18 to 39 years	5%
40 to 54 years	13%
55 to 64 years	21%
65+ years	60%
Household Composition	
Single people living alone or sharing accommodation	9%
Young couple who are married or living together with no children in the home	1%
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	6%
Mature family as a couple or single parent with most children over 15 years and at least one still living at home	17%
Mature couple of single person in middle to late age groups with no children in the home.	65%

8. Appendix A: Questionnaire

QMS CATI QUESTIONNAIRE

SECTION A: MANDATORY QMS REQUIREMENTS

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.

S4 AREA - Grange

S4 We're looking to speak with people who live in Grange, in between the major roads of Trimmer Parade, Military Road, Grange Road and Frederick Road. Do you live within this area?

Code	Response	Routing
1	Yes	Continue
2	No	Terminate
3	Not sure	Interviewer to find out where respondent lives relative to major arterial roads and landmarks (using maps) - Continue to F1 if within correct boundaries or terminate if not or unable to determine.

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 of Grange? 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

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