

# **Community Engagement Feedback Report**

## **Draft Transport Asset Management Plan**

**July 2020**

Prepared by:  
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# 1. Executive Summary

This Asset Management Plan (AMP) communicates the actions required for the management of Transport Assets owned and maintained by the City of Charles Sturt (and services provided from assets), compliance with regulatory requirements, and funding needed to provide the required levels of service over a 20-year planning period.

The requirements for transport are closely aligned with the City of Charles Sturt Development Plan (soon to be known as the Planning and Design Code) and are considerate of local community expectation of streets and transport systems and the principles of “Living Neighbourhoods”. This is consistent with the 30-Year Plan for Greater Adelaide that facilitates a sustainable city through more compact communities, provision of opportunities for multiple land uses and reducing reliance on the use of private vehicles through investment in – walking, cycling, public transport and shared mobility platforms.

In accordance with Section 122 of the Local Government Act 1999, Council is required to undertake a review of strategic management plans. The revision of this Asset Management Plan is a matter set out in **Part 1** of Council’s Public Consultation Policy (PCP) and follows the public consultation steps prescribed in the relevant parts of the Local Government Act 1999.

The City of Charles Sturt aims to encourage transport design that promotes a sense of place for people and the sharing of streets to meet all their community, transport and service needs.

Our transport network objectives include:

- Protect our environment and minimise our ecological footprint
- Create a safe, healthy and supportive community which encourages participation
- Build an economically thriving and competitive city
- Demonstrate effective leadership with strong community collaboration
- Build healthy, functional and attractive neighbourhoods

Having undertaken consultation during the COVID-19 restrictions, we are confident that feedback received will inform the review of the Draft Transport Asset Management Plan (AMP).

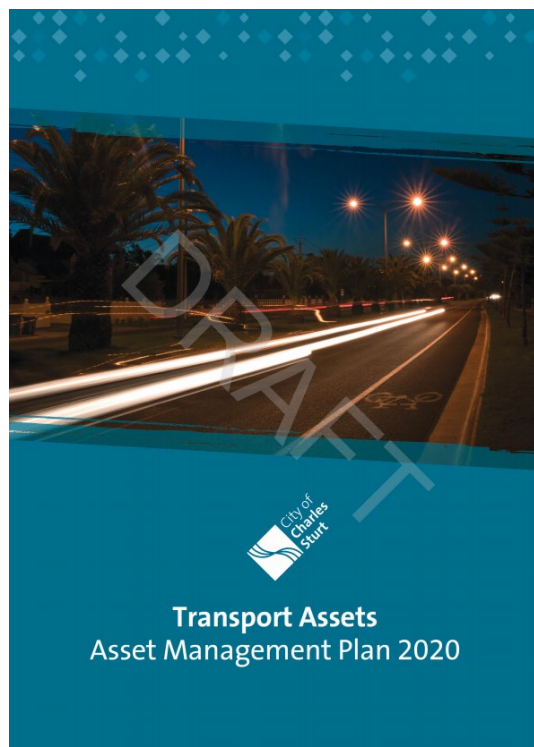
This community engagement report summarises the feedback received.

## 2. Community Engagement Approach

The Community engagement process was a whole of city consultation for a period of 4 weeks between May and June 2020.

The purpose of the consultation is to seek comments on the following:

- Local satisfaction with Local Roads and educating the community on the different ownership between Council and Department of Transport, Planning and Infrastructure (DPTI)
- Local satisfaction with the current condition of path assets and the proposed service level changes in this AMP
- Feedback on using strategic targets when considering the replacement of Transport Assets; for the purposes of adapting to climate change, street greening and creating safer streets.
- General comments on the strategy of all asset classes in this AMP and if any future considerations need to be taken into the Transport AMP service levels.



We asked our community how satisfied they are with the condition of paths and roads within our local streets and how they felt about other assets within their neighbourhoods. We provided the opportunity for feedback through:

- YourSay Charles Sturt interactive online platform
  - Community survey
- Written submissions



The engagement was communicated/promoted through the following channels:

- Social Media promotion
- Display ad in 'The Advertiser'
- Yoursay Charles Sturt newsletter to active members
- Port Road Banner promotion
- Email to CCS E-Panel Members
- Internal intranet site 'The Mine'

Fig 1. Example of Port Road Banner



Fig 2 – Example of Advertiser Advertisement



## HAVE YOUR SAY ON THE TRANSPORT ASSET MANAGEMENT PLAN

The Local Government Act 1999 requires the City of Charles Sturt to develop, adopt and regularly review strategic management plans such as our Transport Asset Management Plan (AMP) (in accordance with Section 122).

The City of Charles Sturt has prepared a draft Transport AMP which has been endorsed by Council for consultation. The plan defines how we maintain and renew our transport assets that help to move our community through our City.

As part of the consultation process for the Transport Asset Management Plan, Charles Sturt ratepayers are invited to view and provide feedback on this plan.

To join the conversation you can:

- View the draft Transport Asset Management Plan and provide feedback at [yoursaycharlessturt.com.au](https://yoursaycharlessturt.com.au)
- Post written feedback to PO Box 1, Woodville SA 5011

**Consultation closes 5pm 13 June 2020.**

For further information please contact Kath Mardon, Community Engagement Officer on (08) 8408 1270 or visit [yoursaycharlessturt.com.au](https://yoursaycharlessturt.com.au)

### 3. Community Participation

We had 46 people across our City participate through the online survey and provide feedback for the update of the Transport AMP.

The table below illustrates the community reach and participation of our community on this Asset Management Plan.

Source	Communication and Engagement Statistics	
	Community Reach	Community Participation (No. of participants)
Social Media (Facebook)	Broad Community 3875 cumulative reach 128 cumulative engagement	2
Twitter	Broad Community 1209 impressions 16 engagement	1
The Advertiser	Broad community 13 May 2020	-
Port Road Banner	Broad community	-
Your Say Charles Sturt	3000 members, 24 project follows, 697 views, 432 visits, 322 visitors	46 contributions
E-Panel	800 Community members	12 contributors

### 4. Community Feedback

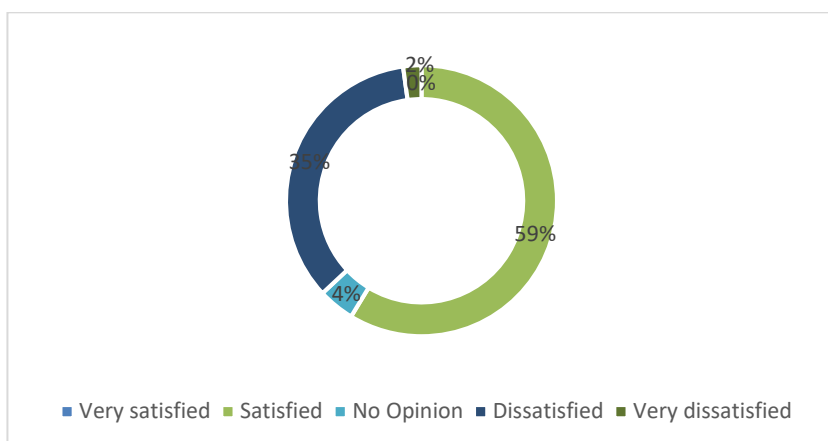
Comments received that were related to public roads and paths, identify and align with what is suggested in the Draft AMP. Many respondents provided specific locations of where there should be more focus on upgrade and maintenance.

#### Roads

The City of Charles Sturt own and Manage 4,732,248m<sup>2</sup> area of road network and almost 1,400km's of road kerbing. Road Assets have a replacement value of \$632.5 Million and are the highest valued Transport Asset.

Currently Council's LTFP is enough to ensure that road maintenance and renewal remains as per the desired service level for all road assets.

#### Q. How satisfied are you with the condition of 'local streets' in your neighbourhood? (not DPTI owned roads)



	%	(n)
Very Satisfied	0	0
Satisfied	59%	27
No opinion	4%	2
Dissatisfied	35%	16
Very dissatisfied	2%	1

Overall satisfaction of the condition of streets is generally good, however there is still some dissatisfaction. Mainly in relation to old roads that require more than just maintenance.

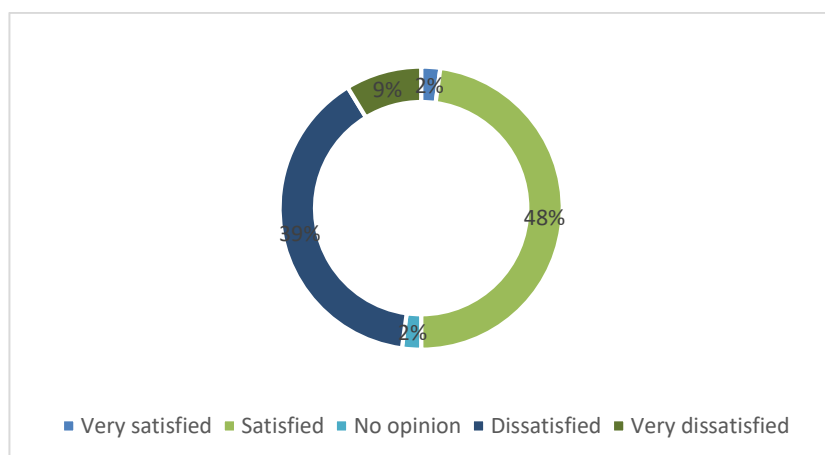
A broad summary of key themes is below:

- Mostly streets are good and clean
- Better coordination with utility companies to avoid cutting up new road
- Better sweeping of gutters due to litter build up in gutters
- Some roads are uneven, with pot holes

## **Paths**

The AMP proposes a reduction in overall renewal replacement of paths but an increase in capital maintenance. This will provide a reduced expenditure to Council's LTFP and better value to the community.

### **Q. How satisfied are you with the condition of local paths in your neighbourhood?**



	%	(n)
Very Satisfied	2%	1
Satisfied	48%	22
No opinion	2%	1
Dissatisfied	39%	18
Very dissatisfied	9%	4

The overall sentiment of the community on the condition of local paths are generally satisfied. However, some comments recognised tree foliage in some areas creates unwalkable paths; some paths are uneven and dangerous; and with liveability lacking in the Inner West suburbs.

Community Comments are provided below:

- The paved path on the eastern side of Seaview from North Street to the Square is very uneven and dangerous, particularly near the path that leads behind the library. We have also noticed a marked increase in the amount of dog excrement left on paths, including along Military Rd, North St and the Esplanade.
- Paths are satisfactory, but liveability is lacking
- Overall the condition is OK. However, there are many sections of path, in my neighbourhood, that have been lifted by tree roots and are cracked and broken and have become unsafe/trip hazards, and/or have sunk and fill with water when it rains making large sections impassable. Also, some trees probably need trimming as they overhang the footpaths at head height.

### Q. Are you happy with the City of Charles Sturt's Service level for paths?

Levels of Service are a commitment to carry out a given action or actions within a specified time frame in response to an event or asset condition data.



**Yes**  
50%



**No**  
33%



**No opinion**  
17%

Comments have been broadly summarised below:

- As long as paths are kept at 3 or better and those at 4 and 5 are well repaired promptly.
- Paths should be kept clean and free of debris and animal excrement
- Nowhere in your Draft Transport AMP is there a mention of making paths safe and usable for cyclists. Apologies if I missed it, but I couldn't see a mention of dedicated bikeways or paths made safe and accessible for both pedestrians and cyclists.
- In terms of disability access, there are often obstacles built into the paths - stobie poles, bus stops, etc and no alternative 1m wide path is provided around these.
- Vegetation overhanging paths to be trimmed, as is should be clear for a wheelchair / scooter user to 2m high (blind pedestrians) and 1m for mobility users. Even the new accessible bus stops often have foliage in front of them obscuring the view which takes away the whole idea of access. Those teams should be made aware of the wholistic idea of access, including trimming vegetation to get access and sightlines as part of the paving projects.
- Majority of the paths are well maintained but with the constant rebuilding of homes, there are paths requiring replacement/ renewal.
- Over the years the levels on the footpaths have either risen or dropped with tree roots moving under them
- Poor paths, the pram is always getting stuck on raised sections in damaged paths. The section of path along Frederick Rd between West Lakes Boulevard and Seaton High School is on a descent at every driveway, makes it really hard to keep the pram on the path and not veering down towards the road.
- Footpaths in my street need repairs. Tripping hazards in front of our house. No one looks at them.
- Poor quality of repairs, slow response time to address issues. Patchy repairs need attention. Verges lack (native) trees / shade along streets. Mowing is great, however, weed control is very poor / non-existent. Planting of natives & ongoing weeding is needed to really improve the streetscape.
- broken paths, paths moving when walked on, uneven or excavation done and not repaired
- Uneven surfaces, broken pavers and concrete presenting trip hazards



Many respondents had differing views on the extent of the condition of paths as they were answered based on their local areas. The overall sentiment showed that Councils condition 3 service level was satisfactory.

## Q. To what extent would you agree or disagree that Council should use the above strategic targets when considering the replacement of Transport Assets?

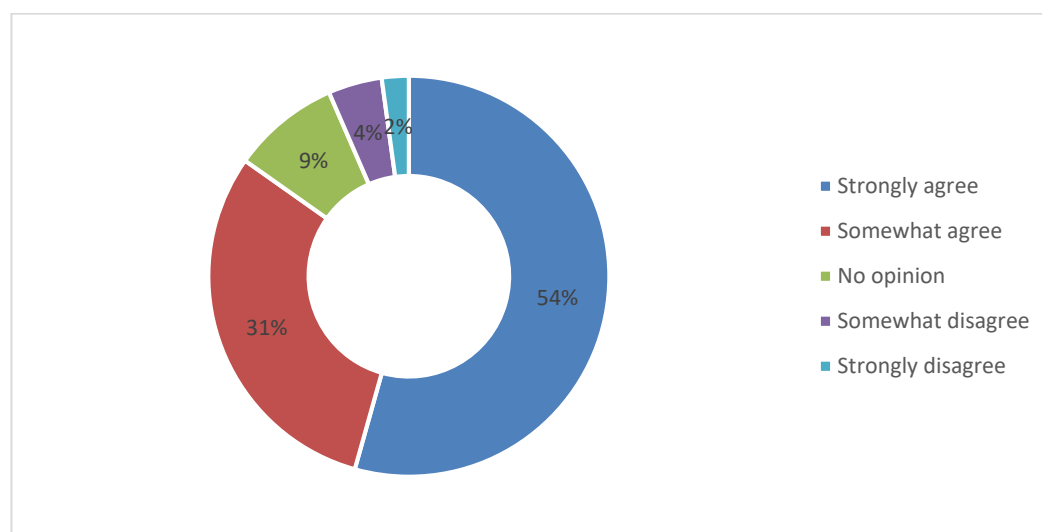
These ties are critical to creating social inclusiveness and developing healthy and active communities.

**Increased Tree canopy** - Increased amount of trees in streets to promote cooler streets and help prevent urban heat islands across the city.

**Increased street greening** - Improve streetscapes and the way streets look with higher quality landscaping other integrated treatments

**Better transport function** - Replacing transport assets for current and future functions based on all modes of transport

**Safer streets** - Ensure transport assets promote slower speed limits, better connectivity to strategic destinations and integrate design for opportunities for different modes of transport.



	%	(n)
Strongly Agree	54%	25
Somewhat agree	31%	14
No opinion	9%	4
Somewhat disagree	4%	2
Strongly disagree	2%	1

## Q. Do you have any comments on the strategy for the remaining assets in the Transport AMP?

Themes	General Comments	For Consideration
Off Street Car parks (ie – Port Road Median/Reserve Car parks) – not on road parks	Car parks are essential to ensure people can use sites easily	More off street parking in the area is needed at present because public transport is limited/inefficient. Addressing public transport options should mean less need for car parks.
		I would love to see more carparks that encourage car diversion from high pedestrianised areas, especially schools. Encourage more people to walk and cycle or use public transport. Or park a little further away. But I would also love to see more green space. I want my cake and eat it too :)



	The Henley Library carpark needs to be much better patrolled on hot days where beach users come early and take all of the parks so that it is impossible to go to the library and use the car park. Enforcement of the 2-hour limit and perhaps better signs to say who those parks are for would help.
	There should be more
	To place car parks within reserves reduces the amount of green playing space for children and also introduces a danger with children and vehicles being on the same tarmac, speed in car parks would be a problem that would need to be addressed. With the amount of multi storey buildings being approved there is already too much on street parking which creates safety issues.
	If it gets cars off the streets so that they are not parked on both sides making it prone to collisions. Too many dogbox houses with no space to park, if there is, ignorant people don't anyway.
	An important requirement for residents
	Street parking is causing traffic problems
	Perfectly happy with current arrangements
	I would like council to push the SA Transport to either cement or asphalt the park next to Woodville station
	Open up both access points to the car park next to the bowls club/Woodville dog park.
	Parks are limited
	Living opposite a park, parking should only be allowed on residential side not park side as the road is too narrow.
	You should look to improve off street carparking around the Brompton redevelopment.
	New housing developments reduce street parking on busy roads like Seaview rd. At peak tourist times this is further reduced.
	There needs to be more consideration for long term residents who struggle to be able to park in front of their houses.
	Nice if it doesn't reduce park size too much and parking is not adequate
	They often require resealing
	it would be nice to see more off street car parks were possible
	Off-street parking should be encouraged and developed where possible. The local roads in many suburbs, including mine, are not wide and with cars either side, it is difficult getting into and out of driveways. I also find sight distance at intersections an issue due to parked cars, especially SUVs and other larger vehicles now in the fleet mix even when legally parked.
	Believe there is enough space for parks as it is
	Street parking is generally fine, think there is stronger priorities here to be considered
	What about the disappearance of off-street parking on roads? Extremely disappointed

	with the increased yellow line marking on arterial roads, DPTI and the Council favouring those who are just passing by instead of residents & businesses who reside on these roads. So far "congestion busting" has not improved the road death toll.
	Why are some of the car parks at the Tennyson Dunes closed?
<b>Kerb Ramps</b>	Good to see that the old ones are progressively being improved in neighbourhood zones. The worst footpath near us is the link between the front of the Henley Square shopping centre and the Henley Library - it desperately needs revitalising to improve that link.
	Need greater auditing and compliance of kerb ramps as many are non-compliant
	Unsure if you mean driveways or Kerbing that is angled allowing vehicles to drive over without damaging the rims, if so, they I feel would be better and if you mean driveways then that is also a given with property owners.
	Should be available wherever you can cross the road
	Mandatory requirement
	Seem to cater for mobility items sufficiently
	In reasonable condition
	average number but could with more
	Yes, angled gutters preferred to 90degree gutters
	Worthwhile considering for disabled access and young families with prams
	The kerb ramps I have seen appear to be in satisfactory condition.
	Would love to see more bridges and boardwalks for accessibility and regular maintenance of these structures.
	If the dual path section of coastal track at Tennyson and West Lakes that was blocked by local residents could be built it would be a great asset for the community. The needs of the many should out way the few local snobs.
	Need to separate bikes from pedestrians as current arrangement is dangerous to pedestrians
<b>Bridges / Boardwalks</b>	Need to be of a standard that requires little maintenance, there are none in the area I live in.
	Good. especially along coast.
	Generally good
	Current bridges meet our needs
	Linear park along the Hindmarsh section would be possibly the worst section of the Charles Sturt part. The feeling is out of sight out of mind

	it would be great if Tapley's Hill Road had an overpass at trimmer parade intersection or have the rail tracks go over the intersection.
	The Coastal Path is excellent - keep it up! Ditto for the ST. Clair wetlands. It is very important to have these elements in the transport system as apart from their primary function, they also add to the drama and appearance of the locale. Architectural styling is very important here to lift above the pedestrian!!
<b>Bus Stop Infrastructure</b>	they have removed a bus shelter near my house with just a sign, it now does not provide any shelter from rain/sun and does not make sense to me.
	Regular review and upgrades of bus stops required to encourage public transport use and safety. Surely, we want to encourage public transport use!
	Many of the new accessible bus stops have done away with old shelters. As you mention that heat island effects will increase, what are the plans to improve public transport stops so that people have some shade from sun/rain and some shelter from the often very windy stops? The seating in my local area has also been removed. This is hardly encouraging older people to use the buses as they are an important way station to rest after walking to the stop.
	Our local shelter was removed recently and has not been replaced.
	very few shelters in area-should be more
	The more bus shelters, the better. The one on Lexington Road did not get replaced which is disappointing.
	Bus stops need to be placed to allow the bus to leave the road lanes and the majority of the vehicle to be clear of flowing traffic, that may mean having the footpath and surrounds reduced in width and the pad of the bus stop shelter raised in some way to allow for residents with wheel chairs and walkers to be able to access the bus at minimal height.
	Should be undercover
	Important to have some seating arrangement because of the age of the people using buses
	More protection from weather needed
	i would like to see the bus stop hubs to face away from the north or south so the people using them being protected. if you want people off the roads using public transport make it better and cleaner
	Average condition
	Public transport unsafe so we do not use it
	On my route the H22 and H32 all OK.
	Shade is my concern.
	Ok. No shelters and some stops have been removed

	Need to be shaded
	Yes, trees and keeping them clean. It is always dirty.
	More bus shelters are needed. A few that were taken away have not as yet been replaced.
	Grange road has recently been changed and there could be more shelter on bus stops to assist with protection from bad weather
	it would be nice if more bus stops were in a position, so the bus was over enough to let cars go by.
Traffic calming Devices	Getting much better but there are still many locations where there is no shelter when waiting eg Woodville Road near the railway station. Another issue can be proximity to main road traffic which can at times be intimidating when trying to move closer to the road to see a bus coming, especially where there is no bike or parking lane as a buffer.
	depends on how you do it
	Absolutely agree. Slow the cars down. Reduce car numbers and speed in higher density areas like schools, suburban streets and eating areas.
	I think the 40km zones have been largely very successful with signage. Certainly, beats speed humps.
	If you mean speed humps, then please ensure they are of a longer length than current and be a means of reducing speed. I would love to see in my street the speed limit reduced to 40kmh or less but we are a two council street and PAEC and Charles Sturt cannot agree on what should be done to limit the traffic from those that enter and exit the Alberton Oval complex which at times is seen as speeding above 50kmh.
	The late-night hooning on Ledger Rd is horrendous. I assume the culprits are locals (there are a few repeat offenders) as it is most nights after 10pm. I fear there will be an accident as it seems like they are going in excess of 80kph.
	Stupid. nobody takes any notice & they just bust the suspension
	Roundabouts are valuable
	Require more in several through streets ie: Branwhite Street
	because transport is increasing in the west you need the traffic to flow easier not slowing down and congesting. You cannot calm people down if people get out of bed 5 minutes before work.
	Should be removed and a proper police force and legal system introduced. These destroy car suspensions and cause excessive wear and tear on components.

	Non-existent, apart from the 40kmh which has no policing of the zone. Still cars speed. Most cars cut down my street to cut through to south rd to avoid traffic lights at the corner of Manton and south rd. Speed humps or something similar may make it safer for my child to ride her bike.
	Halsey Road needs some sort of traffic calming devices eg humps. Many drivers are driving above the speed limit as the street is long and reasonably straight
	There should be some installed at St. Clair for the safety of walkers crossing a road that has a blind corner.
	This is definitely necessary. The back streets of Flinders park although are a 40 zone but this is not respected. This is confirmed by burnout marks and you can usually here cars speeding through the streets
	They don't really work.
	Not a fan, fines from rotating camera locations preferred
	I don't like speed humps but road narrowing, and roundabouts are a better way of managing speed. 40km/h areas are also a great idea but there is always a small fringe group who disregard these elements. What is the research saying on traffic calming? I would be interested to see the comparison between speed reduction vs frustration for drivers and noise from speed variations between devices. Also, this is treating the symptom rather than the problem.

## 4. Next Steps

Based on the feedback through this process, an updated Draft Transport Asset Management Plan will be presented to the Asset Management Committee at their meeting of 17 August 2020.

A report outlining the outcomes of consultation and the updated Draft Transport AMP will be presented at the August Asset Management Committee meeting.

Following this meeting the new Asset Management plan will be made available on Council's website.