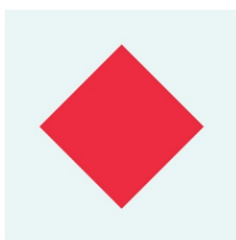




Community Engagement Report for Fairford Terrace Traffic Safety Improvements and Bartley Terrace Stage 2

July 2021



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1. Project Overview

Fairford Terrace

The roadway and kerb and gutter in Fairford Terrace between Bartley Terrace and Recreation Parade are due for renewal. When planning road projects, we also investigate current and future transport demands within the local street and surrounding street network to determine what improvements can be made to ensure that the road can operate as safely and as efficiently as possible.

We have heard concerns from residents in Fairford Terrace in relation to vehicle numbers and the speed they are travelling at. A petition has also been received with over 144 local residents reconfirming these concerns and requesting us to investigate possible traffic treatments to assist with vehicle calming.

We developed a draft concept plan for Fairford Terrace based on these concerns. The proposed scope of works for Fairford Terrace include:

Bartley Terrace to Recreation Parade

- Road resurfacing from Bartley Terrace to Recreation Parade
- Reconstruction of kerb and gutter on both sides of the road between Bartley Terrace to Recreation Parade
- Realignment and narrowing of the roadway travel lanes to promote a slow speed environment and improve road safety
- Realignment and narrowing of intersections with adjacent streets to slow vehicles speeds and improve road safety with kerb buildouts, street print and potential raingardens and associated landscaping of the verge.
- Installation of a zebra crossing and associated signage, to provide a safe crossing point to the local park.
- Concrete brick paved parking bays between property driveways to ensure parking in the street remains available
- New pedestrian access ramps across all intersections
- Bicycle access ramp on the Northern side of the Recreation parade roundabout

Recreation Parade to Bower Road

- Realigning and narrowing of Intersections with adjacent streets to slow vehicles speeds and improve road safety with Line marked buildouts only between Recreation Parade and Bower Road
- Installation of a line marked dedicated parking bay on the Western side of Fairford Terrace
- Concrete brick paved parking bays between property driveways on the Northern side of the street to ensure parking on the Northern side of the street is still provided where possible
- Re-alignment of Bower Road intersection to provide dedicated left and right turn lanes for vehicles to exit onto Bower Road
- New pedestrian access ramps across all intersections

Bartley Terrace – Stage 2

In 2015 we consulted with the local West Lakes Shore/Semaphore Park community on the proposed upgrade of Bartley Terrace from West Lakes Boulevard to Bower Road. This upgrade was initiated as a road safety project to address safety concerns along Bartley Terrace and to renew existing road assets.

The key themes that came out of the consultation at the time were:

- Dedicated cycle lanes
- Protected right turns
- Indented parking where high parking demand
- Road widening where required

- Improved footpaths
- Shared off road paths
- Improved landscaping
- Improved reserve landscaping and paths
- Possible artworks and themes along the street
- Integrated shopping precinct
 - Pedestrian crossing
 - Bus stop locations – offset
 - Improved post office box location
 - Roundabouts
 - Possible 40kph zone
 - Landscaping
 - Connection with the reserve

We have since completed Stage 1 of the works from Greenfield to Bower Road and we are now designing Stage 2 – Greenfield Terrace to Anglers Court. Stage 2 work proposes to include:

- Road resurfacing from Greenfield Terrace to Anglers Court
- Reconstruction of kerb and gutter on both sides of the road
- Installation of a new roundabout at Fairford Terrace / Bartley Terrace intersection
- Installation of a new zebra crossing on Bartley Terrace at the shopping precinct
- Installation of a new zebra crossing on Bartley Terrace at the Bartley Tavern
- Planting of new trees and landscaping (possible water sensitive rain gardens)
- Renewal of footpaths on both sides of the road
- Renewal of footpaths in Neighbourhood reserve
- Upgrade of Road lighting to LED Lighting

This report outlines the feedback received for Fairford Terrace Traffic Safety Improvements and Bartley Terrace Stage 2 Plan.

2. Community Engagement Approach

Consultation was undertaken over a 3-week period in May 2021, where we sought feedback on traffic safety improvements for Fairford Terrace and notified of the endorsed Stage 2 Bartley Terrace concept plan.

We posted 3731 consultation packages to residents & business owners within the original Bartley Terrace project catchment area, given we were presenting both Fairford Terrace and Stage 2 of Bartley Terrace.

We provided the opportunity for feedback through:

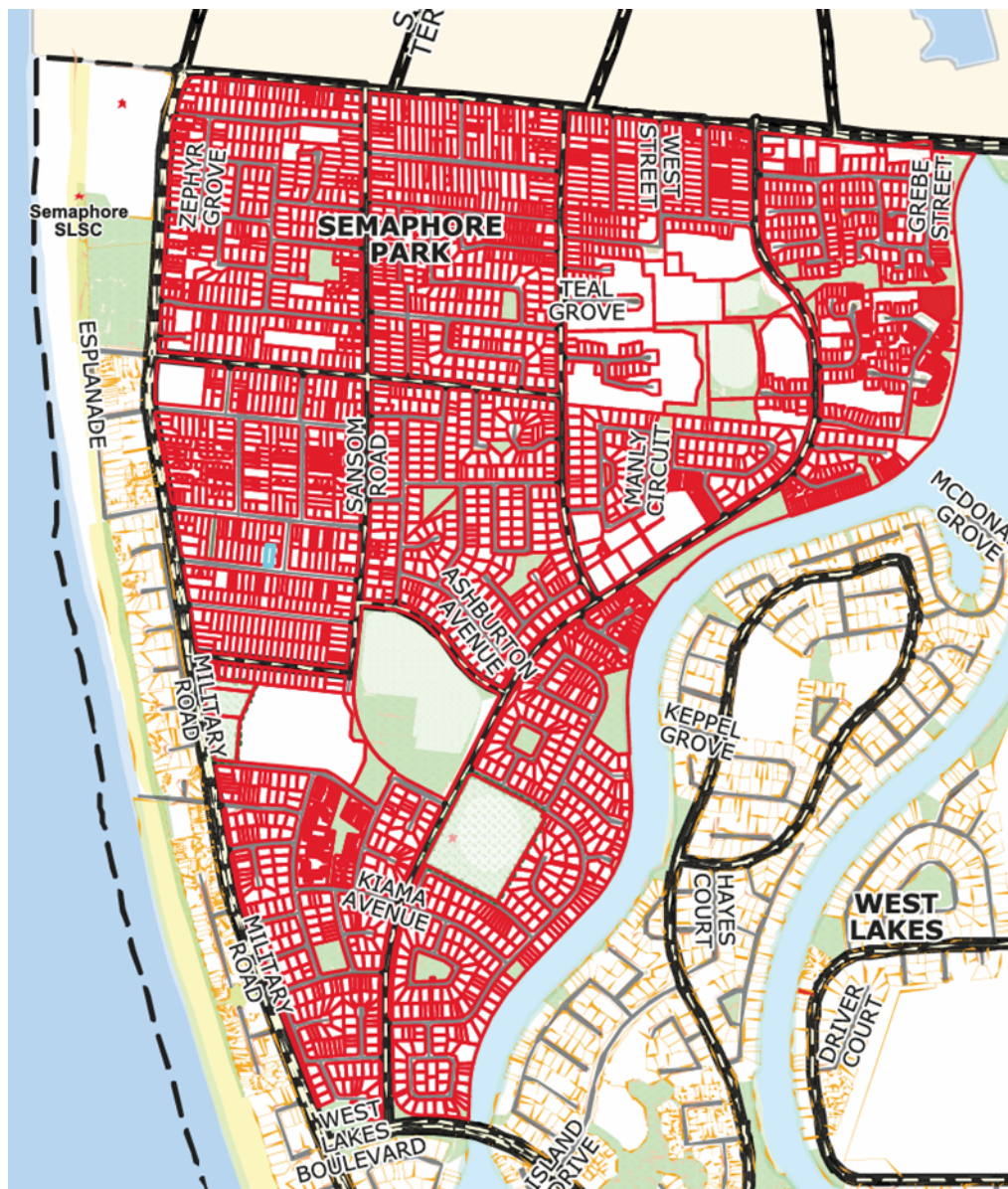
- an online feedback form on Your Say Charles Sturt website
- written submissions on email
- telephoning the project team

The engagement was communicated through:

- a coloured brochure distributed into letterboxes to the local area (Fig 1), including owners not residing at the properties.
- YourSay online website page, open to all users

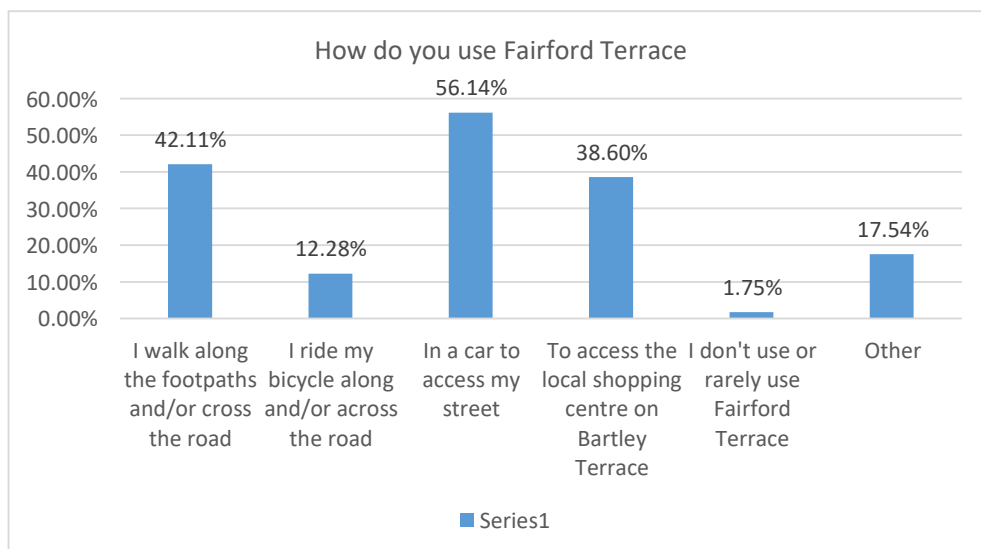
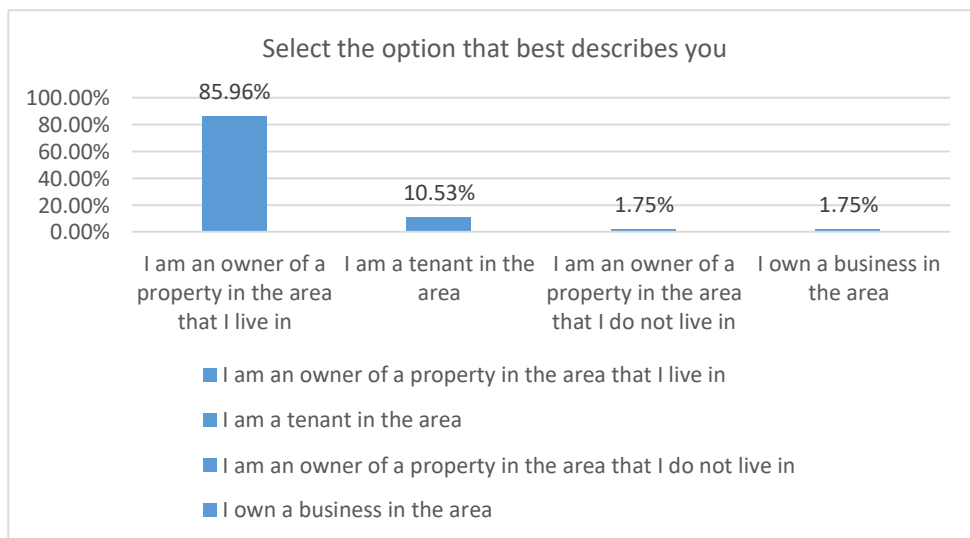
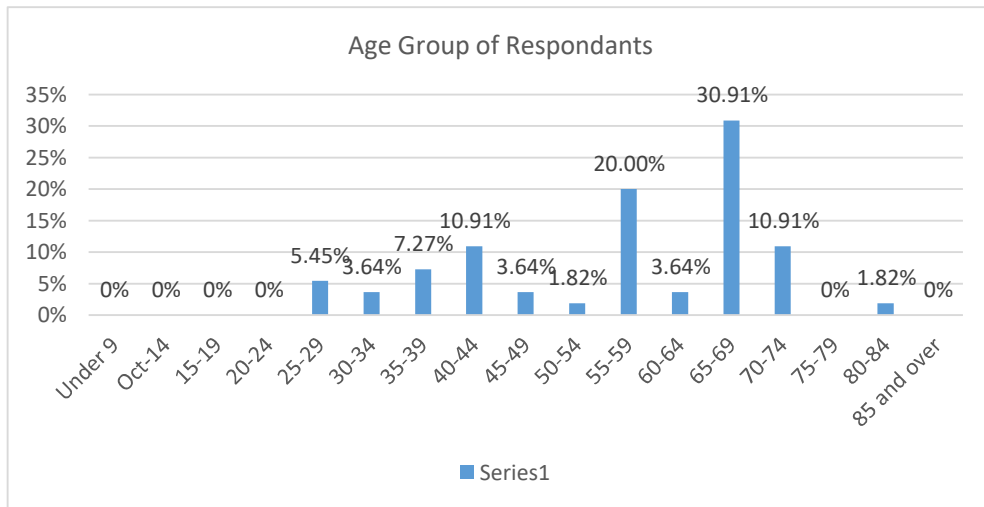
A sample of materials posted are within **Appendix A** of this report.

Fig 1 Consultation Area



3. Who did we hear from

We heard from a mix of respondents to our proposal. A majority of our respondents in the West Lakes Shore/ Semaphore Park catchment were over 65 years of age (30%). Many that have been living in the area for a long period of time, grew up in the suburb and own their own home.



YourSay Website Statistics	
Views to page	312
Visits to the page	171
Unique Visitors	129
Contributions	57
Project 'Followers' (following for updates)	26

4. What did we hear

A total of 61 responses were received throughout the consultation process. This was made up of 57 responses through the online survey and 4 written submissions.

All feedback from the survey and any other written comments are summarised in this section. This forms **Appendix B & C**

There was a good level of interest in this project, from the original petition received to look at traffic safety, through to the consultation of the draft concept design, with an overall response rate of 1.6%.

The feedback received seemed quite mixed regarding the overall Fairford Terrace concept design with some comments misunderstanding its intention.

Through the online survey we asked respondents what they liked about the concept design and what could be improved, based on the information provided to them at the time.

4.2 What do you like about the concept plan

It was identified that there was a great deal of positive community sentiment (61.7%) to the concept plan, with 10/6% mixed and the remaining sentiment being negative (12.8%) or neutral (14.9%).

Respondents saying, they liked the roundabout on Bartley Terrace/Fairford Terrace (15%) and the indented parking bays (13%)

I like that there will be a roundabout to access Bartley Terrace from Fairford Terrace as this is certainly going to be advantageous. Less dangerous and easier to exit – Survey respondent

The resurfacing of the road and reconstruction of the kerb and gutter was also complimented and noted.

'Excellent traffic management and road safety initiative. Long overdue. Far too many drivers use Bartley Terrace as a speedway. Have experienced the danger of another driver traveling at high speed.' – Survey respondent

The top 4 key comments mentioned being:

- Roundabout on Bartley Terrace
- Indented parking bays
- Left and right turn into Bower Road
- Road resurfacing

Theme	%	# of comments
Roundabout on Bartley	14.90%	7
Indented parking bays	12.80%	6
Left and right turn into Bower	10.60%	5
Road resurfacing	8.50%	4
Nothing	6.40%	3
New kerbing	6.40%	3
Improve Safety	6.40%	3
Reducing speed	4.30%	2
Upgrading of grass verges	4.30%	2
Bus stop location - Bartley Tce	4.30%	2
Crossings	4.30%	2
Parking	4.30%	2
Roundabout on Bartley	2.10%	1
Vegetation	2.10%	1
Street print	2.10%	1
Don't like concept	2.10%	1
Like raingardens	2.10%	1
Landscaping	2.10%	1
Zebra crossing	2.10%	1
thinking about Fairford Tce	2.10%	1



4.3 What could be improved with the concept plan

It was identified that there was a large proportion of neutral (44%) community sentiment in the comments about improving the concept design, with 22% being mixed and 22% being negative.

A number of respondents telling us that they do not want the roundabout at Barley Terrace /Fairford, rather suggestions for a left turn in and right turn into Fairford.

'No roundabout (obstructs traffic flow/OHSW & safety issues for all large vehicles - manoeuvrability / access to supply shopping centre' – Survey respondent

It was important to have a safe crossing point, however many felt that the crossing should be designed in line with the laneway path on Fairford Terrace.

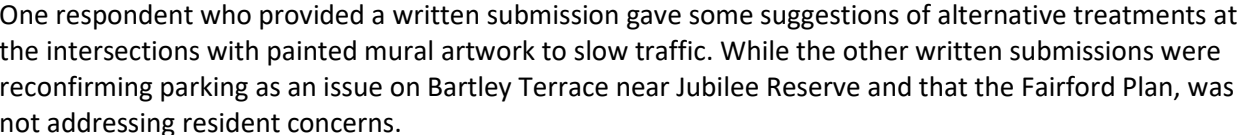
There were suggestions for alternative treatments in Fairford to slow the traffic, as some respondents felt the narrowing of the road would not be safe. Introducing a 40 km/hr speed limit in West Lakes Shore would be welcomed by some.

Implement 40 km/h restrictions, as has been done in Beach Street Grange. - Survey respondent

The top 4 key comments mentioned being:

- No roundabout on Bartley Terrace
- No road narrowing
- Implement a 40 km/hr zone
- Align zebra crossing with walkway

Theme	%	# of comments
No roundabout	20%	10
No road narrowing	12%	6
Implement 40km zone	10%	5
Align Zebra crossing with walkway	10%	5
Left turn into Fairford	8%	4
Plan won't reduce vehicle speed	8%	4
Speed humps	6%	3
Remove yellow line marking	4%	2
No indented parking bays	4%	2
Widen the Road	4%	2
Keep parking in front of homes	4%	2
Traffic lights at Bower/Fairford	4%	2
Raised intersections	4%	2
Raingardens obstruct sight	4%	2
More lighting	4%	2
Indent parking into verge	4%	2
No zebra crossings	4%	2
Add in a sheltered right turn into Foodland from Bartley	4%	2
Traffic slowing measures	2%	1
Don't restrict parking	2%	1
Cyclist safety	2%	1
Remove Recreation parade roundabout	2%	1
Roundabout will create more traffic in Fairford	2%	1
Will become a bottleneck	2%	1
Vehicle calming at cross streets	2%	1
Neighbourhood Reserve (north)	2%	1
increase parking bays on east side	2%	1
Left turn lane into Fairford	2%	1
Traffic lights	2%	1
Narrowing will cause bottle necks	2%	1
Right turn lane from Bartley	2%	1
Remove bike lanes	2%	1
Waste rate payers money	2%	1
Street print waste of money	2%	1
Fairford/Bower intersection to be single lane	2%	1
Consideration to property development	2%	1
Shopworkers parking in local streets	2%	1
No roundabout	2%	1
Good as is	2%	1
No parking bays	2%	1
No 40km	2%	1



We would like to understand your views on the Fairford Terrace concept plan. Please tell us to what degree you support the proposed traffic changes?

Response	Percentage
Strongly support	19.64%
Support	26.79%
No opinion	0%
Do not support	53.57%

Of the 57 survey respondents, 53% did not support the proposed traffic changes. However, there were a number of individual respondents who were from the same household, with some repeating the same comments. The household statistics are broken down below.

There were number of responses to our survey from multiple people in the same household. The support per household (47) shows support for the concept plan.



It's important to note that the survey was not intended to be used as the sole decision-making tool. It gives the community an opportunity to indicate their level of support for the overall plan, while communicating to us how we could improve it while still providing the desired safety outcomes.

4.5 Anything else you may have about the concept design

When asking if there were any other views of the concept plan, the community sentiment was quite neutral (48.8%), with 27.9% being of mixed opinion.

The top 4 key comments mentioned being:

- Left turn lane into Fairford
- Raised intersections on Fairford
- Implement 40 km/hr
- Right turn lane from Bartley

Themes	%	# of comments
Left turn lane into Fairford	11.60%	5
Raised intersections	11.60%	5
Implement 40km zone	9.30%	4
Right turn lane from Bartley	9.30%	4
Bike lane	4.70%	2
Align Zebra crossing with walkway	4.70%	2
Consideration to property development	2.30%	1
Lines on shared use path - Bartley Plan	2.30%	1
Review Parking on Bartley near soccer oval	2.30%	1
Parking bays won't reduce speed	2.30%	1
Street print no value	2.30%	1
Centre line marking on Fairford	2.30%	1
Roundabout will create more traffic in Fairford	2.30%	1
Roundabout issue for trucks	2.30%	1
South side bus stop	2.30%	1
Signage	2.30%	1
Intersection narrowing	2.30%	1
Not enough traffic for roundabout	2.30%	1
Development creating more vehicles	2.30%	1
On street parking needed	2.30%	1
Concept is dangerous for cyclists	2.30%	1
Traffic lights at Bower/Fairford	2.30%	1
Plan won't reduce vehicle speed	2.30%	1
Like raingardens	2.30%	1
Plan misleading	2.30%	1
No roundabouts	2.30%	1
Neighbourhood changed	2.30%	1
Pedestrian access to shops	2.30%	1
Parking around Hawkesbury	2.30%	1
Speed limit back to 60km	2.30%	1
Roundabout at Hawkesbury	2.30%	1

Greenfield crescent	2.30%	1
Separated entry /exit into Foodland	2.30%	1
Neighbourhood Reserve (north)	2.30%	1
Road width	2.30%	1
Traffic lights	2.30%	1
Parking restrictions Fairford/Bartley end	2.30%	1
No road humps	2.30%	1
Increase in vehicles	2.30%	1
Not listening to speed issues	2.30%	1

Parking restrictions Fairford/Bartley end
 Speed limit back to 60km
 Pedestrian access to shops
 Review Parking on Bartley near soccer oval
 Parking around Hawkesbury
 Increase in vehicles
 Plan wont reduce vehicle speed
 Align Zebra crossing with walkway
 Concept is dangerous for cyclists
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 Intersection narrowing
 Implement 40km zone
 Bike lane
 No road humps
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 Roundabout issue for trucks
 Left turn lane into Fairford
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 Right turn lane from Bartley
 Parking bays wont reduce speed
 Consideration to property development
 Signage
 Onstreet parking needed
 Centre linemarking on Fairford
 Not enough traffic for roundabout
 Development creating more vehicles
 Roundabout will create more traffic in Fairford
 Traffic lights at Bower/Fairford
 Neighbourhood Reserve (north)
 Plan misleading
 Greenfield crescent
 Not listening to speed issues
 Roundabout at hawkesbury
 Neighbourhood changed
 Separated entry /exit into Foodland
 Street print no value
 Road width
 No roundabouts
 South side bus stop

Appendix A

Consultation Materials

BARTLEY TERRACE STREETSCAPE UPGRADE - STAGE 2

In 2015 we consulted with the local West Lakes Shore/Semaphore Park community on the proposed upgrade of Bartley Terrace from West Lakes Boulevard to Bower Road. This upgrade was initiated as a road safety project to address safety concerns along Bartley Terrace and to renew existing road assets.

The key themes that came out of the consultation at the time were:

- Dedicated cycle lanes
- Protected right turns
- Indented parking where high parking demand
- Road widening where required
- Improved footpaths
- Shared off road paths
- Improved landscaping
- Improved reserve landscaping and paths
- Possible artworks and themes along the street
- Integrated shopping precinct
 - Pedestrian crossing
 - Bus stop locations - offset
 - Improved post office box location
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We have since completed Stage 1 of the works from Greenfield to Bower Road and we are now designing Stage 2 - Greenfield Terrace to Anglers Court. Stage 2 work proposes to include:

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- Installation of a new roundabout at Fairford Terrace / Bartley Terrace intersection
- Installation of a new zebra crossing on Bartley Terrace at the shopping precinct
- Installation of a new zebra crossing on Bartley Terrace at the Bartley Tavern
- Planting of new trees and landscaping (possible water sensitive rain gardens)
- Renewal of footpaths on both sides of the road
- Renewal of footpaths in Neighbourhood reserve
- Upgrade of Road lighting to LED Lighting

The enclosed Bartley concept was endorsed by the Council on 21 March 2016.



FAIRFORD TERRACE ROAD REHABILITATION & TRAFFIC SAFETY IMPROVEMENTS

The roadway and kerb and gutter in Fairford Terrace between Bartley Terrace and Recreation Parade are due for renewal. When planning road projects, we also investigate current and future transport demands within the local street and surrounding street network to determine what improvements can be made to ensure that the road can operate as safely and as efficiently as possible.

We have heard concerns from residents in Fairford Terrace in relation to vehicle numbers and the speed they are travelling at. A petition has also been received with over 144 local residents reconfirming these concerns and requesting us to investigate possible traffic treatments to assist with vehicle calming.

We have developed a draft concept plan (enclosed) for Fairford Terrace and would like to hear your views. The proposed scope of works for Fairford Terrace include:

Bartley Terrace to Recreation Parade

- Road resurfacing from Bartley Terrace to Recreation Parade
- Reconstruction of kerb and gutter on both sides of the road between Bartley Terrace to Recreation Parade
- Realignment and narrowing of the roadway travel lanes to promote a slow speed environment and improve road safety
- Realignment and narrowing of intersections with adjacent streets to slow vehicles speeds and improve road safety with kerb buildouts, street print and potential rain gardens and associated landscaping of the verge.
- Installation of a zebra crossing and associated signage, to provide a safe crossing point to the local park.
- Concrete brick paved parking bays between property driveways to ensure parking in the street remains available
- New pedestrian access ramps across all intersections
- Bicycle access ramp on the Northern side of the Recreation parade roundabout

Recreation Parade to Bower Road

- Realigning and narrowing of intersections with adjacent streets to slow vehicles speeds and improve road safety with Line marked buildouts only between Recreation Parade and Bower Road
- Installation of a line marked dedicated parking bay on the Western side of Fairford Terrace
- Concrete brick paved parking bays between property driveways on the Northern side of the street to ensure parking on the Northern side of the street is still provided where possible
- Re-alignment of Bower Road intersection to provide dedicated left and right turn lanes for vehicles to exit onto Bower Road
- New pedestrian access ramps across all intersections

Timing of Works

We anticipate that both Bartley Terrace and Fairford Terrace construction would occur at the same time in the 21/22 financial year to minimise the disruption to local residents and business owners. Once the contractor has been appointed, they will notify directly impacted residents of their timing of works.



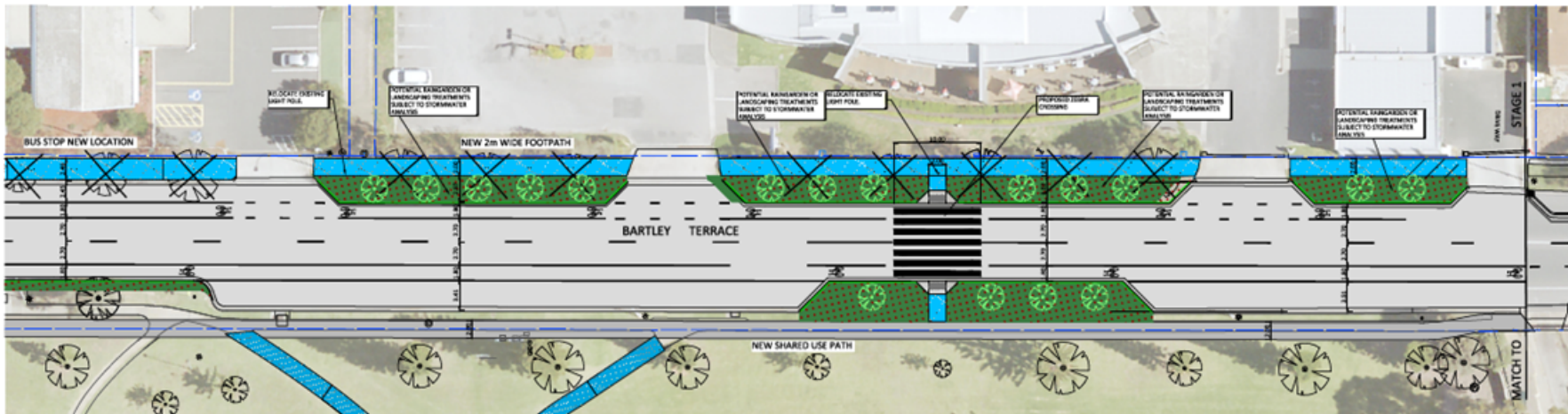
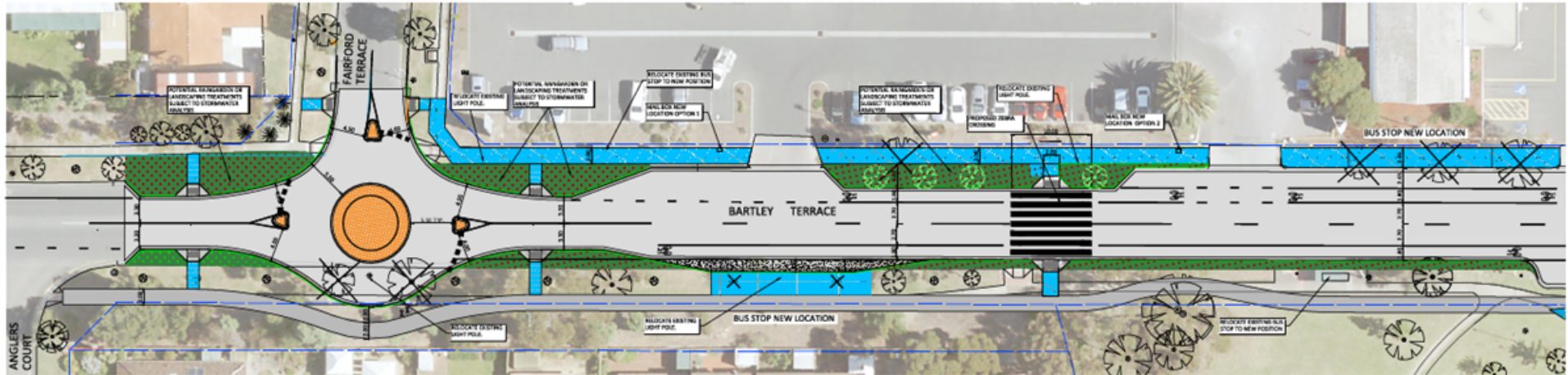
To provide your feedback you can complete our online survey at www.yoursaycharlessturt.com.au/fairfordterrace

Feedback is required by **Wednesday 2 June 2021**

An update will be provided on the feedback received for the proposed traffic safety improvements for Fairford Terrace, which would be implemented at the time of the road works, subject to consultation outcomes.

For any enquiries please feel free to contact:

Kath Mardon
Community Engagement Officer
eng-consultation@charlessturt.sa.gov.au
8408 1270



BARTLEY TERRACE
WEST LAKES SHORE
STREETSCAPE
SCALE 1:200

LEGEND	
	PROPERTY BOUNDARY
	NEW 2m WIDE FOOTPATH
	PROPOSED TREES
	RELOCATE EXISTING LIGHT POLE
	RELOCATE EXISTING BUS STOP
	NEW SHARED USE PATH
	PROPOSED TREES
	RELOCATE EXISTING LIGHT POLE
	RELOCATE EXISTING BUS STOP
	NEW 2m WIDE FOOTPATH
	PROPERTY BOUNDARY

Appendix B

Survey responses

Survey Responses

	What do you like most about the concept design?	How could we improve the concept design?	We would like to hear anything else you may have about the concept design for Fairford Terrace.
1	<p>Road resurfacing (Bartley to Recreation Parade)</p> <p>Reconstruction kerb and gutter on both sides.</p> <p>What about renovation/replacement of footpaths - both side of Fairford Tce - widen??</p>	<p>1 - NO roundabout (obstructs traffic flow/OHSW & safety issues for all large vehicles - manoeuvrability / access to supply shopping centre.</p> <p>2 - Use raised sections of Fairford Tce to assist vehicle calming at intersections with adjacent streets.</p> <p>3 - NO indented parking bays - REDUCES parking spaces. Some residents cannot park in front of their own home. and these Kerb buildouts (including raingardens) ADD to obstructions along Fairford Tce - however, we still have 3m wide traffic corridors on BS - NO CHANGE in number, speed safety issues.</p> <p>4 - Align RAISED (road) zebra crossings with the existing walkways.</p> <p>5 - raingardens will obstruct further the line of sight for all traffic - including residents. PLEASE DO NOT realign and narrow intersections with adjacent streets, it is not necessary. - only residents are negatively impacted.</p> <p>6 - Dedicated indented L& R hand turns into Fairford Tce. Communicate with local SAPOL to actively monitor hoon drivers.</p> <p>Please do NOT presume that a plan endorsed 21/3/16 is relevant, acceptable, appropriate in 2021.</p>	

2	Road resurfacing and new curbing / gutter.	<p>I do NOT, along with ALL of our neighbours (whom are great friends of many years) support ANY of your concept. A roundabout is a terrible idea that will negatively impact our lifestyle and local business/trade. Indented parking is a terrible idea that will impact my cycling safety and rob my neighbours of having visitors park out the front.</p> <p>You could amend your design to be more in alignment with the ideas and requests put forward with local residents and business owners who will suffer if your design goes ahead.</p> <p>Eg - dedicated turning lane (NOT a roundabout into Fairford) Align Zebra Crossing with the actual walkway No indented parking bays along Fairford Tce (there is NO issue with parking) Do not add garden beds that obstruct line of sight for us reversing from driveways.</p>	<p>Your concept makes both Bartley and Fairford increasingly dangerous for cyclists. I use these roads for commuting and it is already known that roundabouts create a situation for conflict and collision between bikes and drivers when your bike lane abruptly ends!.</p> <p>There is not enough room on Fairford for indented parking and a bike lane. I invite you to take a bike ride along it right now.</p> <p>All of the neighbours have been communicating with you about Speed issues along the road. I am disappointed that you are not listening.</p> <p>Please amend your plans and listen to those who will be NEGATIVELY impacted daily by your decision.</p>
3	PARTIALLY SUPPORT Road resurfacing	<p>No road narrowing Road needs to be wide enough to provide bicycle lanes which continue through roundabouts and intersections (for the cyclists safety). Roundabouts not large enough to cater for larger vehicles (such as buses and trucks)</p>	<p>With all the new housing in the area there is a greater need for roadside parking, but it is already decreasing with the extra driveways. Also with the extra residents, the traffic flow will continue to increase. This was pointed out in previous consultations some years ago regarding Bartley Terrace upgrade. Obviously, our concerns were not taken into account then either.</p>
4	<p>If marking Fairford Terrace more traffic friendly lights should be installed onto Bower Road.</p> <p>No need for roundabout from Bartley Tce into Fairford Tce - instead make left and right turns - with stop sign. Fairford into Bartley.</p>	<p>Remove roundabout at Recreation Parade for better flow of traffic.</p>	<p>We use Bartley Tce to Fairford to our street Daly Crescent. There is not enough traffic to warrant a roundabout there. PS - Bartley Tce to Beuleuch Tce intersection is very badly designed, there should be either lights or a roundabout there also lines stop in Bartley Tce. Should move further along Bartley Tce and walkway also moved. It is too close to intersection.</p>
5	<p>I don't feel the proposed plan will be any different to parking - shop parking entrance. we need more parking space. especially with our very popular shopping centre.</p>	<p>Widen our roads. We still need our trees. There are very special and very necessary.</p>	<p>I doubt if the traffic ring (roundabout) will be any better. Perhaps widening the turn gutter some distance.</p>
6	<p>Nothing. It is already difficult to drive along Fairford Tce with cars parked on both sides of the road. Your design will turn Fairford Tce into a virtual one lane street.</p>	<p>Just install speed humps in Fairford Terrace to slow traffic. A roundabout on Bartley Tce is unnecessary, But a left turning lane would be useful into Fairford. 2 pedestrian crossings on Bartley is an overkill, one would do.</p>	<p>The narrowing of intersections is the most ridiculous and dangerous of all as can already be seen at the present Bartley Tce roundabout where large vehicles have to mount the kerb and cars have to give way.</p>
7		<p>Leave well alone.</p>	

8	Zebra crossing speak to owners at No 72 and others. They will have no street parking. How would you like that outside your property?	Back to Bartley Terrace Why make the narrow road narrower? There is more and more traffic on this road. Make it wider. Use it you might realise its a main road not a botanical garden.	Speak to those that live there!!
9	Nothing. I definitely do NOT want plantation in front of my residence.	I feel speed humps would slow traffic. The large ones you see in other areas. The roundabout on the corner of Fairford and Bartley will send more cars down our street as drivers will NOT want to go 40 along that stretch and you are narrowing road as well.	Have you even given consideration to the disruption to the businesses on Bartley. This extent of change will effect them due to amount of time it takes to do work. The bus stop should have been moved years ago. A bus stop, a letterbox and an entrance to a shopping centre so close to a corner does not work. Consideration could be given to a left turning lane on corner Fairford and Bartley. Narrowing Bartley will make more cars come down Fairford.
10	That the Council has started to think about Fairford Terrace. Road too narrow to do what Council has suggested. See photos.	Make sure all residents have parking in front of homes. [REDACTED] [REDACTED] we have great concerns with a zebra crossing in front of our property which could be used for parking. Zebra Crossing should be directly opposite lane way to stop public using our driveway - very dangerous. No roundabout will lead to greater traffic down Fairford. A left hand turn or lights at shopping centre.	Raise the sections on Fairford Terrace and Cross streets. Paint 50 km/h on road - USA have solar signage informing public they are driving too fast. NO parking signage at the intersection of Fairford and Bartley Terrace. Bike lane all the way down the road, how it's always been - see photo. Use the quiet bitumen to reduce road noise for residents. Urgent attention is needed around parking in Bartley around the sports fields.
11	Nothing	By having car parks in front of resident's properties. By not having the roundabout at Fairford Tce and Bartley Tce intersection.	Fairford Tce has increased traffic since the roundabout was put on Bartley Tce, so people will avoid using this intersection and therefore side street will get more traffic. (Fairford/Bartley)
12	Improve safety		
13	If it details narrowing the road.	Do not narrow the road. I have measured this to be 8.9m. Recess the parking bays back into the existing verge.	
14	Installation of zebra crossings etc. road resurface, kerb & gutter, renewal of footpath and upgrade of LED lighting.	Narrowing at Fairford Terrace to allow parking bays is potential changer for the movement of freight utilities and people at the shopping centre opposite our driveway as people leave the car park. A zebra crossing at our rear would be better suited further down at the Walkway next [REDACTED] [REDACTED]	1. The foreseeable roundabout at Bartley/Fairford would be a safer option because at present, vehicles approaching the shopping centre entrance on Bartley Tce indicate left and indicating as if to turn onto Fairford tce but are actually indicating to turn into the shopping centre (hazardous for motorists turning right onto Bartley Tce) 2. Trucks etc approaching the foreseeable roundabout may have a tighter squeeze on the turn and may ride over it.

15	I support the widening of footpaths, the resurfacing of Fairford Terrace and improve stormwater drainage. I support raised street print at intersections to slow traffic. I DO NOT support the narrowing of the road or the roundabout at Bartley /Fairford Intersections. Preferring a designated turning left lane into Fairford Tce from Bartley.	No narrowing of the street and indented parking No roundabout Align pedestrian & cyclist refuge crossing with the path from the footbridge.	White lines on shared 2m walking paths Relocated bus stops a good idea.
16	Indented parking bays - but they won't be for each residence.	Would like vehicle calming at cross streets. Low plants needed - worried that raingardens / vegetation inclusions will not be maintained and become overgrown and unsightly and obstruct vision. I can see no change in the plan which would help reducing the number of speed of vehicles.	Would like left and right turning lanes from Bartley Terrace into Fairford Terrace. Paint dividing lanes down Fairford Terrace. Some speed inhibitor as speeding begins at roundabout on Fairford and continues to Bartley and vice versa. I have lived at my address for more than 44 years. While i understand traffic has increased, it is no longer pleasant or relaxing to use or work in our front garden, due to speeding and noisy vehicles. Cars often drive down the centre of the road, only changing course when on coming vehicles approach.
17	PARTIALLY SUPPORT Upgrading of grass verges and at present they are very bland and unkept and upgrading of this would certainly be an improvement. Provided they are maintained and not allowed to overgrow and block drivers views for safety reasons.	Implement 40 km/h restrictions, as has been done in Beach Street Grange. I use this road every day and have noticed a reduction in speeding since this was implemented. Feel strongly this would be worthwhile. We dont opposed the roundabout, however query whether traffic lights would be better.	We fail to see what real or any value there is in the 'Street Paint'. Feel that raised sections of road would better assist with traffic calming. We do query the diagram measurements provided. Looking at your diagram, it would appear that you are not cutting into the existing verge. You would have to question whether there is sufficient width, after alterations, for 2 cars to safely pass each other.??
18	Repositioning a bus stop on Bartley Terrace	Erect no standing signs at either side of Fairford Terrace at the junction with Bartley Terrace. Raised sections at junctions of side streets and a speed limit of 40km/h painted on the roadway. Traffic lights at Bower Road/Fairford Terrace in addition to dedicated lanes.	Parking bays along Fairford Terrace would increase speed. Speed must be reduced in Fairford Terrace. The roundabout at Fairford/Bartley would not slow traffic unless speed restraints are installed on Fairford Terrace. There are very few houses opening directly to Bartley Terrace whereas Fairford Terrace has driveways. Speed should be kept to a minimum.

19			<p>The southern entrance to the supermarket can be problematic for cars entering and leaving. Sometimes cars leaving do not leave enough space for cars to enter at the same time. This leads to cars banking up on Bartley Terrace. With a roundabout this will exacerbate the issue. The problem can be relieved by making the southern entrance 'one way' and vehicles leaving by the northern entrance. This will require cooperation of the supermarket and the church who control these entrances. Parking in the supermarket would be better if all the parks were on a 45 degree angle facing north. Parking on Bartley Terrace near the sports ground and oval is problematic on soccer days and the football season. Presumably cars can be parked on both sides of Bartley Terrace. This narrows the driving space considerably and is a problem for buses and large vehicles especially if a parked vehicle is too far from the kerb. This problem can be alleviated on game days by no parking allowed on the western side of Bartley Terrace near the oval and no parking allowed on the eastern side of Bartley Terrace near the soccer field.</p>
20		<p>The concept plan in Stage 1 and 2 have ignored the opening of Greenfield Crs and also ignored the reserve area on the east side of Bartley Terrace (adjacent to the lake) to the north of the Greenfield Crs roundabout. These areas have been neglected for the 30 years I have lived in the area. The reserve is arid and unfriendly for public use and the opening of Greenfield Crs requires urgent landscaping.</p>	
21	<p>I like the idea of having parking bays between the properties as the street can become congested with cars parked on either side of the street. But having said that, as our residence is on the corner of Recreation Parade and Fairford Terrace, we are anticipating that within the next 12-24 months, that approval will be sought from Council to demolish the current residence and replace with a new rebuild and the expectation that the driveway to this new residence will be in Fairford Terrace exactly where your diagram shows a parking bay.</p>		<p>Not sure that having dedicated left and right turning lanes onto Bower Road is going to be an improvement. Bower Road carries a great deal of traffic. Could another set of traffic lights be put there or even a roundabout?</p>

22	<p>BARTLEY TCE - RECREATIONAL PARADE Like the rain garden around T intersections</p> <p>While the road is narrower, would appreciate one footpath to be wider to be more bike friendly, as a shared bike/pedestrian space. Safer for school kids and everyone for bikes to be away from road users. Appreciate the trees that have already been planted in the last year or so. Street trees have not fared well in this area unfortunately, perhaps due to the low-quality soil of this area. Need continued watering and fertiliser till they grow big enough please.</p> <p>RECREATIONAL PARADE - BOWER RD Would appreciate more rain gardens for continuity with the other side of Recreational Parade Appreciate dedicated left and right turn lanes at Bower Rd</p>		<p>GREENFIELD CRESCENT - ANGLERS COURT</p> <p>Appreciate constriction of Rd to slow vehicles and make crossing road quicker. Would like entry/exit into middle of Foodland carpark to be wider, cars currently have trouble fitting past one another, causes backing up of traffic of Bartley and can be dangerous. I like the proposed turn in lane. Relocating south side bus stop not a good idea as this area already gets congested. With road width constrictions, crossing, cars entering and leaving and round about this is probably already enough for drivers to navigate and process. I think it's very important not to move bus stop here as this is already a dangerous area with lots going on. Relocating north side bus stop is great for same reasons. Appreciate lots of rain gardens on both sides of road. Appreciate wide shared use path. Idea I've had while using Foodland carpark in the past: have one opening to Bartley as an entry only and the other exit only. Traffic only travels in one direction towards exit. As carpark has cars going everywhere and have witnessed some accidents. Will help people turning right onto Bartley as cars turning left into carpark get in the way as said above.</p>
23		<p>Add traffic slowing measures. The design does not address the major problem of speed traffic. It seems to have missed the brief.</p> <p>Remove the parking bay almost opposite Gordon Street. There have been problems with cars rear ending cars waiting to turn right into Gordon Street and it would be better to not have any parking there. There are no other proposed parking bays opposite side streets on the plan. We live at 21 Fairford Terrace and the parking bay and the proposed Landscaped Traffic Island (to narrow the intersection) directly opposite the driveway is going to cause difficulty in accessing the property. The narrowing of the road will make it dangerous when stopping and waiting for the road to clear. This would be a problem for backing in or out of the driveway. Increase the number of parking bays on the Eastern side of Fairford Terrace between Bower Road and Plover Grove, at this stage there are only three parking bays. Currently, there are a large number of vehicles that park on both sides of the road</p>	<p>There are no effective measures in place to slow down the traffic. Speeding vehicles have been a major problem for years and the recent increase in housing development in the area has seen a considerable increase in the volume of traffic using the street. The street is also used as a short cut to West Lakes as many vehicles are avoiding using Bartley Terrace.</p> <p>The plan is basically opening the road up (by removing parked vehicles off it) to allow traffic to travel at excessive speed down the length of the road. None of the measures on the plan are going to slow the traffic along the West Lakes Shore Section of Fairford Terrace. Putting road narrowing traffic islands on the East side of Fairford Terrace, Semaphore Park section, will also turn the West side of Fairford Terrace into a speedway. More needs to be done for the whole street. I also am worried that there will be high speed accidents and am concerned that vehicles will speed through the</p>

		especially between Bower Road and Ayr Street. The lack of parking will probably result in cars parking on the verge.	pedestrian crossings putting lives at risk. I also feel that if this isn't addressed properly it will result in a waste of Council funds and that the problem of speeding vehicles will worsen resulting in Council having to readdress this in the future. Thank you for giving me the opportunity to express my concerns.
24	Relocating the bus stop on Bartley Terrace. Also ONE pedestrian crossing at Bartley Terrace shops.	Throw it out and start again. Please, do not alter Bartley Terrace again. I would suggest a 40 km limit on Fairford Terrace and no changes to Bartley Terrace except for relocating the bus stop and ONE pedestrian crossing at the Bartley Terrace shops. Also, I consider the best way to alleviate traffic issues and collisions on Fairford Terrace is the 40 km limit and traffic lights at either end, i.e. at the Bartley Terrace and Bower Road intersections. It is very difficult to get out of Fairford Terrace, especially at the Bower Road intersection.	I would suggest a 40 km limit on Fairford Terrace and no changes to Bartley Terrace except for relocating the bus stop and ONE pedestrian crossing at the Bartley Terrace shops. Also, I consider the best way to alleviate traffic issues and collisions on Fairford Terrace is the 40 km limit and traffic lights at either end, i.e. at the Bartley Terrace and Bower Road intersections. It is very difficult to get out of Fairford Terrace, especially at the Bower Road intersection. You could consider raised platforms at junctions along Fairford Terrace to slow traffic. Also Yellow Lines (No standing) at the Fairford/Bartley intersection from the Medical Centre car park to Bartley Terrace on both sides of Fairford.
25	I like the idea of making the road safer but do not like the concept. The road is too narrow. What is a rain garden? sounds like a dust bowl to me.	Remove the round-about and introduce turn left on to Fairford terrace lane and a turn right lane on Bartley when turning into Fairford terrace. A safe walk-way from Delfin Island Bridge using some of the Church Driveway.	I am concerned about how the loading dock will function at West Lakes Foodland. For no particular reason there is a rain garden in between the footpath and the loading dock. Maybe some Public consultation face to face at Foodland shopping centre might help
26	Safe for pedestrians	NA	NA
27	PLEASE NOTE ABOVE SECTION "HOW DONUSE FAIRFR TERRACE" - tick all that apply - however, this online form does not allow you to tick more than one and we do use it for more than one reason. Also the next section - We feel we should be given another option ie., PARTIALLY SUPPORT. We have ticked DONOT SUPPORT, but it should be we PARTIALLY SUPPORT as feel not a lot has been done to address the speeding and hoon drivers in Fairford Terrace. We do like the upgrading of grass verges. At present they are very bland and unkempt and upgrading of this would certainly be an improvement. Provided they are maintained and not allowed to block drivers' views for safety reasons.	1. implement 40 km/h speed restrictions, as has been done in Beach Street Grange 5020. We use this road most days and have noticed a reduction in speeding since this was implemented. We feel strongly that this would be worthwhile. 2. We do not oppose the roundabout at Bartley Terrace, however, query whether traffic lights would be better. 3. We fail to see what real or any value there is in the "street paint". 4. We feel that RAISED SECTIONS of road would better assist with traffic calming.	We do query the diagram measurements provided. Looking at your diagram, it would appear that you are not cutting into the existing verge. You would have to question whether there is sufficient width, after alterations, for 2 cars to safely pass each other??

28			Residence north of recreation parade lose parking in front of their homes on one side of the road and on the other side when a bike lane is created there won't be any parking on that side either. How is the speed on Fairford terrace going to be reduced? What is a rain garden?
29	Excellent traffic management and road safety initiative. Long overdue. Far too many drivers use Bartley Terrace as a speedway. Have experienced the danger of another driver traveling at high speed. Should consider as a follow up lowering speed limit from 50 kph to 40kph in adjoining streets, particularly around parks where children and other play and/or congregate.	Periodic safety hump to remind drivers of their responsibilities.	
30		maybe make Fairford tce 40km. Make it local traffic only and push more cars to use Sansom Rd. It will make it hard to allow family to reside as limited parking will be near our house. We need to use a pram and trailer and this will inhibit us. Also, I don't see how no parking will reduce car flow on Fairford Tce as this will encourage more cars to speed down this road as there is more space to drive faster which will make it less safe for local residents.	

31		<p>a. There is NO actual change in the width of our residential road between Bartley Tce and Recreation Pde – it remains 3.0m wide traffic corridors on each side of the road – so the numbers of vehicles, their speed and associated road safety will NOT change</p> <p>b. indented concrete parking bays – do NOT provide parking in front of all resident homes and in fact, REDUCE the number of parking spaces now available. Unnecessary and there is no change/improvement to traffic flow or speed.</p> <p>c. There is strong opposition to any narrowing of the Bartley Tce/Fairford Tce intersection –</p> <ul style="list-style-type: none"> i. oppose roundabout that obstructs /confuses traffic flow ii. impacts traffic safety and manoeuvrability of large vehicles, particularly those that service the Shopping Centre. iii. concerns over OHSW with respect to large vehicle drivers e.g. buses, trucks <p>d. There is opposition to the raingarden/vegetation inclusions which obstruct further the line of sight for safe entry/exit from resident properties.</p> <p>e. The concept plan does not provide residents with any explanation on how the proposed changes would impact vehicle speed and the quantity of cars that travel down Fairford Tce.</p>	<p>Reduce the speed to 40km</p> <ul style="list-style-type: none"> a. On Bartley Tce - provide dedicated left and right hand turn lanes into Fairford Tce – there is sufficient width of grassed verges to allow this. b. No standing signage needed to prevent parking on either side of the start of Fairford Tce c. At each of the cross streets namely: Ashburton Ave, Manly Circuit, Santiago St, Drysdale Court – use RAISED SECTIONS of road on Fairford Tce to assist with vehicle calming. d. Align RAISED zebra crossings with the walkways to encourage pedestrian use on Fairford Tce. e. 50 kph signage – e.g. printed/painted on road. f. Use budgeted funds (\$50,000 in 21/22 annual business plan) to research further traffic calming devices e.g. traffic lights at either end of Fairford Tce g. Communicate with local SAPOL about actively monitoring hoon drivers.
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33			<p>I have emailed the project team to request upgrades in an around Greenfield Crescent and Neighbourhood Reserve North but I haven't received any response from the team. I am writing to put in a request to see if you could help improve the outlook of Greenfield Crescent and the surrounding areas as a part of Bartley Terrace Street Scape Upgrade. Myself and some of my neighbours - residents of Greenfield Crescent noticed that the approach road for Greenfield Crescent is not good and below par in comparison to almost all the streets in West Lakes shore. The approach road to Greenfield Crescent (around the roundabout) is extremely shabby with rubbish and bushes on one side and barren walkway on the other side. Can some of this be beautified along with the Bartley Terrace street scape upgrade? Also, the neighbourhood reserve that's on the northern side of the bottle shop is dry and neglected whereas the adjacent area that is right opposite to bottle shop and the hotel is lush green and well maintained. It almost feels like Greenfield Crescent belongs to a different suburb in comparison to other streets in West lakes shore. We see that builders have just started to show some interest in Greenfield Crescent with properties like [REDACTED] Crescent are being developed and 3 other subdivisions in places around the street. If you could help in increasing the outlook of approach road, it could immensely help in increasing the property value of the street. This would be mutually beneficial for the residents and the council with potential for multiple new dwellings if the approach roads and the street appeal could be increased. Hence, request you to see if you could include upgrades to Greenfield crescent street scape and Neighbourhood Reserve- Northern Side and other ways to improve this area in any way possible. Your support in this matter will be greatly appreciated. Hope to hear from you soon.</p>
34	That maybe something will be done about how fast people use the narrow road and discourage the hoons.	Some things to slow the traffic which could also deter too much traffic. Raised sections rather than narrowing of cross streets or gardens that create more blind spots. Off road parking or no parking on 1 side. When cars are parked on	<p>The drawings provided are very misleading. Suggesting the parking on side will be indented but the will not be. Misleading. This will not change having to wait for other vehicles to past. Putting little islands and</p>

		both sides' cars coming both ways cannot pass and speed just exacerbates the situation. Traffic lights at bower Rd intersection. Or something else, this a blind corner, one to be avoided, making it 2 lanes will mean left turners won't be able to see pushbikes coming from the right on Bower Rd. Cars are hard enough to see especially if vehicles are parked on Bower Rd near intersection.	marked parking seems like a waste of money to no benefit.
35	I appreciate the focus on the suggested improvements that support active transport options for users. Above all is the recognition of the need for an on-road bicycle lane on West Lakes Boul. I regularly cycle on Bartley Tce, and so I like the suggestion to provide a 1.5 m on road bicycle lane. I do not support the suggest of an alternative 3.0 m shared path if that excludes an on-road bicycle lane because in my experience share paths in high demand pedestrian environments create conflicts with bicycle users who are travelling a great speed. Coast park paths between Glenelg and Seacliff, and the new shared path on Old Coach Road, Maslin Beach are examples of this.	Emphasis off the 50 km/h speed limits (noting that the 85th % pc speeds are consistently greater). Comments from the public along the lines of Bartley Tce seems to support vehicle speeds greater than 50 km/h support this. The provision of an 1.5 m on road bicycle (that includes sufficient buffer zone) would create an environment that challenges motorists perception of a safe speed by narrowing the width of the driving lane.	I congratulate the report author. As an accident investigator for 40 years (SAPOL) and policy maker for 15 years (Councillor Onkaparinga) I found the investigations and analysis very thorough, and the report informative and easy to read. Chapeau.
36	The indented parking. This road has become so busy and the cars parked either side make it narrow.	The dedicated left and right turn lane onto Bower Rd. This has blind spots when cars and trucks are parked on Bower Rd and is such a busy corner, It is made worse when a car turning right onto Bower blocks the view of a left turn driver, even more so when right turn driver is a big-ish car. Would be better as a single lane, the wait is not usually long, or people could divert to the Bartley Terrace intersection with the lights instead.	Hate speed bumps but more needs to be done to slow cars on this road. It's amazing how many cars can get up a speed in a short length of space.
37	Bike and vegetation	No 40km/h and No extra roundabouts	
38	The designated left and right traffic lanes at the northwest end of Fairford Terrace entering into Bower Road.	Forego the traffic circle at the Fairford Terrace/Bartley Terrace intersection. Re-align the Pedestrian Crossings with the current alleyways. Raise the pedestrian crossings in Oder to slow down traffic on these busy roads while marking them as "zebra crossings". Due to the on going demolition of current housing along Fairford Terrace will deem the proposed extended landscaped verge to be 'obsolete' when the redeveloped housing will require new driveways. The budget set aside for the Fairford Terrace road rehabilitation and traffic safety improvements will be better spent in restoring the current sidewalks and for the resurfacing of the	A designated left and right lane should be installed at the end of Fairford Terrace for vehicles entering Bartley Terrace. For vehicles travelling in a northerly direction along Bartley Terrace and approaching Fairford Terrace should have a dedicated left and straight lanes in order to avoid confusion for traffic entering Bartley Terrace. The proposed traffic circle should be installed at the Bartley Terrace/Hawkesbury Way intersection where there is a great deal more space .

		bituminous road. The street print painting at the intersections should also be alleviated for the sake of saving money.	
39	I like that there will be a roundabout to access Bartley Terrace from Fairford Terrace as this is certainly going to be advantageous. Less dangerous and easier to exit.	Have no suggestions.	No suggestions
40		support all that is going to be improved but also suggest to compliment the 40kph a few speed humps down Fairford Terrace and the traffic is heavy from Bartley Tce to Bower Road via Fairford Tce and many vehicles speed.	
41	Roundabout at Bartley/ Fairford is a good idea. Parking bays. Shared path	1. I think that the intersection of Hawkesbury Dv and Bartley remains a problem. It is safer for pedestrians which is good. However, when trying to turn right from Bartley into Hawkesbury and there is oncoming traffic then all traffic proceeding to West Lakes direction has to stop behind turning vehicle. What about a roundabout there too? 2. The shared path on Bartley is good but should continue to West Lakes Boulevard.	see above
42	I like the sound of most of the upgrades other than the car parking bay out the front of my house in witch it could be placed on a council strip that is not taken care of. as we make sure we have no weeds and watered and mowed.	Not car parking bays at all	

43	<p>Only one thing really..</p> <p>The 2 new proposed designated painted slip lanes to turn left & to turn right at the end of Fairford Terrace to access Bower Rd at The Red Mill Bakery end. Excellent idea & it should be changed. You can at times lose a lot of time waiting at this intersection because some incompetent & inconsiderate drivers doesn't have the courtesy or the brains to move their car over that extra half to 1 metre. (like you are suppose to) so you can pull up next to & along side them to make your own turn! This issue is most annoying!</p>	<p>Do NOT narrow the width of the Fairford Terrace road at all keep it as it is! (I STRONGLY OBJECT TO A ROAD WIDTH REDUCTION) When driving up & down this road not all people have the brains or common sense to move over (as they should) when parked cars are on either side of this road (narrowing the road will make the problem EVEN WORSE!). It is most annoying when you have to almost bring your vehicle to a complete stop because some peanut can't comprehend that they need to move over when they should! The road is more than suitable & an adequate width for people to do so. We DON'T need a round about at the Bartley Terrace & Fairford Terrace intersection! (I STRONGLY OBJECT) This is a complete waste of council money & resources. It's a standard T-junction intersection & normal basic road rules apply! (give-way to oncoming traffic from either direction) God gave people eyes. They should try using them! If the council is concerned at this intersection put up a give-way sign to remind & re-iterate drivers of a basic road rule that applies. Again if people can't comply to basic road rules then they shouldn't be on the road in the first place! We do NOT need more pedestrian zebra crossing along Fairford Terrace. Car drivers should use their eyes to see people crossing the road & slow down accordingly when required. The pedestrian school crossing for kids on Fairford Terrace have flashing 25km/hr lights & that is more than adequate to ensure children & parents get to cross the road safely during school hours. The proposed extra zebra crossing along this road is a complete waste of council money & not required. Put more street lighting either side & along Fairford Terrace. (the road is very dark in some places at night) partially from half way along the road heading up to the Bower road end. The road is a dead straight road & 50km/hr speed limit is slow enough as it is. If anything, the limit should be INCREASED back to 60km/hr. People should pay attention to their surroundings & road conditions & be competent in reading a road (if they can't do this then again, they shouldn't be on the road. If people paid attention & "could actually drive" traffic would flow along this road a whole lot better. Just paint some unbroken White line strips down the middle of the road for the whole duration of the length of the road from one end of the road the speed limit</p>	<p>You should INCREASE the speed limit on Fairford Terrace & more so Bartley Terrace back to 60km/hour. The speed limit on Bartley Terrace from the West Lakes Boulevard intersection end all the way to the Bartley Shops at the end of my street (Ashburton Ave) should be changed back to 60km/hour. It takes "FOREVER" to drive along this section of the road to & from my house of residence. The only section of this road that I agree with that should be 50km/hour is from the roundabout opposite The Thirsty Camel Drive Through bottle shop onwards to the Bower road end.</p> <p>If people can't drive & be "paying attention" to their road surroundings at 60km/hr on a residential metropolitan road then they shouldn't be on the road in the first place! It's not hard to slow down from 60 "when required" for pedestrians in the vicinity of crossing a road. It really boils down to people's inability to be paying attention when driving on the road. reducing the speed limit is NOT the answer! Let's be honest here. the only reason speed limits were changed from 60 to 50 is so the Police can generate more revenue NOT to improve safety! If they pinged more people for driving on the road due to "not paying attention" or driving "excessively under the speed limit" traffic would flow better & people would be on time when driving to their destinations! The current speed limit of 50 is a JOKE! There is absolutely no reason what so ever that a "competent driver" should not be able to drive along this section of the road safely at 60km/hr. Not to mention people currently drive slower than 50km/hr atm as it is!</p>
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44	no parking one side and parking bays the other; traffic island at Bartley Tce. ; Bower Road end upgrade	Improve street lighting especially at Bower Road end where large trees are	Consider speed limit to 40kph and speed humps as it is now a rat run with cars avoiding the Bartley traffic island slow access and long waits at the traffic lights to turn. Cars and motor bikes round the Fairford Tce island and then plant the foot with speed over 80 - 100 KPH and ear shattering noise, esp from motor bikes.
45	Parking is a good idea. It is difficult to drive down that street and really tricky to turn right onto bower road	I would actually like to know what has happened to the rest of the concept plan to Bartley terrace?	There have been 2 quite serious roll over crashes down past Smosh. Also, the parking on football days is atrocious and so is the footpath. I was involved in 2015 and it said it was expected to be completed by end of 2020. Now Fairford terrace is taking precedence? Would like some clarity for this
46	Reduce speeding traffic and renew the area	With a large amount of development in the area the narrowing into the side streets will cause bottle necks for residences. This will also be relevant when parking bays are smaller than the large vehicles that used for building work.	
47	Slowing of traffic on Fairford Tce. Pedestrian crossings on Bartley Tce. Roundabout at Bartley/ Fairford.	Good as is.	Nothing.
48	The roundabout at the Junction with Bartley Terrace. The offset parking along Fairford Terrace.	Extend yellow lines along Ashburton Avenue up to Ord Close and make parking along that stretch residents only. Shop workers and shoppers regularly park along this stretch even when there are ample car parks in the main shopping centre. Also, the parking makes it difficult at times to enter or exit my drive way.	
49	The left/right lanes onto bower rd	You need to have pram/wheelchair ramp crossings across both sides of roads: you are proposing to put one in the middle of teal Grove & Dorset block instead of at the two T sections. Also, at Mainly, Santiago & Drysdale you're only proposing to have one across the road on one side only. A couple of created car spots indented from the road is not adequate off-street car parking when you're going to take away do much more by painting a yellow line everywhere else. Your new street paint is a waste of money. Extra roundabouts not needed. Zebra crossing not needed if you have adequate other ramp areas people can cross Rd.	We were not living in this area for the Bartley survey but for God's sake can you also include a ramp access into the shopping centre car park. Having a zebra crossing to it with ramp access means diddly squat to protect pedestrians if they then have to walk to the car entrance/exit to gain entrance to the shopping complex.
50	the fact that you are continuing to reduce the size of the streets when there is so much development happening in the area and more trucks are using the streets	Leave it as it is and stop wasting rate payer's money. Upgrade footpaths but leave the roads alone	

51	A right and left hand turn lane for Fairford Terrace and Bower Road	Yellow and bike lanes on Fairford Terrace. The road is wide enough and safe for vehicles to be parked and cyclists to travel down the street without creating this suggested congestion. It is very disappointing to see that these initiatives are being considered now in 2021, when consultation occurred in 2015. Times have changed, street profile has changed and there are more developments and vehicles on the road since. Families / people have more than one vehicle and having these restrictions - ie bike and yellow line, will be detrimental to the street, property values and accessibility to houses. I think you need to consider alternate options such as indented parking or no yellow lines / bikeway lines. I have children who drop off my grandkids to be looked after and sometimes need to park on the road due to limited parking in my driveway. Removing the opportunity to park on the road makes it dangerous and impossible to drop off the children. They cannot be expected to park in adjacent streets to walk around the block to visit their parents / grandparents. As well, the adjacent streets have their own congestion, which I see that West Street needs to be reviewed (particularly around a school zone). Limited lighting and the profile of the area does make it intimidating and dangerous for my family members.	I never received notification of this consultation. A friend down the road provided me access to this website address. In the future, please ensure you send materials and letters like these to all households on Fairford Terrace - not randomly placing in letterboxes down the street. I think the neighbourhood has changed and there seems to be a transfer of vehicles from Samson Road to Fairford Terrace. There has been more property development and subdivisions on Fairford Terrace and there still exists a number of low socio-economic housing, which all have vehicles and need to travel down Fairford Terrace. Delivery trucks continue to travel down Fairford Terrace to get access to Foodland and they find it difficult to bypass roundabouts - both on Fairford Tce and Bartley Tce. Maybe it is time to consider ways to minimise vehicles on the road - ie developments must have adequate parking for their vehicles. Or we may need to forgo having green grass and create some additional indented carparking spaces for households. There has to be more choices than restricting car parking for families who have chosen to live in a nice neighbourhood on a nice street. Maybe it's time to do another consultation and implement the recommendations a little faster. 5 years does make a difference in any neighbourhood, particularly in times of economic development and re-invigoration of property development.
52	I am so impressed with the design especially the pedestrian crossings as I cross Bartley Tce a fair bit, upgrade of the trees landscaping, and to green West Lakes Shore for our environment. The footpaths are so dangerous all around Fairford Tce Ashburton Avenue, Recreation etc other than that I am happy with the plans that you have for Fairford Tce	To improve the concept, I would add a turning lane into Foodland that runs off Bartley Tce as there is often a build-up of traffic that interrupts the flow of traffic and there are many times that it gets congested if you move the post box and the bus stops this is a very viable option to put in a right hand turning lane into Foodland it would be another safety feature we need as West Lakes Shore is expanding with more and more houses being built in the area so therefore there is an increase of traffic.	I am happy with the concept, but I am a believer that also streets and suburbs need upgrading like Ashburton Avenue needs a little tender care the footpaths need upgrading, the road needs to be levelled out there is a huge dip in the road that is not only dangerous by car but by riding or walking this street needs resurfacing please and the gutters are all collapsing. We also need a Zebra crossing to be installed along Hawkesbury as there is lot of children's sport played on the oval and a nearby school.
53	I like the dedicated parking spaces as Fairford Terrace is hazardous when vehicles are parked on both sides of the street. I suggest making one side of the length		Qn 2 How do I use Fairford Terrace would only allow one option to be selected

	of Fairford Terrace no parking where there are no dedicated parking spaces. Also whilst not within the scope of this survey, but could the same be done for the whole of Bartley Terrace south of Fairford Terrace particularly in near Hawkesbury Reserve and SMOSH Oval. When cars are parked on both sides of Bartley Terrace it is very dangerous particularly with buses going through. There is an accident waiting to happen. I like the bus stop being moved from in front of the shopping area.		
54	The roundabout at the Bartley and Fairford Tce intersection is greatly needed. I think it's key to change Bartley Tce to stop some drivers thinking it's a race track. Our home backs onto Bartley Tce (near Newcombe Ave/west lakes BLVD end) and constantly hear drivers speeding through. Changing this road to 50 has had no impact.	This area will become a bottle neck without the ability to go around a car turning into Bartley shopping carpark and the Bartley Tavern from the North/eastern end of Bartley Tce. At busy times of day (school pick up) the Bartley Carpark can become full but any cars waiting to get in, can sit on Bartley tce and you can go around them. Without a turn lane, this will become a bottle neck. Any trees you put in, do not put Banksias. I back onto Bartley Tce and the debris from these trees into residential property is not only excessive to clean up but destructive to my home and also the root system are raising pavers. New location of bus stop means walking further to get to the supermarket or Dr's office for the elderly.	
55	The roundabout on Bartley and Fairford. Parking proposal on Fairford	Not sure.	Not sure
56	Extra offside parking Bike laneway	Why do we need a yellow line for the first half of Fairford Terrace from Bower Road to Recreational Parade?? There is no need to restrict parking, particularly close / adjacent to the school crossing, which hardly anyone uses. The consultation was taken in 2015, and housing developments have changed, and citizen profiles have also changed in this area. There is a need for off street parking in this zone. I have lived on this street for nearly 40 years and traffic has changed in this time and more recently in the past 3 years (which is not reflected in the consultation in 2015). We have a speeding problem in the evenings every Thursday, Friday, Saturday and Sunday nights, and removing the off street carparking will not help this - it will only provide an easy traffic way for speeding vehicles. Deliveries for Foodland are coming through this street because they cannot drive safely	There are a number of different options that have not been submitted in this proposal. I do not endorse road humps or roundabouts, because they will minimise the off-road parking required on Fairford Terrace. This off-road parking is required because there are more housing and subdivisions of property, which is not leaving adequate space for FAMILIES to park their vehicles. In addition, these vehicles are being vandalised and damaged on Fairford Terrace by unwanted louts travelling up and down the street, particularly in the evening. Let's consider creating more options for parking and managing property developments, than penalising those who have developed and lived in the area respecting the neighbourhood and its key features.

		on Bartley Terrace, due to a roundabout. While Samson Road has had reduced traffic flow and more has transferred to Fairford Terrace. There needs to be more consideration to property development and subdivisions, understanding that this means there may be more vehicles on Fairford Terrace - as traffic and parking. Maybe consider more indented parking spots, similar to the area near Tomkinson Road and the housing trust homes. We need the pathways to walk, however may forgo the green grass and trees if further housing developments continue.	
57	Brick street prints and roundabout at Bartley Fairford intersection. Parking bays are a great idea too	None	Really impressed - thanks

Appendix C

Written submissions

Sent Tue 1/06/2021 12.:38pm

To eng-consultation@charlessturt.sa.gov.au

{number removed} **Fairford Tce comments**

Hi Kath, firstly let me apologise for my very animated stories about the highly dangerous Fairford Tce/Bower Rd/Carlisle St dog leg intersection. Unfortunately I have to regularly negotiate the right hand turn onto Bower Rd which can be rather stressful at times. So sorry that you had to hear my frustrations as I acknowledge that you have to focus your energies on the CSS funded project you are managing. So be assured I will now focus only on the Fairford Tce project!

Traffic Calming in Fairford Tce

1. In the 'Your Say' introductory remarks, it is acknowledged that Council has received a petition requesting it to investigate options in regard to assisting with traffic calming on Fairford Tce.
2. It is pleasing to see that there are a number of ideas put forward in the draft Concept Plan to achieve traffic calming. However, for me the key issue is to as much as possible immediately slow down vehicles entering Fairford Tce turning left from Bower Rd, who choose to markedly accelerate as soon as they enter Fairford Tce.
3. Can I therefore suggest that all efforts are made to take advantage of the proposed Landscaped Traffic Island in front of 6 Fairford Tce, by doing something similar on the eastern side of Fairford Tce.

Creation of Dedicated Left & Right Turn Lanes onto Bower Rd

1. I accept that the creation of the dedicated LH turn lane will result in the significant loss of a section of my existing street garden.
2. All of the attached photos were taken in Jan 2021. Unfortunately none are facing north towards the intersection. I will take some more photos particularly facing north in the next day or two.
3. Issues to come out of these photos are:
 - there is a council planted tree in this garden area which I think is a lovely red flowering gum
 - I am happy to register this verge garden with Council whenever Gary Griffith would like me to do so
 - I would be pleased to meet with you if you intend to have a quick site visit I have a reasonably flexible work schedule

Keep up the great work Kath, regards {name and contact removed}

Sent Wed 2/06/2021 12:43pm

To eng-consultation@charlessturt.sa.gov.au

Subject Suggestions re: CCS Website enquiry - Fairford Terrace

Hi Kath and your CCS colleagues

Hoping you are well. Thank you for the opportunity to comment on the concept plans for Fairford Terrace via YourSay. The survey form would not recognise my email address hence this note.

Any traffic calming installations would be a bonus to overcome problems with hoon motorists I have witnessed on a far too often frequency there. I regularly visit a friend who lives on the northern end of Fairford near Bower Rd. He confirms speeding drivers are a daily ongoing problem.

1. I have included the above ideas for slowing the current traffic **speed habits** of some **irresponsible car drivers** down to under 40 kms. The worst habits are speeding cars coming off Bower Rd heading south and accelerating like it is a race track. So I think the **raised ramps installations** are a good suggestion for installations along the length of Fairford eg just south of the northern large car park space opposite # 4 and before West St intersection. I have seen how effective that is in Woodville South Streets off Oval Ave.
2. At the northern end, could a small **triangular raised lane divider** be added to separate the north and south entry/exit lanes so drivers do not cut corners to turn fast into and out of Fairford Tce.?
3. I believe **murals on the road surface** also help slow down cars and add to a sense of community place space. I have seen these working that way in Brompton near the school and Aroona Rd Kilkenny near Mundulla St. A Kilkenny artist - Tracey Davis was involved in those projects with Council.
4. On the concept plans for the northern end, will the turning left/ west onto Bower Rd need space or area taken from the **existing verge**? Will any verge street trees be removed for that installation? I think the concept for addition of turning lanes is a very good idea.
5. I like the **green road traffic islands barriers** proposal along the length.

Thank you for the initiative and consideration. Please contact me for any queries.

Kind regards
{name removed}



Sent Tue 1/06/2021 2:59pm
To eng-consultation@charlessturt.sa.gov.au
Subject Re Fairford Tce Project

Dear Kath,

I am writing to you regarding the proposed 'traffic safety improvements' to Fairford Tce/Bartley, West Lakes Shore.

I would like to make you aware of the negative impact that this proposal is having on the MENTAL HEALTH and general well-being of local residents. I have witnessed tangible distress amongst neighbours which has been increasing due to the fact that residents feel UNHEARD and therefore largely dismissed or disregarded by the council. I find this very disappointing and upsetting personally. My parents (over 70) are deeply distressed and losing sleep. As their 37yr old daughter, this is unacceptable to me. Please understand that many of the residents along the section of Fairford tce between Recreation parade and Bartley Tce have resided there for many decades. They have close relationships and enjoy a strong sense of shared community. This is a street where neighbours socialise and interact on the street. This was clearly evident most recently when we hosted an Anzac Day dawn service in our driveway with a great turn out. Everybody knows each other and there is great care for daily life on the street. My family have owned their house for more than 40yrs and in that time have witnessed changes within the neighbourhood infrastructure and Bartley shopping precinct. I have been driving and cycling on these roads for 20yrs, and although no longer live with my parents, visit frequently. Please understand that the opinions and knowledge that is being provided to you is coming from people who have lived and breathed this area for a long time and fully experience the traffic flow and its issues firsthand.

Please accept my feedback that your proposal diagram online is completely unacceptable. To understand the relevant demographic of Fairford Tce is to know that there is a retirement village next to the shopping centre. Do you think these people have the internet and computer skills? No. Does their opinion matter? Yes. I'm not sure a magnifying glass would even help them with this font and its miniature size. I am looking at your diagram and can barely decipher its measurements and the fine print. What upsets me further is that I have just clicked onto a different project for Chief St and I am now looking at very clear and legible diagrams! Why is this so? Does my street not deserve more respect than poor diagrams and print that no one can read? My parents and neighbours have had to spend considerable time and effort printing hard copies of the pictures to then visit with people in person to discuss the proposal because it is so difficult to interpret (and many residents don't have the internet or a printer). At first I wondered whether my mother was being dramatic about the confusing pictures but now that I am online for myself I am just as angry as all of our neighbours. It should speak loudly to you that you received a very passionate signed petition with a high volume of signatures. The local residents and business leaders are NOT in favour of the project proposal and do NOT want it to proceed.

- There is tangible distress about a Fairford tce/bartley roundabout. This will create a 2nd hazard for trucks and buses who already struggle with the roundabout at greenfield tce. This will create traffic congestion and frustration, and decreased safety for cyclists.
- All of the neighbours we have spoken at length to about the proposed narrowing of Fairford and creation of parking bays, are deeply distressed and oppose this idea. Why should our lovely neighbours the Carrington family miss out on parking outside their house? Why have a zebra crossing that doesn't meet the path? Your proposal decreases parking availability on a street that has no issue with parking. Did anybody complain about parking? No! Do you think everybody will be angry and upset if you literally add obstructions to the road and decrease parking? YES!! Residents are furious! Narrowing side street entrances is completely unnecessary and will create frustration and congestion.
- Fairford Tce is not a wide road. By narrowing my street to a mere 6metres can you tell me where my bike lane is so that I can continue to commute safely? I am scratching my head because you have called your proposal 'traffic safety IMPROVEMENT' and top of the public consultation list said "dedicated cycle lanes" and yet you propose to take away my cycle lane (which already barely exists). Can you explain to me how I would be safer on my bike after you've added your improvements (concrete/pavement OBSTRUCTIONS)? The shopping centre delivery trucks are 2.5m wide. Then let's add a metre for passing a cyclist safely. That puts the truck into oncoming traffic. Has my street then effectively been made into a single lane one way road because nobody can pass? As the road stands right now, if cars are parked adjacent there is not enough space for two cars passing in opposite directions. Please go and drive the street. Please then get on your bike and ride the street. I'm pretty quick but pedaling 50kph in order to avoid motorists beeping at me, swearing, or trying to knock me off my bike because they're running late for work is not reality.

Please comprehend this point I'm making fully. This is not just a quiet back street. This road is used as a collector between suburbs for commuting. (Which is why residents are frustrated about traffic). As Fairford Tce stands right now, it does not have a bike lane...it has some paint on the road that people park on. There are cars parked at various points. Some of these are cars that are 'permanent' in that it is the resident parking outside their house every day/night. Other parked cars are visitors and come and go. There has NEVER in my entire life of riding bikes on this street been an occasion where I can ride along the edge of the road as if in a bike lane. This means that cyclists divert around cars and encroach into the lane. This requires sharing the lane with cars and trucks. As the road width stands right now, I have NEVER experienced any conflict with motorists on this road. Cars are able to pass me and go around. When the road is busy people slow and give way to each other.

You are proposing a narrowing to 6m of road = 2 opposing lanes. Although it is barely legible you are then proposing 2.3m of parking space with obtrusive concrete and paving added. Where is your bike lane for improving my safety? A bike lane is typically 1.5m....and it was lovely to see in the Chief St proposal that there was even the suggestion of a buffer beside that! (miraculous, lucky them!)...however over here on Fairford Tce you are proposing taking away any space for cycling at all. This means that at all times as a cyclist I will be an obstruction and annoyance for motorists and at risk of collision or injury or abuse. When there is traffic in both directions motorists will be forced to slow down to whatever my speed is, or intimidate me off the road. As a cyclist your safety improvement suggestions of a roundabout and narrower street are in fact not improvements at all. I can already feel tangible anxiety and distress having to contemplate

this becoming my reality. I have already been the victim of 'car dooring' and know multiple other victims of this situation which is created by POOR and INAPPROPRIATE road infrastructure. It is deeply disappointing to have clicked on your Chief St Project to then witness such awareness of cyclists and pedestrians, only to then review the fairford/bartley project and see you creating hazards in a space that is less hazardous right now as it stands. There is NOTHING wrong with Fairford Tce as it is aside from resurfacing it. Please resurface it and add new guttering. It should never be narrowed. It definitely does not need obstructions and concrete trip hazards added whilst parking spaces are taken away.

- Fairford Tce is regularly used by trucks servicing the shopping complex. As it is right now they negotiate the road width for turning and parking etc and there is harmony between motorists. I have also witnessed these trucks using some of the nearby side streets for turning. By narrowing Fairford and the entry points of side streets you are SIGNIFICANTLY impacting these drivers and creating additional hazards for our street. Congesting the road and generating added conflict between all parties is not an ideal outcome. It makes NO SENSE. This will also negatively impact all of the business in the complex with people potentially avoiding the area.
- ***Have you considered merely changing the speed limit between BartleyTce and Recreation Pde to 40kph? This would address the concerns of residents around speeding. It would also improve safety for pedestrians and cyclists accessing the shopping/cafe and medical complex. It would also be appropriate given that there is a retirement village of elderly residents who walk the street. This is a very (VERY) simple solution that could be EASILY trialed for a period of time. Add some changed speed limit sign posts and gain feedback. Very simple and straightforward.
- ***There is already space on bartley to define turning lanes into Fairford Tce. This is how the traffic flows currently (with people still able to go around and not be stopped by people turning). Creating a pinch point by adding a roundabout is a hazard for the buses along Bartley, and will only create added frustration and congestion with cars banking up.

Please understand this is a close community of neighbours and businesses. There are many significant relationships within the community between people who have lived in the area for decades who can tell you all about how the suburb and its traffic has progressed. Nobody wants their current daily lifestyle impacted negatively due to UNNECESSARY and INAPPROPRIATE amendments to the streetscape and traffic flow. Please do NOT narrow Fairford Tce or the side street entrances. Please do NOT add obstructions with paving and concrete parking bays. Please do NOT decrease the amount of available parking space and discriminate against some of my neighbours who then can't park outside their house. Please do NOT decrease the safety of local cyclists who frequent the bartley cafe, or increase the risk of injury to those of us who commute along Fairford. Multiple aspects of your design are a BIG MISTAKE and need to be reconsidered.

Please listen to what the residents and businesses are telling you. There is strong opposition to your proposal and considerable TANGIBLE angst within the community from people of all ages. I do not want to witness my parents' retirement and the daily lifestyle of our beautiful neighbours on both sides of the street being impacted negatively by a council that does not listen or act on their behalf.

I hope my voice has been heard.

{name removed}

Sent Fri 4/06/2021 10:51am
To eng-consultation@charlessturt.sa.gov.au
Subject Fairford Tce update

Hi Kath, after talking with my neighbour {name removed} at {number removed} here's a few more issues to consider:

1. Firstly, are you considering installing bike lanes? As much as I like the idea of more bike riding on dedicated walking/bike tracks, the recommended narrowing of Fairford Tce at every intersection will mean that these bikes lanes will disappear at these intersection and particularly the existing roundabouts. So in summary I think the installation of bike lanes is a dangerous outcome for both bike riders and vehicles because of the lack of a permanent bike lane the whole length of Fairford Tce. Once the bike lane disappears, it is an accident waiting to happen. In addition, with the large number of parked cars Fairford Tce simply isn't wide enough to have a bike lane.
2. Given that the creation of the dedicated turn left/right lanes onto Bower road will require part of the existing street verge to be removed, would it not be a good idea to have the stobie pole removed on the boundary between my place and 2 Fairford? I notice that with my street garden they have insufficient room to easily put both bins to be collected and with less verge for them after the creation of the turn left lane, they will have even less. Naturally the huge industrial scale power line will have to remain.
3. I will text you photos of the stobie pole and the verge garden looking towards Bower Rd today.

Many thanks, {name removed}

From: {name removed}
Sent: Sunday, 23 May 2021 7:29 PM
To: Engineering Consultation <eng-consultation@charlessturt.sa.gov.au>
Subject: Website enquiry - Fairford / Bartley Terrace

Bartley Terrace Upgrade:

- The Fairford Terrace and Bartley Terrace planned road rehabilitation and streetscape upgrade all accepted as needed – well done; however in regards Bartley Terrace there are far greater safety issues requiring attention.
- On weekends the sports community dominate parking on Bartley Terrace due to intense sport activity at the SMOSH oval and Hawkesbury Reserve (Jubilee Reserve) sport field.
- Parents and participants in sport activities park on both sides of Bartley Terrace, leaving a severely reduced clearance for the traffic needs of the larger community.
- Considering **the largest demographic** requiring pedestrian access across Bartley Terrace for sport at the weekends **are children**, the risk for traffic accidents and injury are far greater than any safety issues accorded to any other street in West Lakes Shore; including Fairford Terrace.
- With parking both sides of Bartley Terrace and the regular commuter bus requiring access, traffic must stop and allow the bus to pass. There is insufficient access room for normal traffic to access along Bartley Terrace at these times. If a larger truck is coming in the opposite direction one has to give way to the other.
- Please consider restriction of parking along Bartley Terrace or road widening as well as indented parking along this section of Bartley Terrace i.e. between Anglers Court and Kiama Avenue to maintain sufficient clearway for traffic. As an addition also consider relief parking around the mound of the SMOSH oval, with one-way formed bitumen roadway access from the SMOSH clubrooms around the mound with an exit via Newcombe Ave., opposite the Heysen Crescent intersection.
- In addition there is an opportunity to enlarge the West Lakes Bowling Club / Tennis Club parking area by utilising the current vacant space bordered along Varram Way and Edwin St.
Please consider these options as children's safety is at risk as well as a high risk of traffic accidents.

The City of Charles Sturt urgently needs to require the **consultants and Council traffic engineers working on such street upgrades, to get to Bartley Terrace during weekend sports** activities to assess this dangerous weekend situation which needs serious attention.

See attached photos:

With thanks,
{name and contact removed}