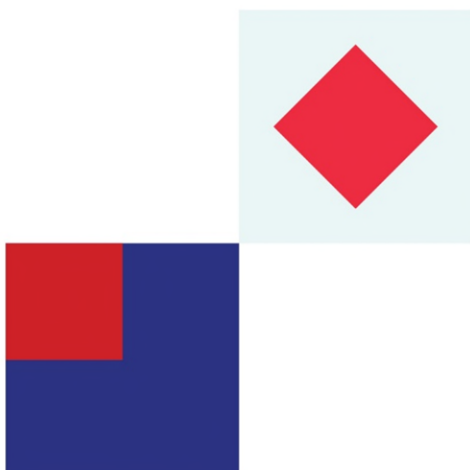


Community Engagement Report for Proposed inclusion of Rosetta Street in existing Croydon/West Croydon/Kilkenny 40km/h Speed Limit Area

May 2022

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1. Background

In 2017 Council implemented a 40km/h Area speed limit in Croydon, West Croydon and Kilkenny. At the time, Rosetta Street was excluded from the lower speed limit as it is a 'distributor' road in our road hierarchy. It was thought that keeping the speed limit at 50km/h would help to support the traffic movement function of the road.

Based on feedback and requests from the community, we considered there to be merit in reducing the speed limit on Rosetta Street to 40km/h. This is in line with the surrounding local network and similar roads such as Chief Street and Hawker Street in Bowden/Brompton

Traffic Investigations since the Croydon, West Croydon and Kilkenny 40km/h Area speed limits were introduced, we have investigated how functional 40km/h speed limits are in residential streets. We also consulted with the communities living in 40km/h Areas across our City, to see how they feel about the lower speed limits.

2. Community Engagement Approach

Consultation was undertaken over a 21-day period in May 2022.

Purpose of Engagement

This consultation sought feedback to understand the community sentiment around the change in speed limit on Rosetta Street.

Engagement process

The community engagement period commenced on 2 May 2022 and closed on 23 May 2022. The community engagement process included the following communication and engagement activities.

Direct Communication

- 3579 consultation packages were distributed to residents within the precinct (Figure 1)

Community Engagement Activities

- Engagement via Council's online community engagement website "*Your Say Charles Sturt*".
- Email campaign to those who have an interest in Kilkenny, West Croydon & Croydon, Transport and Engineering. 482 emails were sent, with 24 clicks through to the information.

Reporting on Community Engagement

The community engagement process raised awareness and invited community feedback on the proposal to include Rosetta Street in the existing West Croydon/Croydon/Kilkenny 40km/h speed limit area.

The feedback received provided information on the community sentiment around traffic safety and speed across the suburb, particularly in Rosetta Street.

Our commitment was that community feedback would be analysed and collated into key themes and a report prepared for the consideration of Council.

The engagement activities and level of participation are summarised in Table 1.

Figure 1 – Map showing mailout locality

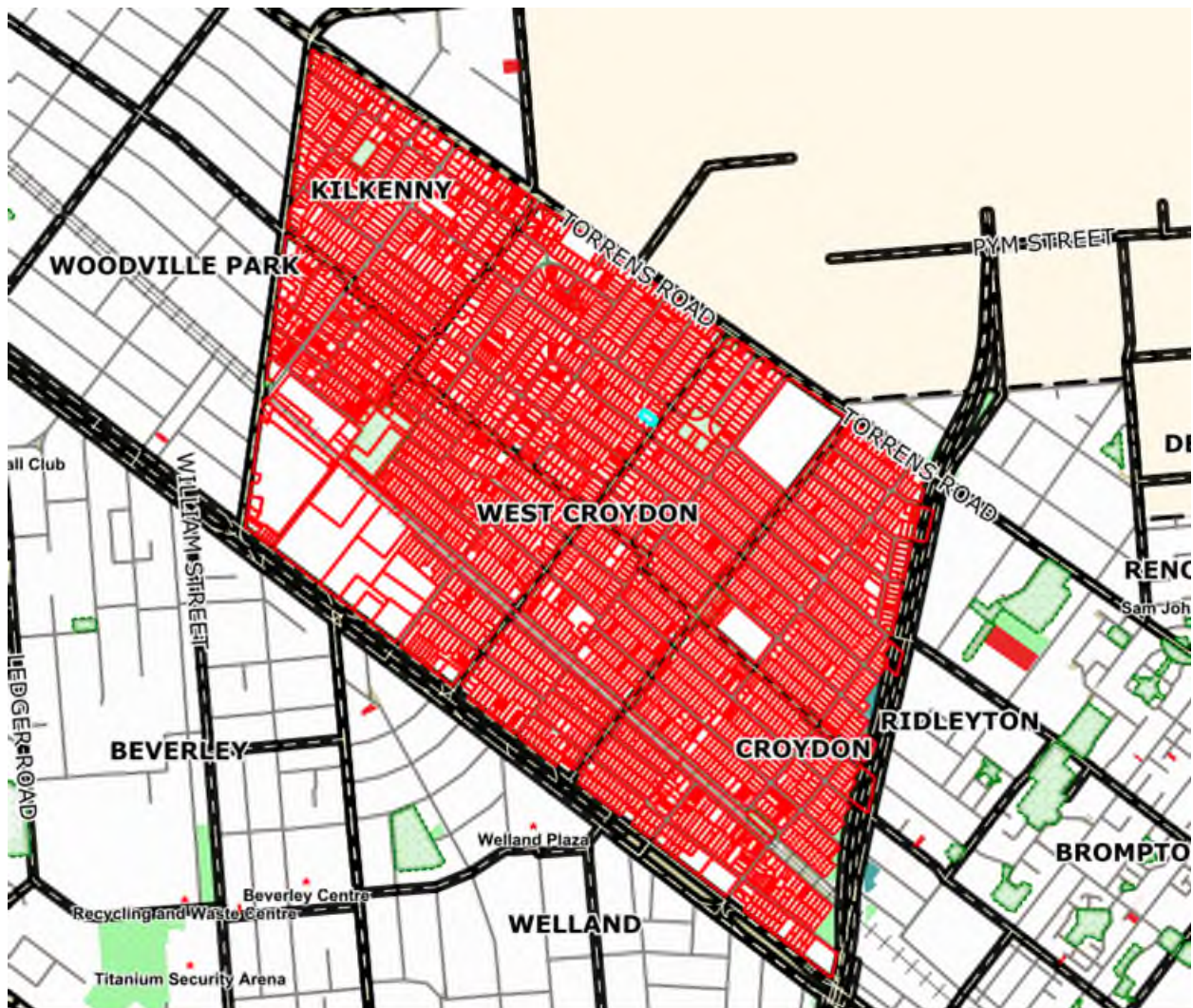


Table 1: Engagement activities undertaken during consultation

Type of activity	Engagement activity	Date and place	Participants
Your Say Charles Sturt online consultation hub	Proposed Rosetta Street 40km/h speed limit webpage	2 May to 23 May via Your Say Charles Sturt	Open to everyone 654-page views 355 unique visitors to the page 33 followers of the page
	Online written submissions	2 May to 23 May via YourSay Charles Sturt	Open to everyone 47 submissions
Community consultation	Emailed submissions	2 May to 23 May	10 submissions
City of Charles Sturt Social media	Facebook	2 May to 23 May 2022	1 post 2130 impressions 2130 reach (Facebook only) 238 engagements 29 Reactions, 6 Comments, 21 link clicks
City of Charles Sturt E-newsletter	May E-Newsletter		81 clicks on the article

3. Community Engagement Feedback


A total of 57 responses were received throughout the consultation process. All feedback from the written comments are summarised in this section.

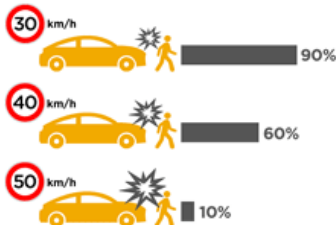
Of the 57 respondents a little more than half (51%) would not support the proposed change to the speed limit on Rosetta Street, with 47% willing to support the speed limit change. 2% did not say either way.

All submissions (excluding personal details) are provided in **Appendix B** of this report.

Summary of Key Themes

The key themes arising from the community engagement on the Proposed inclusion of Rosetta Street into the existing Kilkenny, West Croydon and Croydon 40km/h speed limit are listed below for Council consideration:

COMMON RESPONSE THEMES	COUNCIL RESPONSE
Key Theme 1 – Road Crashes	
<ul style="list-style-type: none"> How many crashes have occurred on Rosetta Street due to speed? Do not think it is necessary as unaware of many crashes/fatalities occurring. Do not agree that reducing traffic speeds reduces crash volumes and severity. 	<p>Between 2016-2020, there were 25 crashes in Rosetta Street (excluding crashes at the intersections of Torrens Road and Port Road, as well as in/approaching the underpass). Of these 25 crashes, 13 (or 52%) involved a vehicle travelling at speeds between 30km/h-60km/h on impact. A further 6 (24%) were reported as speeds unknown, and the speeds of the vehicles were unknown, and 6 crashes (24%) involved vehicles travelling at 25km/h or less.</p> <p>Given the stopping distance increases the faster a car is travelling, it is possible that a number of these collisions could have been avoided if the vehicles had been travelling at lower speeds.</p> 
Key Theme 2 – Safety for Motorists	
<ul style="list-style-type: none"> It will be safer having vehicles travelling at reduced speeds. It is already safe at 50km/h. Slowing traffic causes congestion and makes drivers frustrated. 	<p>Based on feedback from SAPOL, there is no evidence of increased road rage incidents in areas designated by either 40 km/h or 50 km/h speed limits.</p>

<u>Key Theme 3 – Safety for Pedestrians</u>	
<ul style="list-style-type: none"> It will be safer for pedestrians and cyclists, particularly children. Pedestrians and cyclists should be aware of high traffic volumes and stay off the road 	<p>In a crash between a car and a pedestrian, there is a 90 per cent chance that a pedestrian will survive at 30 km/h, 60 per cent chance at 40 km/h, and a 10 per cent chance at 50 km/h.</p> <p>Chance of survival for a pedestrian being hit by a car</p>  <p>*Based on young adult pedestrians</p>
<u>Key Theme 5 – Confusion around changing speed limits</u>	
<ul style="list-style-type: none"> It should be 40km/h for consistency across surrounding streets/suburbs. Having multiple speed limits is confusing. It is not confusing having multiple speed limits in the area 	<p>During a comprehensive community survey evaluating community sentiment on 40km/h Area speed limits (refer 2020 (CL 27/07/22 Item 6.60), 71% of respondents stated they agreed it “Is confusing with all the different speed limits in the area”. 21% disagreed with this statement and 8% of respondents neither agreed nor disagreed.</p>
<u>Key Theme 6 – Road Function and Design</u>	
<ul style="list-style-type: none"> Rosetta Street should allow convenient/quick through access for motorists Rosetta Street should be 60km/h like other major/arterial roads It should be 40km/h as it is already designed as a residential street with narrow travel lanes and roundabouts. The roundabouts reduce the speed enough. It will reduce cut through traffic Additional traffic calming is needed to reduce the volume of traffic 	<p>Rosetta Street is a distributor road, which balances the functions of providing local residential access with connecting arterial roads (being Port Road and Torrens Road).</p> <p>Rosetta Street is designed with narrow travel lanes and roundabouts which help to reduce vehicle speeds along with indented parking lanes which ensure parked vehicles to not impede traffic movement. This road design helps to balance this dual function. This function is similar to that of Hawker Street, Chief Street and Ledger Road, which all have a speed limit of 40km/h.</p> <p>Delays to drivers are generally caused at intersections, from congestion and from finding a car park, rather than reducing the speed travelled at midblock.</p>
<u>Key Theme 7 – Speed Limit Compliance</u>	
<ul style="list-style-type: none"> People don't obey 40km/h speed limits, so it shouldn't be implemented. Additional traffic calming/police enforcement is needed to support reduced speed limits This is revenue raising 	<p>The technical review of 40km/h Areas undertaken in 2020 (refer CL 27/07/22 Item 6.60) found that where speeds were reduced from 50km/h to 40km/h within the City of Charles Sturt, the 85thile speed decreased by over 4km/h, and are anticipated to decrease further over time.</p>

	Enforcement of the lower speed limit is undertaken by the South Australian Police (SAPOL), who operate independent to Council. Council does not receive any revenue generated by SAPOL enforcement. Council can request speed monitoring but are unable to dictate these works.
Key Theme 8 – Ongoing Monitoring and Review of Traffic Conditions	
<ul style="list-style-type: none"> • How will the proposal be measured? • Concerned about traffic conditions in adjacent streets 	Council has recently endorsed a Road Safety Assessment Procedure which we use to prioritise streets which have a need for physical traffic control devices or different road designs in conjunction with reduced speed limits to achieve the desired traffic conditions, and we will continue to work with local residents to implement these devices to control speeds/volumes where needed.


4. Next Steps

A report has been prepared to be included in the Agenda of the Asset Management Committee for 20 June, where the committee will make a decision on the proposed inclusion of Rosetta Street in the existing 40km/h speed limit in Kilkenny, Croydon and West Croydon.

Appendix A

Consultation Materials

YourSay web page




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Rosetta Street 40km Speed Limit

Inclusion of Rosetta Street into the existing Croydon West Croydon and Kilkeny 40km/h area speed limit

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Background

In 2017 Council implemented a 40km/h Area speed limit in Croydon, West Croydon and Kilkeny. At the time, Rosetta Street was excluded from the lower speed limit as it is a 'distributor' road in our road hierarchy. It was thought that keeping the speed limit at 50km/h would help to support the traffic movement function of the road. Based on feedback and requests from the community, we consider there to be merit in reducing the speed limit on Rosetta Street to 40km/h. This is in line with the surrounding local network and similar roads such as Chief Street and Maxwell Street in Bowden/Brimington.

Traffic Investigations

Since the Croydon, West Croydon and Kilkeny 40km/h Area speed limits were introduced, we have investigated how functional 40km/h speed limits are in residential streets. We also consulted with the communities living in 40km/h Areas across our City, to see how they feel about the lower speed limits.

Results of Investigations

From our investigations and consultation with the community, we have determined:


- Having multiple speeds limits within local suburb precincts is confusing.
- Reducing the speed limit in Rosetta Street would help to remove confusion of changing speed limits from adjacent streets.
- Reducing the speed limit can alert drivers travelling within a local precinct where the roads are used regularly by pedestrians and bike riders.


Residents are often concerned about the additional travel time reduced speed limits will add to their journeys. During our review of existing 40km/h Areas, we found:

Residents are often concerned about the additional travel time reduced speed limits will add to their journeys. Using our reviews of existing 40km/h Areas, we found:

- The time increase is minimal when local streets are used for their intended purpose (getting people to/from homes/local facilities to arterial roads)
- More time is lost by slowing down at intersections within the local street network and waiting at traffic lights on arterial roads
- While the minimal travel time increase can be less convenient to drivers, it could prevent a casualty or fatality
- Research estimates, a reduction in speed by 54km/h would reduce all urban crashes by 25%.

Timeline

**Community Consultation**
Monday 2 May to Monday 23 May 2022

**Report being presented to Asset Management Committee**
Report presented at 23 June Meeting


[See less](#)

Lodge a Written submission

All written submissions for this proposal are require before 9am 23 May 2022


[Click here](#)

Document Library


**Road Safety Assessment Procedure**
PDF (0.33 MB)

Contact Us


Have questions or want to learn more about a project, contact us below:

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 Email


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Contact Us


Have questions or want to learn more about a project, contact us below:

 Name

Kath Mardon - Community Engagement Officer

 Phone

8408 1270

 Email

eng-consultation@charlessturt.sa.gov.au

Community Consultation

If you would like to provide comments on the proposed 40km speed limit for Rosetta Street, you can:

- Complete a written submission [online](#)
- Email us your submission eng-consultation@charlessturt.sa.gov.au
- Post your comments to PO Box 1, Woodville SA 5011 (please include consultation name 'Rosetta Street 40km/h Speed Limit')

Feedback is required by no later than 9am Monday 23 May 2022.

Consultation Brochure



ROSETTA STREET 40KM/H SPEED LIMIT

Inclusion of Rosetta Street into existing Croydon/West Croydon and Kilkenny 40km/h Area Speed Limit.

In 2017 Council implemented a 40km/h Area speed limit in Croydon, West Croydon and Kilkenny. At the time, Rosetta Street was excluded from the lower speed limit as it is a 'distributor' road in our road hierarchy. It was thought that keeping the speed limit at 50km/h would help to support the traffic movement function of the road.

Based on feedback and requests from the community, we consider there to be merit in reducing the speed limit on Rosetta Street to 40km/h. This is in line with the surrounding local network and similar roads such as Chief Street and Hawker Street in Bowden/Brompton.

Traffic Investigations

Since the Croydon, West Croydon and Kilkenny 40km/h Area speed limits were introduced, we have investigated how functional 40km/h speed limits are in residential streets. We also consulted with the communities living in 40km/h Areas across our City, to see how they feel about the lower speed limits.

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From our investigations and consultation with the community, we have determined:

- Having multiple speeds limits within local suburb precincts is confusing
- Reducing the speed limit in Rosetta Street would help to remove confusion of changing speed limits from adjacent streets

- Reducing the speed limit can alert drivers travelling within a local precinct where the roads are used regularly by pedestrians and bike riders

Residents are often concerned about the additional travel time reduced speed limits will add to their journeys. During our reviews of existing 40km/h Areas, we found:

- The time increase is minimal when local streets are used for their intended purpose (getting people to/from homes/local facilities to arterial roads)
- More time is lost by slowing down at intersections within the local street network and waiting at traffic lights on arterial roads
- While the minimal travel time increase can be less convenient for drivers, it could prevent a casualty or fatality
- Research estimates, a reduction in speed by 5km/h would reduce all urban crashes by 25%

40km/h Review and Road Safety Assessment

These investigations helped to inform our Road Safety Assessment Procedure. This procedure outlines how we prioritise traffic controls where there is a low level of compliance with the speed limit or where traffic volumes are too high for the designated road function and design.

We acknowledge that some streets surrounding Rosetta Street may be experiencing anti-social driver behaviour and high traffic volumes. We will continue to use our Road Safety Assessment Procedure to prioritise streets which need physical traffic control devices or different road designs, in conjunction with reduced speed limits to achieve the desired traffic conditions. We will continue to work with local residents to implement this where needed.

Further information about the impacts of 40km/h Area speed limits and the results of the community consultation from the review can be found on our website at charlessturt.sa.gov.au/40kmArea

What happens next?

We will present a report to our Asset Management Committee on 20 June 2022. This report will include an overview of any submissions we receive on this proposal. It will also make recommendations as to whether Council should submit a formal request to the Minister for Infrastructure and Transport to approve the reduced speed limit, following feedback from the community.

YOUR SAY

SHARE ENGAGE CONNECT

How can I have a say on the proposed 40km/h speed limit on Rosetta Street?

If you would like to provide comments on the proposed 40km speed limit for Rosetta Street, you can:

- Complete a written submission online at yoursaycharlessturt.com.au/rosetta40km
- Email us at eng-consultation@charlessturt.sa.gov.au
- Post your comments to
PO Box 1, Woodville SA 5011
please include the consultation name
'Rosetta Street 40km/h Speed Limit'

Feedback is required by 9am, Monday 23 May 2022.

For any project enquires please contact:

eng-consultation@charlessturt.sa.gov.au
8408 1111



Appendix B

Community Feedback – Written Submissions

#	Submission
1	I am whole heartedly in favour of the 40km along Rosetta Street, along with our side streets, already in this speed zone! It does not guarantee, that the limit will be adhered to, by motorists! At the moment, there are many occasions, when traffic can be seen & heard, speeding along Alfred Road, Clarence Street & other roads! Will something be done about this? Can the law breakers be caught & dealt with accordingly??? With children & pets in these areas, an accident or death is an undesirable outcome for the future! Although, these occurrences are usually in late afternoon, night or early morning, when few people or no one, is around on the street!!! Thank you.
2	The most salient point your Writer makes in their two-page proposal to lower the speed limit is that Rosetta Street is a "Distributor" road and is noted as such. By definition a Distributor road is a vehicular carriage way which provides quick, safe and efficient traffic flow connecting major roads and beyond. Rosetta Street situated where it is in a North-South direction does provide quick, safe and efficient traffic flow connecting major roads and beyond. It is par excellence Distributor. Motorists use of the shortcut that Rosetta Street provides is predominately in going to work in the morning and returning home in the evening. Traffic is allowed to flow because there are no impediments to it being able to do so. There are traffic lights at both ends of Rosetta Street enabling traffic to be regulated up and down it. The roundabouts in place do force drivers to slow down and rightly so. The 50km/h has enabled Rosetta Street to function as it is supposed to, why then is there a desire to "fix something that aint broken???". Please "let sleeping dogs lie". The speed has already dropped from 60 to 50. By changing it again you are not benefiting road users just confusing them. Your Chief and Hawker Street comparisons with Rosetta Street are not comparable. Hawker Street round West-East and East-West and surrounded by housing estates and adjacent conveniences that involve increased presence of people on the move, which necessitates a lower speed limit. Chief Street has lost its Distributor status long ago due to the associated reworking of roads in the vicinity. It is not used as much these days. The Writers determinations are if it was not such a serious matter, quite laughable. Multiple speed limits in an area do not cause confusion, it is the fact that the City of Charles Sturt gazettes changes but does not put signs up to notify both residents and driving through motorists. Case in point Rosetta Street, Torrens Road end: no speed sign to indicate speed on Rosetta Street 50. A good little revenue raiser for someone. Drop the speed down 10 more, will give a double windfall. To top it off, the statement that the reduction in speed by 5km/h would reduce all urban crashes by 25% Why then does the Writer not suggest dropping the speed by 20km/h? because then there will be 100% reduction in all urban crashes. I make this point tongue in cheek, knowing full well that every person has a day off in their life sometime, for whatever reason, that's why accidents will continue to happen. Please let common sense prevail, leave the speed limit on Rosetta Street 50km/h.
3	I write to support the change of the speed limit in Rosetta St, West Croydon to 40km hour ASAP as a priority. It is confusing to have adjacent quieter feeder streets to Rosetta St having different speed zones – 40 and 50. I have lived in two homes in West Croydon since 1980 – 42 years. My first address being <i>{address removed}</i> just a few houses away from the Underpass. I am very aware of cars and small to medium trucks and motorbikes going too fast and at times over the speed limit in Rosetta St. I have witnessed many near misses of vehicle accidents and cars nearly hitting pedestrians, especially: - <ul style="list-style-type: none"> speeding out of the underpass heading south from visitors to the popular Joy of Cafe and adjacent businesses; and also drivers going north from the underpass as people are arriving and leaving the busy nearby WCK RSL activities and functions. Car drivers have been approaching the several Rosetta St roundabouts too fast and too frequently. On too many occasions I have been cut off by speeding drivers failing to give right of way when I was moving into the roundabouts eg Alfred Road and Blanford St. I have witnessed near misses especially at the Blanford St intersection that has busy school drop off/ pick up traffic movements. Cars speed too regularly when turning into Rosetta St and accelerating as they are coming off the Torrens Road intersection. Drivers often have been speeding up coming off Port Rd in to the Blanford St and on into the underpass. I met the owner of the home on the corner of one home shortly after a car came off the roundabout and ended up in his garden and only meters from his house due to the driver speeding and losing control. The car was still there then. I look forward to Council favourably considering the change to 40 km hr to be implemented soon. Please advise me when this will be presented to Council and the outcome.
4	The speed limit on Rosetta Street should be retained at the current 50km/h and the proposal to reduce the speed limit by including Rosetta Street within the 40km/h local area limit should be rejected. Please refer to the attached document for a detailed analysis behind this submission.
5	I support measures by Council to increase safety of West Croydon residents and to reduce the volume of vehicles transiting between Torrens and Port Roads. There was a multi-million-dollar project at South Road that ought to have had the effect of reducing Rosetta Street vehicle volume - reduced need to cut through Rosetta Street to avoid the at-grade rail crossing. The proposal does not appear to address vehicle volume, but I hope transiting vehicle volume would reduce as a result of a lower speed limit. A reduction in vehicle volume is, I believe, much desired and improves the appeal and amenity of our community. It also reduces the likelihood of vehicle accidents, including vehicle-pedestrian interactions. Increased resident safety notwithstanding, I also urge Council to report and deliberate on the effect on vehicle volume the proposal would have. Reduced vehicle volume ought to add weight to the argument for the proposal and would add to community amenity. Have there been measurements taken and reported in regard to vehicle volume (and average speed) on Rosetta Street? Are there other measures available that would reduce vehicle volume and, thereby, reduce the risk to residents, without impeding the flow of traffic? (The sooner I am travelling on the South Road corridor, the better for all residents, including myself.) How will the effect of the proposal be measured and reported? Can a sunset clause be implemented in case of undesired results? I am in general support of the proposal.
6	HELLO, I support the proposal, as outlined, with your point, that such a limit alerting drivers to pedestrians and cyclists within the area of West Croydon, is important. It will also add to the amenity of the area and could put pressure on hoon drivers to be more responsible and stop the irritating noise of fast accelerations within the area. I live in a unit that backs onto Port Rd, so I cop enough noise already. I take your point about the fact that it could prevent a casualty or fatality from a road crash. As well as a result of the pandemic, more people, including small children, seem to be riding bikes and walking to improve their fitness and wellbeing, which can be good for them and the community, which can only be enhanced in a safe environment of a 40 km /hr street and suburb wide speed limit. Hopefully, it will also encourage them to use public transport, reached by foot or by bike to the local train station. In fact, it could help lessen greenhouse emissions, if this latter option is taken up more widely and thus, contributing in a small way to lessening global warming. Thank you for your work on our behalf. Most of the best, <i>{name removed}</i>
7	Hi Charles Sturt, could you provide crash data for Rosetta St relating to high speed and not the underpass. There doesn't appear to be an issue and Rosetta is a distributor road as mentioned. The vast majority of users come from roads which are already 60 km/hr so traffic confusion is not likely to be a factor. What impact is expected on alternate routes such as Brown St which does not have the same level of traffic calming as Rosetta. There doesn't appear to be sufficient information being given on the project to allow for a proper community consultation. Living on roads between Brown and Rosetta, as I do, does raise considerable concerns of greater traffic on side streets. Please provide greater modelling of the impacts for community consultation.
8	Hi there, strongly support the introduction of a 40kmh limit to Rosetta Street. To those saying that the roundabouts and speed limiters slow drivers down anyway, I think that too is an argument for a lower speed limit! Only thing I would add is that on Belmore Terrace and Day Terrace, I frequently note cars doing 50 or 60, even at school start time. It would be great to see some speed measuring signs put up to build some awareness - you know the ones that flash your speed and then a smiley face if you are doing the right thing? How much would one of those cost on Belmore Terrace? I would happily contribute! Cheers
9	NO BLOODY WAY! The council already brought in the 40km AGAINST the SPECIFIC response from the citizens that they did NOT want it. That apparently cost us \$1M in signage. Then, dispute openly stating that no speed restriction devices would be installed, you then proceeded to do just that! If you bring in the new speed restrictions I will actively lobby for dismissal of those who are responsible!
10	Until you deal with speeding in the area - particularly that on Cedar Ave by the parents of children at the school speed limits are irrelevant to me. Deal with that and you won't need to reduce the speed limit. Most of us are pretty sensible. Those of us that have lived here a LONG time have never had the risk on our road that we face from these self-entitled parents! Just exactly how many accidents have there been on our streets that warrant the reduction anyway? You doing nothing toward enforcement or existing limits - putting up a sign with 40 on it will do nothing at all to change driver behaviour. Rosetta st is fine as it is. Leave it alone.

11	I am 100% in support of the proposal for Rosetta St to be 40 kmph. It should go further to include the surrounding streets up to Kilkenny (Day Tce). These changes will especially help keep this local area to be friendly and safe for children, the ageing and those with accessibility needs. It is also crucial if we want to promote a pedestrian and cyclist friendly community, of which many locals travel along this stretch daily to catch the train, visit the green spaces / cafes or connect to the Outer Harbour Greenway. It should be brought into line with streets such as Hawker St and Chief St which are already 40kmph. This is logical and creates a consistent approach across the neighbouring precincts. I would like to see further road safety initiatives in the area to deter high speeds, especially in the streets between Rosetta St and Day Tce which often at night people can be heard travelling quite fast down. People driving cars will still get to where they need to go with 40kmph. Car travel in heavily residential areas should never be prioritised over community safety (perceived or real).
12	I strongly support the reduction in speed limit on Rosetta Street as I constantly witness unsafe and anti-social driving around pedestrians and homes. My issue is that it also needs to be acknowledged that this is happening in the streets surrounding Rosetta Street. In May last year I submitted a traffic review for my Street of residence, Reynell Street, and was advised that nothing would be done about this for 5-10 years despite the 85th percentile speed being 48km/h. Importantly, this is despite Reynell Street being signed as a 40km zone already. As part of giving effect to this project it is clear that speed signs do very little and the real issue is in surrounding streets that are long and straight and do not have intersections, namely those that come off of Rosetta Street. Rosetta Street at least has physical traffic control with roundabouts to lower speed. My concern is that driving in my street will become even more aggressive as drivers come off of the reduced speeds and roundabouts of Rosetta Street and look to “make up time”. I already see a large number of heavy vehicles and drivers drastically exceeding safe speed limits on the street.
13	I agree. Rosetta street would benefit from a 40 kmph speed limit
14	Rosetta Street cuts right through our neighbourhood. I would like to see the speed limit reduced to 40km/h. This would increase safety for pedestrians and bike riders especially on school days. At the moment Rosetta Street is used as a ‘rat run’ to cut through from Port Road to Torrens Road.
15	I’m supportive of the 40km limit being introduced. Is it possible to consider issues with was to reduce speeding on side roads that feed into Rosetta? I’m on Alfred Road and it’s used as a bit of a thoroughfare, with lots of drivers going over 40km/h. Thanks <i>{name removed}</i>
16	Dear City of Charles Sturt, I wanted to provide feedback as part of the consultation process considering whether to reduce the speed limit on Rosetta St from 50km to 40km. I am writing to advise that I disagree with this proposal and think that the speed limit should remain at 50km. I feel well placed to comment on this as I grew up in my family home near Rosetta St and still visit the area frequently to this day, therefore I understand the dynamics of the area over many years. I now currently live near Hawker St, so also have experience of living and using 40km roads and streets. To comment on some of the specific evidence listed, I disagree that the change of speed limits is confusing as main connector streets like Rosetta and Hawker are noticeably bigger streets. The higher speed limit supports the usage of these streets. To me, it is certainly not confusing as these are main “back” streets. If anything, on Hawker St I often observe drivers speeding at 50km, unaware that it is a 40km area, even though it is clearly signed. Therefore, it often doesn’t achieve the goal anyway. I also don’t think that safety is compromised either as pedestrians are aware of the high traffic and in both areas, there are many places to cross safely. Further, I believe that Rosetta St is set up well with the roundabout system, which alleviates the need to add any further traffic controls. As a frequent user of both streets and suburbs, I strongly urge you to leave Rosetta St as is. Yours sincerely <i>{name removed}</i>
17	I suspect that your arguments for justifying the reduction in speed limit to 40 kph are deceptive and misleading. Are you able to provide references for the "research" you have quoted that supposedly demonstrates that a reduction in speed by 5kph would reduce all urban crashes by 25%? Are we talking from 70 kph to 65 or are we talking 50 kph to 45? The statement "it could prevent a casualty or fatality" is also very open ended. Any evidence on the reduction of casualties and fatalities when reducing speed limits from 50 kph to 40 kph specifically? or is this a theoretical speculation? Multiple speed limits aren't all that confusing. A lower speed limit in side streets compared to main roads is easy enough to navigate, and if it truly is that confusing, why not raise the 40 kph zones back to 50 kph if uniformity is the goal for removing confusion? I notice there is no mention of existing speeding fine revenue and what this is likely to grow into once this measure is implemented, nor is there any commitment of any safety parameters that will be achieved by this (ie casualties and fatalities and accidents go from x to y within 3 years). This is just window dressing and distraction to avoid the real reason why the council is taking this measure. Revenue..... as usual.
18	I don't understand the purpose of 40km/h down Rosetta Street. That is far too slow.
19	I think it is important that Rosetta Street is treated like all other residential streets in the area have the speed limit reduced to 40km/h. We have family who live on this street and there are often cars travelling at high speeds which poses a risk to pedestrians and residents - especially if a small child was to run out of a garden and into the road. Lower speeds would make serious injury less likely. I think that it would also be wise to consider traffic calming measures on Brown Street as the speeding along here is terrible - once Rosetta Street is 40km/h then people will most likely use it more often to rat run.
20	I do not support reducing the Rosetta st speed limit to 40km/h. I'm not aware of a huge amount of (if any) fatalities on the road and seems we're reducing the speed because a handful of people are confused. I don't like the idea of catering to the lowest common denominator.
21	Hi, I am opposed to the 40km down Rosetta Street, think it should stay at 50km. The roundabouts are enough speed deterrent. Don't understand how our speed limits in this area are less than what are in the city! Our car and foot traffic is so much less!
22	No already 50km/ph - it's a through road with plenty of vehicle slowing measures in place. 40km/h isn't required. People know arterial roads are 50kmph+ and reducing to 40kmph will add to confusion.
23	I support reducing Rosetta St vehicle speed to 40 km/hour. Rosetta St had become very busy in the past 10 years and it is not uncommon for there to be cars traveling at over 50km/hour, which is dangerous. Some drivers seem to be using it as a route to bypass South Rd. A reduced speed limit might reduce traffic as well as making it safer for people (cyclists, pedestrians and car drivers) <i>{name removed}</i>
24	Hello all, Regarding the proposed reduction of speed limit on Rosetta street, please don't do it. As someone who has lived in the suburb for over a decade, including four years on Rosetta street I can tell you that the speed limit would be better at 60. Not 50, certainly not 40. Having a speed limit of 60 would reduce the any confusion and bring the street into line with similar semi-major arterial roads such as East Ave, and Holbrook road and David Tce. most traffic goes also g Rosetta street, the locals know that the streets branching off go into a 40 AREA, IT IS WELL SIGN POSTED. But communities travelling from the end to end, one set of traffic lights to the other, will be confused by a limit of 40. Who ever heard of such a busy road... important as being a way under the train line and not getting stuck on the south road express way until regency road. who would ever naturally think a road like our Rosetta St would be 40 limit! Keep it as 50 if you must, like Days road but not 40. Please diligently consider the negative impacts the reduced limit will have on traffic flow and the wishes of those who actually live here and commute through, say no to the 40speed limit. Thank you. Sincerely <i>{name removed}</i>
25	I have previously written to Council making this request. As a cyclist and pedestrian, I would prefer the lower limit. It would improve the environment of the area. Additionally, I believe it should coincide with the lowering of the speed limit of David Tce to 50 km/hr.
26	I don't think it is necessary that Rosetta street becomes 40km zone. There are enough roundabout, and gardens beds that jut out into the street to slow down the traffic. Then as you go along there is a subway that you need to slow down for. Thank you <i>{name removed}</i>
27	I agree with the proposal to change the speed limit to 40km/h. 50km/h is too fast, is unsafe.
28	Making Rosetta St a 40km zone seems in my view to be unnecessary, especially as there are already speed limiting measures in place in the form of roundabouts. The roundabouts tend to act as a constraint to speeding in most cases. Rosetta St is still very much a distributor, and with the significant increase in local traffic that will come as a result of the development on the Bianco site, pressure on the local road system will only increase in the coming years. Currently the signage indicating the 50km change for Rosetta is not clear enough, and many people continue to speed down the road and surrounding streets such as Alfred. Continued enforcement of the speed limit through policing and more passive forms of monitoring such as the large digital signs that measure speed and warn drivers who are going too fast, in combination with improved signage will achieve the outcomes that you seek.
29	I support the lowering of the speed limit on Rosetta Street from 50km/h to 40km/h on the basis it is consistent with the surrounding suburbs, should predominately be used for local traffic and not frequent cut-throughs, already has roundabouts which limit the practical speeds that can be achieved.
30	Rosetta Street should be 40km/h. The street environment with its underpass, roundabouts and narrow travel lanes warrants a reduced speed limit. The bloke from Council who omitted it from the original West Croydon and Kilkenny 40km/h Area (I think his name was Brian or Bryce or something similar) has a lot to answer for!

31	This is an absolutely ridiculous proposal with no merit what so ever, as a resident I believe that it is in no way necessary what so ever. If people get confused about the speed add 50 signs, it's that simple. I'd like statistical evidence regarding the amount of accidents and deaths that have occurred on this street. It's been like this for years and do not need to be changed at all, is this in the hopes to revenue raise with more speed cameras? Cause that's the only logical reason I can see. With the number of roundabouts means people have to break anyways so 50 is an appropriate speed. Worse enough you have made all side streets 40 this is beyond an absolute joke at this point.
32	This should be made 40km/hr as all the surrounding streets are.
33	I am in favour of the speed of Rosetta Street being reduced to 40 km/hr, chiefly because I think it will increase the safety of pedestrians, cyclists and car drivers. As I get older and more arthritic I am slower crossing roads. Also, in future, as more electric vehicles come onto the roads, they are virtually silent, and as a pedestrian these cars will be harder to detect that they are approaching. I also think that by Rosetta Street being reduced to 40km/hr there will be less confusion about the speed limits in the area.
34	40Km/h zones are not successful in reducing traffic levels as seen in Hawker street, even ignoring the increased traffic due to the Torrens rd works. Hawker and the roads to it are busy and if you look you regularly find traffic going faster than 40km. Rosetta Street has very large kerbside areas, providing lots of distance between the pathways and the road it also has clear views along its length to see oncoming traffic. There are lots of narrower streets that are perfectly safe at 50km/h. Confusion to drivers caused by Rosetta at 50km is an invalid argument as it is clearly signed and there should be no confusion, that is just an excuse as to why someone may be speeding on side roads. Rosetta St is a minor thoroughfare and as such should be at 50km/h, not 40km/h.
35	Hi! I support the proposed 40Km speed limit on Rosetta Street. Having lived in this area since 1992, I have discovered that many people regard Rosetta Street as a fast route between Port Road and Torrens Road, and drive accordingly. I often see drivers coming fast into the roundabout by the RSL without looking either side and consequently cutting off drivers already on the roundabout coming from Herbert Road. This is often quite dangerous. Also, many drivers cross over the dividing line when coming through the underpass and a this is especially a risk if other drivers are travelling too fast, which they often are. Although some drivers often exceed any speed limit, there is more chance of a change in the general pattern of driving along Rosetta Street, and more chance of drivers paying attention to 40Km limits already signposted on adjacent streets, if a 40Km speed limit applied to Rosetta Street.
36	<p>Hi there, I refer below to my previous discussion with Engineer & Strategy Assets regarding the speed limit on Rosetta St. from 2016/17 in the email thread below. The current background on the website states:"It was thought that keeping the speed limit at 50km/h would help to support the traffic movement function of the road." The justification for not lowering the speed limit back in 2016/17 boiled down to the unpopularity of the 40km/h speed limit, "high levels of noncompliance" (and 'significant' SAPOL resources to police it), and to "mitigate confusion for motorists". You can see I received no other technical justification for 50km/h on Rosetta other than "it's a distributor road" (just like Chief and Hawker presumably). Then, the following departments/ organisations were consulted: DPTI, RAA, SAPOL, MAC, and said it 'feels' inconsistent. Now: "Based on feedback and requests from the community, we consider there to be merit in reducing the speed limit on Rosetta Street to 40km/h". I applaud the council belated 180 degree backflip where the traffic investigation and community consultation justified nearly all of my points from 5 years ago:</p> <ul style="list-style-type: none"> • Having multiple speeds limits within local suburb precincts is confusing • Reducing the speed limit in Rosetta Street would help to remove confusion of changing speed limits from adjacent streets • Reducing the speed limit can alert drivers travelling within a local precinct where the roads are used regularly by pedestrians and bike riders <p>Residents are often concerned about the additional travel time reduced speed limits will add to their journeys. During our reviews of existing 40km/h Areas, we found</p> <ul style="list-style-type: none"> • The time increase is minimal when local streets are used for their intended purpose (getting people to/ from homes/local facilities to arterial roads) • More time is lost by slowing down at intersections within the local street network and waiting at traffic lights on arterial roads (therefore, the non-compliant DON'T slow down at roundabouts) • While the minimal travel time increase can be less convenient to drivers, it could prevent a casualty or fatality • Research estimates, a reduction in speed by 54km/h would reduce all urban crashes by 25%. Even i admit that negative 4km/h is too slow....
37	My name is {name removed} & I am a resident of {address removed} I have recently received notification that the council is investigating amending the speed limit of Rosetta Street West Croydon from 50 km to 40 km. My preference is to leave the speed limit at 50 km. There may be a reasonable number of crashes in the overall council area, but I don't recall ever seeing one on Rosetta St in the 30 plus years I have lived in the area. Exceptions being trucks/tall vehicles getting stuck in the underpass which has happened a couple of times. The majority of users for this street are respectful & pay attention to the limits. There will always be some hoons &, unfortunately, it won't matter if you limit the sped to 20 km they will still be hoons. I work near Hawker St Brompton & find it quite frustrating that this was made 40 km & not 50 km being a main feeder road within the area. Especially with it having ample space either side for street parking, easy access to properties & a bus route travelling regularly on it. Rosetta St is similar in circumstances & to have it amended to 40 km will be annoying to say the least. Especially since it already has roundabouts at regular intervals for traffic control. I travel home via Port Rd where there is currently a section limited to 40 km due to roadworks (pipe laying, etc). Many people zoom past me whilst I stick to the speed limit even though it is clearly marked as 40 km limit for this section. This also happens on many roads around Adelaide. So, as I have already stated, there will always be people who speed irrelevant of the set limit on any given road. Just to confirm, my preference is No Change to the speed limit for Rosetta St West Croydon.
38	I live on {addressed removed} and received the correspondence regarding the proposal to reduce Rosetta Street speed to 40km. I would like to say that I am very supportive of reducing the speed to 40km/ph. I think it would be less confusing for drivers and improve safety for people walking and cycling in the local neighbourhood. I also find that people whizz through the roundabouts which can be scary when you're a pedestrian trying to cross Rosetta Street.
39	Dear Councillors, I want to express my strong objection to the proposal to lower the speed limit to 40Km/h on Rosetta St. I have no objection to the same current limit on the surrounding roads but feel that Rosetta St is a much wider road and the fact it already has roundabouts to keep your speed limit down means that any further limits are unnecessary. I have been a professional driver all my life and have lived in this area for almost 40 years and feel these restrictions do not make sense to the average driver.
40	My name is {name removed} and my wife and I live on {address removed}. whilst not in opposition to reduce speed limits in back streets we do not think reducing Rosetta Street to 40km/h is warranted. The roundabouts already in situ are sufficient to keep speeds to a safe level and Rosetta Street could almost be classed as a minor arterial route, not too dissimilar to Days Road. Not privy to the stats but cannot remember the last time I saw an accident on Rosetta Street (which is a good thing).
41	Hi I oppose the change of speed limit to 40km/h on Rosetta Street. I believe slowing the traffic causes more congestion and therefore causes accidents because of frustrated drivers.
42	I am writing to let you know that I do not support the drop to 40km on Rosetta St. This was discussed a few years ago and people did not want it. Rosetta St. already has roundabouts, so people tend not to speed going between Torrens Rd and Port Rd or vice versa. This could be perceived as you wanting to raise extra revenue and not as any safety feature.
43	I am more than happy to have the speed limit reduced to 40kph, but ONLY if some attempt is made to monitor and police road use. I live in {address removed}, which has been 40kph for quite some time, and the speed road users travel past my place is eye watering, particularly late at night/early morning. Why? Because everyone knows there is absolutely zero likelihood of being penalised. There has been much comment at WC&K RSL over the years, about the amount of money spent by Charles Sturt Council on pointless speed signs.
44	I strongly Support the change to a 40km/hr (or less) speed limit. (In fact, I though it should have been implemented five years ago when the surrounding streets changed). As a regular bicycle rider and train user, the traffic movement along Rosetta St at times can be quite concerning and unsafe. A consistent speed limit in the area should reduce confusion of road users. Thank you.
45	I disagree with the proposed reduction in speed along Rosetta Street to 40km. There is already many roundabouts to reduce speed and the B majority or people do the right thing with speed limits along that street. It's an unnecessary waste of time to reduce the speed.
46	I would like to keep the current 50km/h speed limit

47	I think that Rosetta street should not be reduced to 40km/h speed limit as I consider it used as a small arterial road which are usually 60km/h so even though it is currently a 50km/h road a further decrease in speed should not be approved or required.
48	Thank you for taking the time to consult on this issue, it is very appreciated. I oppose the reduction of the speed limit to 40km/h. 50km/h is adequate and safe, I actually thought it was 60km/h along Rosetta Street. Rosetta Street already has suitable traffic calming measures in the form of roundabouts and a reduction in speed limit under the train line. A further reduction in the speed limited is overzealous. Of particular concern in the immediate locality is the conflict between other forms of non-motorised transport and vehicles along Day Terrace and pedestrians not using the footpath that Council kindly maintains in excellent condition. The conflict between pedestrians, runners, power-walkers, scooter riders (motorised and non-motorised), cyclists, skateboarders, roller-bladers, roller-skaters, mopeds and vehicles, mostly being cars, but the occasional light-truck, all competing for road space along Day Terrace, quite often at the same time, can be frightening. The speed at which some motorised scooters and bikes can reach along Day Terrace must hit 70km/h. Perhaps some traffic calming measures such as speed-humps should be investigated along Day Terrace to compliment the traffic calming measures that are already in place within the immediate locality, including Rosetta Street. Thank you for your time. <i>{name removed}</i>
49	I PERSONALLY completely disagree with the LAW of 40km/h speed limits for any of our roads. I drive a 5 speed manual, which I must drive in 2nd gear to stay within the 40 km/hr. speed restriction. Some bicycles and electric vehicles, ie., scooters, gophers etc., are capable of this speed, will these vehicles also be policed and fined if speeding? Roundabouts, speed humps, chicanes etc., provide ample speed mitigation. the only other reason I believe for changing this law is to permit stealth, speed policing, (speed cameras), to be used in order to capitalize on human error and raise revenue from the average citizens of our communities; as we all know, those individuals who recklessly flout the speed laws and safety of others, will generally be unable to pay these fines and/or care about changing their behaviours. Current modern vehicles are capable of detecting and overriding driver lapses of concentration and reflexes (human error), in order to prevent collisions; this technology will only improve and be more widespread with time, greatly assisting the safety of all citizens in our community. I agree that our road speed laws are very confusing, hence my suggestion is, 'Keep It Simple'. I therefore believe our community would be much better off, having, with the exception of school zones (stay at 25km/hr), ‘across the board’ speed laws of; -50 km/hr. within the suburbs, -60km/hr elsewhere, within the city -90 &110km/hr on freeways and expressways. all other speed signs would be applicable as a GUIDE for driver safety, eg., Winding Road Ahead, 35Km/hr., not a law, which officers would police and fine drivers for accidently exceeding. Thank you for the opportunity to provide a comment. <i>{name removed}</i>
50	Firstly, it feels like this is not a genuine consultation, as the document circulated gives the firm impression that the decision is a fait accompli. Secondly, it feels like a false problem: because of the roundabouts, it's hard to build up speed on Rosetta St; there are hardly ever any cyclists on that street; the footpaths are OK so pedestrians don't walk on the street (in contrast to the many side streets); crossing Rosetta St on foot is never a problem; the change from 40 to 50 km speed limit when turning into Rosetta St is not in the least bit confusing (contrary to what's asserted in the document) - we manage the shift between 50 and 60 when moving between Rosetta St and Port or Torrens Rd (give us drivers some credit!). Also, Rosetta St remains an important arterial road.
51	This idea is quite ridiculous as the street is quite safe at a reduced speed limit of 50kmh. To reduce the limit to 40kmh has the following risks: 1) Tailgaters that can't keep to the 50kmh limit already will be even more dangerous at 40kmh 2) The time taken to get from one end of Rosetta to the other will be even longer for a daily user like myself 3) I have never seen a speeding driver pulled over by police to enforce the 40kmh in our areas side streets so that limit is really only there for honesty and I fear the same for Rosetta street. 4) I would prefer to see the street of Malcolm Street closed off to drivers from Port Road as they use it as a rat run and are quite often speeding at more than 40kmh. The speed humps have made no real difference to this. I also find that cars coming from Rosetta street the opposite way regularly fail to give way to traffic coming down Malcolm Street and I myself have had a number of near misses. In summary there are more pressing issues with traffic in this area and I oppose the reduction of speed limit to 40kmh on Rosetta Street
52	I strongly oppose this imposition to our motoring rights via unnecessarily impeding our progress to our destinations at ridiculously slow speeds, especially given no improvements in safety witnessed, but plenty of frustration. I have lived in <i>{addressed removed}</i> off and on since 1969 and seen the speed limits go from 60kmh to 50 then to 40 (much to my chagrin). I have YET to see any difference in the outrageous speeds some hoons get up to at various times of the day and night in my street. Speed Limit signs DO NOT work for those determined to speed. Roundabouts (Like Rosetta St has) and speed humps DO slow the idiots down. People who drive carefully at (what was) the normal speed limit of 60KMH and use common sense ALL realise that ANY speed limit imposed, does not mean that THAT limit is always the safest, as it all depends what is happening on the street (like children playing, heavy parking numbers either side of a road, cars backing out, unattended street works etc). I for one am quite angry at council's continued imposition on our road rights. May I further add the council has inflicted lower speed limits on areas where the residents DO NOT WANT them. I campaigned for NOT imposing 40KMH road limits some time ago and at one of your councillor's behest I willingly door knocked (not even my own area) to get first hand, people's views and signatures against the proposed 40KMH and the result was a resounding rebuff (some 95+%) against this council's 40KMH proposal. This resulted n my first ever experience where a council listened to feedback and did not go ahead with the 40KMH limit in that area. Perhaps if the council was REALLY concerned what residents wanted you would have the courtesy to also do a door knock and find out from your ELECTORS and RATE PAYERS what they want, NOT what YOU want! Frankly I have a strong suspicion that this obsession for 40KMH limits is driven by political ideology NOT common sense and not without ANY consideration as to what residents want. I for one, use Rosetta Street, because it is a MAIN arterial road to link Torrens and Port Road. It already has plenty of roundabouts to keep unsafe drivers under control. Your allegation that the extra time is neither here nor there is WRONG. It is bad enough going down to 50KMH from 60 and now another 10KMH reduction? Perhaps no one at the council drives? I for one find the extra time to travel on a 40KMH road IS an imposition. In conclusion let me be crystal clear. I TOTALLY oppose this proposed reduction on the speed limit on Rosetta Street and given what I have personally experienced in my street I KNOW the lower speed limit signs have NO effect on those who choose to speed and FURTHERMORE, I know from personal experience mentioned above, that the majority of residents do NOT want them! May I suggest you bury your political agenda re this issue and spend real money in streets (not Rosetta as we already have roundabouts) and put in further speed impositions like speed humps or roundabouts in other streets, not cheap, nasty and ineffective speed limit signs that (from what I experience EVERY week in Beaufort Street) achieve NOTHING. In closing when I last attended a council meeting re the proposed imposition of imposing 40KMH speed limits one of your councillors had the gall to say 40KMH signs 'stopped hoon behaviour'. I have never seen this result. If he thinks mere signs stop hoon behaviour maybe, he should put them in school yards and in front of hotels? Yes silly. Silly as his suggestion was and the council's, for thinking such signs, stop those who choose to speed.
53	I totally agree with restricting the speed limit on Rosetta Street, however feel as it's a major road connecting Days Rd p, Torrens Rd to Port Road, and especially as with the M2 and the need to turn left onto Port Rd then do a Uturn as to access the Western side of Port Rd & Suburbs along that route is quite frustrating. I feel that a with the roundabouts that a speed limit of 50km as for Woodville Rd would be more pertinent. I myself use Rosetta Street daily and feel the 50km speed more appropriate. Certainly, for the streets leading off Rosetta Street 40km is fine. I feel that once the speed limit is lowered then it will need to be monitored closely.
54	I fully support the reduction in speed limit to 40km/h for Rosetta St. I live on Rosetta Street, and some of the traffic still go faster than 50km/h even with roundabouts installed. I also have a young family and appreciate the lower speeds for safety in the area. It will hopefully be used less as a bridging road too by other traffic.
55	No Just No! There is no need to reduce Rosetta to 40kph and the current roundabouts maintain a steady safe speed. Council efforts will be better placed in nearby Brown Street where speeding is much more a factor and sorting out the parking debarkle at the corner or Ellen and Torrens where access is regularly impossible and cars bank back into Torrens Rd at great risk
56	Agree - consistency & safety. Additionally, I am interested in submitting a request for speed humps on Herbert Rd, western side. Our street is a thorough fare to multiple neighbouring streets including Day Terrace, Duncan & Burke Streets, Aroona Rd & surrounding streets as well as the very busy MJ McInerney Reserve. Most days, there are hoon drivers zooming through the street at well over the speed limit including burn outs. It is particularly concerning due to the number of people who often park in our street due to the nearby RSL, the TIDC dance school and the St. Elias Antiochian Orthodox Church where there are regular pedestrians getting in & out of cars and crossing the road daily - mostly children & older members of the community. The 40km speed zone does not seems to make a difference at all to these hoons, so the only other practical option would be the introduction of speed humps, chicanes or other options. How can I submit this request for review? Thank you.

57	Hi there. As a resident of Wilpena Terrace, Kilkenny I wholeheartedly can endorse the implementation of the 40km zone in the area. It has eased traffic congestion in drivers using back streets as a "rat run" and encouraged them to use the main roads. It has made the area safer for residents, pedestrians and vehicles. If I could request one thing it would be more policing of the 40km zone via to ensure drivers adhere to it. Cheers {name removed}
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