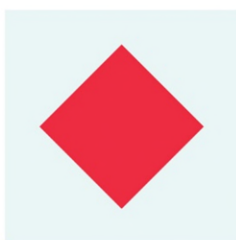


Community Engagement Report for Bridgman Road – Road Reconstruction & Traffic Safety Improvements

May 2022

Contact: Kath Mardon
Community Engagement Officer - Engineering
PH: 08 8408 1270
kmardon@charlessturt.sa.gov.au



1. Background

In May 2021 we wrote to residents seeking feedback on the proposed scope for the reconstruction of Bridgman Road, which included presentation of a traffic control plan endorsed by Council after community consultation in 2012/13. The main purpose of our consultation in May was to reconnect with the local community to understand whether the 2013 concept design was still valid and whether amendments were required. The response was mixed, with 45% of respondents supporting the design, 17% responding negatively and the remainder providing mixed or neutral feedback. About one-third of respondents suggested that the existing 'driveway entry' at the Hammond Road intersection be removed or replaced with something new, as many locals feel it is confusing and unsafe.

Since receiving this feedback, we investigated traffic conditions across a wider area, including the streets that adjoin Bridgman Road, and presented for community comment an alternative traffic control plan that includes road humps in Bridgman Road, Hammond Road and Norman Street and a raised intersection at Hammond/Bridgman Road.

This report details the community sentiment and level of support for the proposed changes to traffic devices in Bridgman Road, Hammond Road and Norman Street.

2. Community Engagement Approach

Consultation was undertaken across an 8-week period over December 2021 and January 2022.

Purpose of this Engagement

The purpose of the consultation was to seek comments and level of support for the revised traffic plan for Bridgman Road, Hammond Road and Norman Street.

Engagement process

The community engagement period commenced on 4 December to 7 February 2022. The community engagement process included the following communication and engagement activities.

Communication

- 681 consultation packages were hand distributed to residents within the precinct (Figure 1) and an additional 240 mailed to owners of properties not residing in the area.

Community Engagement Activities

- Engagement via Council's online community engagement website "*Your Say Charles Sturt*".
- Community open day held on Monday 24 January 2022 at the Findon Community Centre.

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 on the revised traffic changes Bridgman Road, Hammond Road and Norman Street

Type of activity	Engagement activity	Date and place	Participants
Your Say Charles Sturt online consultation hub	Bridgman Road, Road Reconstruction & Traffic Safety Improvements	4 December to 7 February 2022 via Your Say Charles Sturt website	Open to everyone 177-page views 66 unique visitors of the page 14 followers of the page
	Online feedback form	4 December to 7 February via Your Say Charles Sturt website	Open to everyone 76 responses
Community Open Day		24 January 2022	Nil attendees

3. Community Engagement Feedback

A total of 76 responses were received throughout the consultation process. All feedback from the survey and any other written comments are summarised in this section.

3.1 Demographic information

Table 2: Are you a:

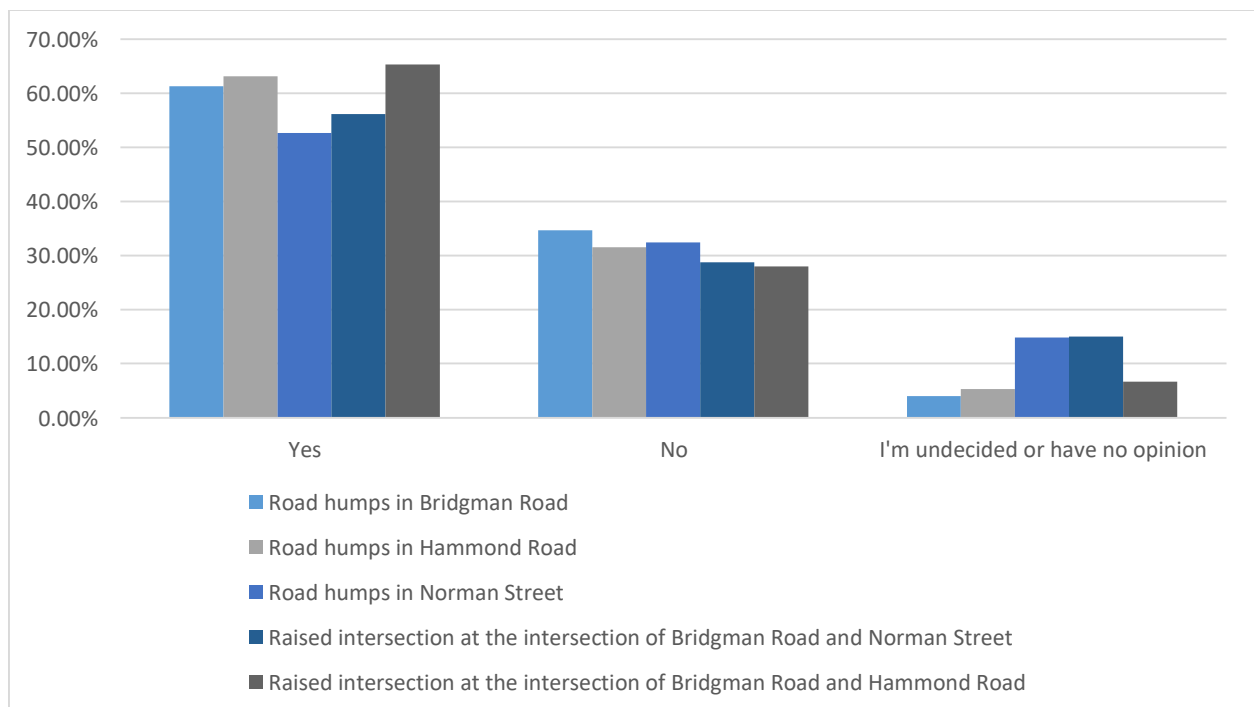
Connection to City of Charles Sturt	Number of Responses	Percentage (%)
Business Owner	2	2.74%
Home Owner	65	89.05%
Tenant	6	8.22%
TOTAL	73	100%

Some respondents skipped this question

Table 3: In which street do you live or own property?

Connection to City of Charles Sturt	Number of Responses	Percentage (%)
Bridgman Road	14	18.42%
Hammond Road	9	11.84%
Norman Street	12	15.79%
Other	41	53.95%
TOTAL	76	100%

3.2 Do you support the following traffic control devices, as shown in the concept plan of proposed traffic safety improvements for Bridgman Road, Hammond Road and Norman Street?



	Yes	No	I'm undecided or have no opinion
Road humps in Bridgman Road	61.33%	34.67%	4.00%
	46	26	3
Road humps in Hammond Road	63.16%	31.58%	5.26%
	48	24	4
Road humps in Norman Street	52.70%	32.43%	14.86%
	39	24	11
Raised intersection at the intersection of Bridgman Road and Norman Street	56.16%	28.77%	15.07%
	41	21	11
Raised intersection at the intersection of Bridgman Road and Hammond Road	65.33%	28.00%	6.67%
	49	21	5

Some respondents skipped this question

Road Humps

Of those that responded, 65% of people supported or had no opinion with the proposed road humps in Bridgman Road. 68% of respondents supported or had no opinion with the proposed road humps in Hammond Road. 67% of respondents supported or had no opinion with the proposed road humps in Norman Street

Raised Intersection

71% of people supported or had no opinion with the Raised intersection at the intersection of Bridgman Road and Norman Street. 72% of people supported or had no opinion with the Raised intersection at the intersection of Bridgman Road and Hammond Road

Below is a word cloud summarising the key themes. All verbatim responses are provided in **Appendix B** of this report.

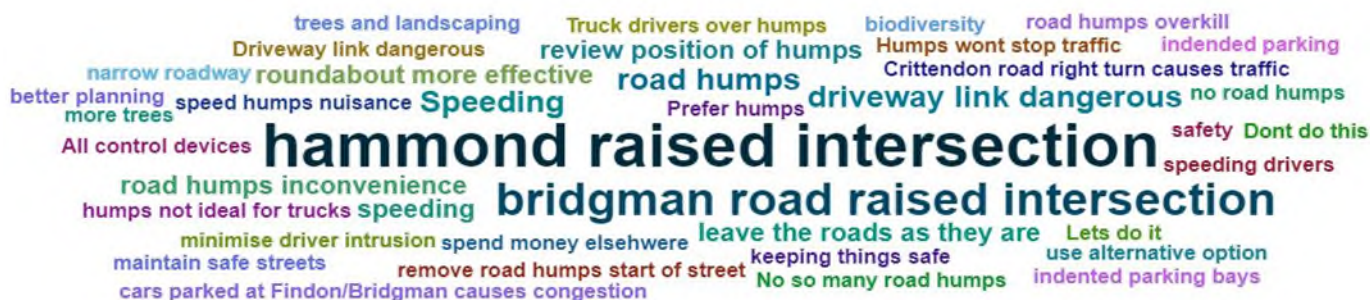
Community Sentiment

18.4% positive

18.4% mixed

38.8% negative

24.5% neutral



3.3 Do you have any other comments in relation to traffic safety in Bridgman Road and surrounding streets?

There has been a strong representation from respondents that the desire for the driveway link on Hammond Road, should be removed as it is causing safety issues and confusion to drivers.

Many felt the road humps were a good idea, however with cut through traffic, other streets could require them as well.

Others felt the roundabout was a good option as it would help with speeding vehicles.

Below is a word cloud summarising the key themes. All verbatim responses are provided in **Appendix B** of this report.

Community Sentiment

12.8% positive

15.4% mixed

48.7% negative

23.1% Neutral



Appendix A

Consultation Materials

YourSay web page

Bridgman Road - Road Reconstruction and Traffic Safety Improvements

Scope now expanded to include adjoining streets: Hammond Road and Norman Street. View the updated concept plan and tell us your thoughts.

+ Follow

Home > Bridgman Road - Road Reconstruction and Traffic Safety Improvements

Project Updates

17 June 2021 / BRIDGMAN ROAD - ROAD RECONSTRUCTION AND TRAFFIC SAFETY IMPROVEMENTS

Bridgman Road Update

[Learn more >](#)

Project Overview - December 2021

In May 2021 we wrote to you seeking feedback on the proposed scope for the reconstruction of Bridgman Road, which included presentation of a traffic control plan endorsed by Council after community consultation in 2012/13. The main purpose of our consultation in May was to reconnect with the local community to understand whether the 2013 concept design was still valid and whether amendments were required.

The response was mixed, with 45% of respondents supporting the design, 17% responding negatively and the remainder providing mixed or neutral feedback. About one-third of respondents suggested that the existing 'driveway entry' at the Hammond Road intersection be removed or replaced with something new, as many locals feel it is confusing and unsafe.

Since receiving this feedback, we have investigated traffic conditions across a wider area, including the streets that adjoin Bridgman Road, and we now present for community comment an alternative traffic control plan that includes Bridgman Road, Hammond Road and Norman Street. The main features of this revised plan are as follows:

Bridgman Road

The previously proposed roundabout has been replaced by road humps and raised intersections, as many felt that a roundabout was unlikely to adequately slow traffic. Typical speeds in this street are currently in the low 50s (km/h), which is not considered acceptable in a street with a 40km/h speed limit.

We still propose construction of a pattern pave entrance at the Findon Road intersection (with pavement bars and separated left and right turn lanes on the approach to Findon Road), minor kerb realignment at the Whimpress Avenue intersection and to upgrade kerb ramps to comply with disability access requirements.

Hammond Road

Road humps are proposed as traffic speeds in this street have been relatively high for many years and in response to concerns that the existing traffic control devices at both ends and in the centre are inadequate. Typical speeds in this street are in the low 50s.

Norman Street

Road humps are proposed to prevent this street being used as an alternative cut-through route to avoid road humps in Bridgman Road and Hammond Road, but also because typical speeds in this street are in the low 50s.

Bridgman Road/Hammond Road 'driveway entry'

This device has been replaced with a raised intersection.

Bridgman Road Tree Species

The previous consultation also included a proposal to remove and replace some existing trees and plant in the vacant areas of the verge in Bridgman Road. We can advise that the final species selection in response to community feedback is European Hackberry (*Celtis australis*).

Previous Project Information

[View Here](#)

Get in Touch

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

Name: Kath Mardon - Community Engagement Officer

Phone: 8408 1270

Email: eng-consultation@charlessturt.sa.gov.au

Document Library

Full Concept plan - Bridgman Road
PDF (6.47 MB)
Including expanded scope of Hammond Road and Norman Street

Timeline

- Seeking Feedback**
Consultation is now open and closes Monday 7 February 2022
- Reviewing Feedback**
- Report to Council**
- Consultation Outcomes**

[See less](#)

How to provide your feedback



Online Survey

We would like to hear your views on the proposed plan for Bridgman Road, which now includes Hammond Road and Norman Street.

Complete the survey before Monday 7 February 2022.

[Complete Survey >](#)



Attend our Community Drop In Session

Speak with the project team at the Findon Community Centre

Findon Road, Findon

Monday 24 January 2022

Drop in any time between 4.30pm to 6.30pm

Being an indoor event and with the current COVID restrictions, wearing of a mask is required upon entry.

Frequently Asked Questions

? **In May 2021, why did Council consult on a plan for traffic controls which was developed in 2012/13?**

? **Why has a revised plan been developed?**

? **Why are road humps and raised intersections being proposed in Bridgman Road?**

[See more](#)

Following consultation, we will provide you with an update on the next steps for the Road Reconstruction of Bridgman Road and Traffic Safety Improvements in Hammond Road and Norman Street.



BRIDGMAN ROAD

Road Reconstruction & Traffic Safety Improvements.
Scope now expanded to include adjoining streets:
Hammond Road and Norman Street.

In May 2021 we wrote to you seeking feedback on the proposed scope for the reconstruction of Bridgman Road, which included presentation of a traffic control plan endorsed by Council after community consultation in 2012/13. The main purpose of our consultation in May was to reconnect with the local community to understand whether the 2013 concept design was still valid and whether amendments were required.

The response was mixed, with 45% of respondents supporting the design, 17% responding negatively and the remainder providing mixed or neutral feedback. About one-third of respondents suggested

that the existing 'driveway entry' at the Hammond Road intersection be removed or replaced with something new, as many locals feel it is confusing and unsafe.

Since receiving this feedback, we have investigated traffic conditions across a wider area, including the streets that adjoin Bridgman Road, and we now present for community comment an alternative traffic control plan that includes Bridgman Road, Hammond Road and Norman Street.

The main features of this revised plan are detailed on the following page.



REVISED PLAN - MAIN FEATURES

Bridgman Road

The previously proposed roundabout has been replaced by road humps and raised intersections, as many felt that a roundabout was unlikely to adequately slow traffic. Typical speeds in this street are currently in the low 50s (km/h), which is not considered acceptable in a street with a 40km/h speed limit.

We still propose construction of a pattern pave entrance at the Findon Road intersection (with pavement bars and separated left and right turn lanes on the approach to Findon Road), minor kerb realignment at the Whimpress Avenue intersection and to upgrade kerb ramps to comply with disability access requirements.

Hammond Road

Road humps are proposed as traffic speeds in this street have been relatively high for many years and in response to concerns that the existing traffic control devices at both ends and in the centre are inadequate. Typical speeds in this street are in the low 50s.

Norman Street

Road humps are proposed to prevent this street being used as an alternative cut-through route to avoid road humps in Bridgman Road and Hammond Road, but also because typical speeds in this street are in the low 50s.

Bridgman Road/Hammond Road 'driveway entry'

This device has been replaced with a raised intersection.

Bridgman Road Tree Species

The previous consultation also included a proposal to remove and replace some existing trees and plant in the vacant areas of the verge in Bridgman Road.

We can advise that the final species selection in response to community feedback is European Hackberry (*Celtis australis*).

FREQUENTLY ASKED QUESTIONS

In May 2021, why did Council consult on a plan for traffic controls which was developed in 2012/13?

In 2012/13 we consulted with the community on a traffic control plan for Bridgman Road to be incorporated into the future reconstruction of the street.

At the time, we presented the community with three options: road humps; a roundabout at the Norman Street intersection; and a 'leave as-is' option. The roundabout was the most supported option (with 50% support), with the other options each receiving about a quarter of the remaining votes. Based on this community response, the roundabout option was presented to the Council and endorsed.

Soon after endorsement of the plan, we were notified of impending development on the old market garden site on the south side of the street. We then placed the reconstruction of Bridgman Road on hold until development was substantially complete.

We re-consulted on the 2013 plan in May 2021 to understand whether it was still consistent with community views on traffic management for the area.

Why has a revised plan been developed?

When we recently consulted on the 2013 concept plan for Bridgman Road the response was very mixed. Many respondents questioned why we were proposing a traffic control plan that was developed so long ago, before significant urban development in the Findon area. Others questioned the rationale for only considering treatments in Bridgman Road and not nearby streets that also experience traffic issues.

We took this feedback on board and collected new traffic data in Bridgman Road and adjoining streets. The revised plan proposes more effective, higher

impact traffic controls (road humps and raised intersections) than the 2013 plan, for the streets where traffic speeds and volumes are particularly high.

Why are road humps and raised intersections being proposed in Bridgman Road?

The traffic speeds in Bridgman Road are relatively high, with typical speeds in the low 50s (km/h). We would prefer the typical speeds to be around the posted speed limit of 40km/h and our experience tells us that the most effective ways to achieve this are to either significantly narrow a street and allow parked vehicles to obstruct traffic flow (which residents and road users generally don't like) or to introduce traffic control devices such as road humps down the length of a street. Through the last consultation, the community expressed concern about high speeds in the street and several requests were submitted for consideration of road humps. The current plan responds to this feedback.

A raised intersection is proposed at the Hammond Road intersection because community views about the existing 'driveway entry' device are very negative (to put it politely).

Why are road humps being proposed in Hammond Road and Norman Street as well?

Hammond Road and Norman Street also have typical speeds in the low 50s and, because of this, are prime candidates for traffic calming. Furthermore, if we were to install road humps in Hammond Road but not Norman Street, it is likely that drivers would divert to Norman Street to avoid humps in Hammond Road and Bridgman Road.

Why aren't road humps being proposed in Whimpress Avenue or other streets?

Traffic speeds and volumes in Whimpress Avenue are not as high as in Bridgman Road, Hammond Road and Norman Street and it is less likely to be used as a detour to avoid road humps in these streets.

Whilst traffic volumes in other streets in the area may increase slightly as a result of the proposed road

humps, the increase is unlikely to reach a level at which traffic controls are warranted in those streets.

However, if the proposed plan is implemented, we would commit to monitoring traffic conditions in the nearby streets to assess the traffic impacts.

Where to from here?

We are currently seeking community views on the proposed plan.

We have moved on from the previous plan for a roundabout at the Norman Street intersection as we acknowledge that it was unlikely to achieve the speed reduction required for significant improvement in compliance with the 40km/h speed limit.

Once feedback has been received and assessed, a report will be prepared in early 2022, including a final plan for Council endorsement and implementation.



We would like to hear your views on the revised concept plan

- Take our online survey to provide your feedback at yoursaycharlessturt.com.au/bridgmanroad
- Attend our Community Drop in Session and speak with the project team at Findon Community Centre (Findon Road, Findon). Drop in anytime between 4.30pm to 6.30pm, Monday 24 January 2022.

Some relevant frequently asked questions are also enclosed to assist you with any questions you may have.

Feedback is required by 9am, Monday 7 February 2022

Following consultation, we will provide you with an update on the next steps for the Road Reconstruction of Bridgman Road and Traffic Safety Improvements in Hammond Road and Norman Street.

For any enquiries please feel free to contact:

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

Appendix B

Community Feedback – survey responses

Do you support the following traffic control devices, as shown in the concept plan of proposed traffic safety improvements for Bridgman Road, Hammond Road and Norman Street?					Please provide any comments you may have to help us understand your responses to the above question	Do you have any other comments in relation to traffic safety in Bridgman Road and surrounding streets?
Road humps in Bridgman Road	Road humps in Hammond Road	Road humps in Norman Street	Raised intersection at the intersection of Bridgman Road and Norman Street	Raised intersection at the intersection of Bridgman Road and Hammond Road		
Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion	Yes	Given new development happening around Bridgman Road I think given they were is so wide the verge should be made into parking for residents and their visitors.	
Yes	Yes	Yes	Yes	Yes		
Yes	Yes	Yes	Yes	Yes		
I'm undecided or have no opinion	I'm undecided or have no opinion	I'm undecided or have no opinion	I'm undecided or have no opinion	Yes	Having moved in Q2.1-2.4 will not have much effect on us, I'm unaware of people speeding on these roads but the residents living on the street(s) will be better placed to comment. Regarding 2.5, strongly in favour of this - at the moment only 1 car can enter the 'driveway' entry at a time I find this very dangerous it's happened multiple time where it's hard to see a car coming from the other street.	The removal of the 'driveway' entry on corner of Hammond and Bridgman is very necessary - although only living here for a month have found this very dangerous and also very frustrating that only 1 car can enter at a time.
Yes	Yes	Yes	Yes	Yes	We happy to fix the road reconstruction and traffic safety improvements to Norman Street.	
I'm undecided or have no opinion	I'm undecided or have no opinion	I'm undecided or have no opinion	I'm undecided or have no opinion	I'm undecided or have no opinion	I'm not directly affected.	
Yes	Yes	Yes	Yes	Yes	Re road humps in all 3 streets: Is it possible to remove the humps at the start and the ends of the streets because they are too close to the raised paving at the entrances which already slows drivers down. Having the first speed hump within a house length or so of the entrance paving would be very frustrating (and overkill)	Also, please construct 'soft raise' (wider) speed humps, not the harsh, narrow tall ones which really shake a car up (even at very slow speeds)
No	No	No	No	No		Placing road humps will drive traffic into other surrounding streets - please don't
Yes	Yes	Yes	Yes	Yes	Much prefer road humps to roundabout idea. Hammond Road humps are an absolute must - people often speed out of the S bend towards Crittenden Road. Hammond Road is used as a short cut between Crittenden and grange road = unsafe speeds.	
No	No	No	Yes	Yes	Road humps do not lower the overall road speed continuously motorist drive over the road humps at 40-50 km/h causing its own hazard. Roundabout however more effectively reduce road speed and don't affect household owned frontages.	Add roundabout at intersections and junctions reducing the need for road humps if not eliminating the need for road humps
Yes	Yes	Yes	Yes	Yes		No
Yes	Yes	Yes	Yes	Yes	All the control devices need to be installed to make it successful. Not just partially.	Please get moving on this as it has taken a long time with no results.
Yes	Yes	Yes	Yes	Yes	A raised intersection on the corner of Bridgman and Hammond Roads will alleviate many of the community concerns with the existing 'driveway entry' intersection. Priority on new intersection should be given to northbound and southbound traffic on Hammond Road. Speed bumps - good measure for decreasing vehicle speeds.	The intersection of Norman Street and Crittenden Road can sometimes be hard to navigate when Norman street is full of parked cars. Some extra yellow lines on the road near the northwest speed bump should do the job.
Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion	Yes	Raised Intersection at Bridgman Road/Hammond - Yes, this is essential, it causes accidents currently. People do not acknowledge the currently give-way sign.	Add road humps on Noblet Street. The mass unit blocks have reckless drivers who don't look and speed!

No	No	No	No	No		
Yes	Yes	Yes	Yes	Yes	Really dislike the current situation as it causes confusion. On a weekly basis, cars speed down Bridgman Road creating loud noise. Happy with the current plan/design but would like to know if parking on the raised intersection of Hammond Road and Bridgman would be allowed? We would prefer there to be. Also, would it be possible to remove the tree from out the front of {address removed} as it creates a hazard. This is due to the berries/nuts that fall on the path and blow into gutters. They cause a tripping and blockage hazard. Could it be replaced with a tree that doesn't drop its leaves or any dangerous berries/nuts.	
Yes	Yes	No	I'm undecided or have no opinion	Yes		
Yes	Yes	Yes	Yes	Yes	Road Humps in the above streets are a positive plan.	We live in {address remove}, we have cars drive so fast down Rudolph - onto Whimpress, then a sharp turn onto Reginald avenue. All of this speeding. we live on the corner. This is so dangerous. One day someone will lose control in that intersection. Speed humps will also be affective in this area on streets mentioned to stop the dangerous winding path that cars speed through.
	Yes			Yes		
No	No	Yes	No	No	The humps do not seem to stop speeding drivers who show no safety concerns to residents.	The road works should be done during the day not at night as it has been very noisy and smelly bitumen. It has kept me awake at night. With guard dogs at {address removed} continually barking.
Yes	Yes	Yes	Yes	Yes		
Yes	Yes	Yes	Yes	Yes	I'm very hopeful that this will go ahead as the amount of people speeding down Hammond Road once passing the 'S' bend is ridiculous and VERY loud. Thank you.	
No	No	No	No	No		Haven't seen any problems there.
Yes	Yes	Yes	Yes	Yes		
Yes	Yes	Yes	Yes	Yes	Glad this is happening, it's about time.	
Yes	Yes	Yes	Yes	Yes	I believe the raised humps will slow down the speeding drivers.	Allow parking on one side of the road only. not both sides.
No	No	No	No	No	My response has to do with safety having been a truck driver for 48 years. With humps and driveways in the road makes nearly impossible for trucks and emergency vehicles to do their jobs without risking their life. Not that you will take any notice of ratepayers.	The best way to fix traffic problems less dense infill with dog boxes and have parking for residents on properties instead of using streets as car parks. I know this does not appeal. As it would reduce revenue.
Yes	Yes	Yes	Yes	Yes	We are thrilled that something is finally going to happen to slow traffic on Hammond Road. Four speed humps between Grange Road and Bridgman Road is excellent. I hope it happens quickly as Hammond Road is a fatality waiting to happen.	The only other suggestion I have would be to permanently close the Findon Hotel back driveway that enters Hammond Road cars exit this driveway at high speed on a regular basis at all hours of the day and night.
No	No	No	No	No		
Yes	Yes	Yes	Yes	Yes		
I'm undecided or have no opinion	Yes			Yes		
No	No	No	No	No		
Yes	Yes	Yes	Yes	Yes	Just wanting to support the Council with keeping things safe down the above streets.	
No	No	No	No	No		Please maintain the Footpaths. The grass is so high, you sometimes cannot see the traffic. It's dangerous and looks bad.

No	No	No	No	No	Your no right turn Findon/Crittenden is at fault. The idiotic townhouses on corner Bridgman is problem cars can park in a cut footpath car park not on road as since you idiots made it into right turn Findon Road to Crittenden all worker {word removed} short cut from Birch Street along our house which is unliveable with your council driver trucks, buses speeding cars and all-night noise. You ruin our lives with excessive Council use and buses and cars.	As a home owner on pension you pay for it, not for your it is for house sale. Hateful long term the age of what hates men of your splenetic arrogance council staff males. Crittenden Road which is worse than Port and South Road now thanks to your over developments/over population of what was once our home. End all high-density development approvals at FINDON right now IT IS STUPID. On Crittenden Rod your trucks can use Grange Road from William Street Beverley not Birch Street Findon and Crittenden Road is a race strip at 3pm to 9pm we demand permanent speed camera mid-way Crittenden Road at *School Crossing * Right now for standing speeding remove one at Findon Road and put there or make Crittenden Road 30km/h zone, your over development stupidity of Findon has ruined our home at {address removed} and public housing excrements.
No	No	No	No	No		
Yes	Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion	Very frightening at night the speed the drivers are doing.	Yes, why not a hump on Reginald Ave, they're still going to come from Rudolph then Reginald at speed. Would love more street trees.
No	No	No	Yes	Yes	We agree with the raised platform on the major roads to slow traffic, but speedhumps will become a nuisance to the local traffic on an everyday basis.	The 'swivel' on Hammond Road needs to be remove/received as it causes more confusion than safety.
No	No	No	No	No	Thank you for the opportunity to be able to vote. I do not believe these traffic control devices are required and believe the money could be spend elsewhere.	
Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion	Yes	I support the 'Road Humps' and 'Raised Intersections' as above, however I ask for the gradient of these to be gradual to allow for trailers. (Ski boat trailers are low at the back to protect the underwater hardware - propellers/rudders). This would eliminate the possibility of damage, and from the trailer from 'bottoming out/scraping' - PS definitely No Driveway entries. They are impossible to negotiate, too narrow (especially with a trailer) and cause vehicles to drive on the opposite side of the road.	Current Bridgman Road/Holbrooks Road 'Driveway entry is absolutely terrible for the reasons stated above. A raised intersection with a gradual gradient and with the same road width (2 lanes) would be a much better option.
Yes	Yes	Yes	Yes	Yes	No that you have speed humps in the streets. Colin Street is going to get more traffic because they can avoid the speed humps.	Where Bridgman Road meet Findon Road, can I suggest you put in a couple of recessed parking spaces in the wide footpath to stop the congestion when cars are parked close to the corner and traffic is turning off Findon Road.
No	Yes	Yes	No	Yes	Excellent presentation package. I may not 100% agree on all the proposals. But 'Lets do it now'. No more committees don't let it drag on for another 10 years. We may not be around for the end result.	1. Get rid of the Hammond Road driveway. 2. Hammond Road street parking is becoming worse, this needs attention. DO IT NOW.
No	No	No	Yes	Yes		
No	No	No	No	No		
No	No	No	No	No	Don't do this.	Don't do this.
Yes	Yes	I'm undecided or have no opinion	Yes	Yes	Not sure if Hammond Road to the Bridgman Road intersection needs quite so many speed humps.	Pedestrians are not very safe on some existing footpaths in surrounding streets and on abovementioned streets. They are very old, cracked, tripping hazards I can't even walk around the block with a newborn in the pram as it is way too unsteady. The gas works has not helped as some sections have been replaced and some not. They need review.
No	No	No	No	No	We prefer that the roads are left as they are as it will be an inconvenience to drive through them every day.	
Yes	Yes	Yes	Yes	Yes		

No	No	No	No	No	We are happy with the road as it is. To drive through all those speed humps everyday would be an inconvenience. Perhaps more speed signs could be put up to remind people of the speed limit in the streets.	
Yes	I'm undecided or have no opinion	I'm undecided or have no opinion	Yes	Yes	We strongly disagree having Road hump in front of our house at {address removed} as we already have raised intersection at the intersection of Crittenden and Hammond Road where Traffic already banks up. If humps are to be placed, please move position of hump so it is not directly in front of our house and moved to between {address removed} Thanks	Intersection at Hammond and Bridgman Road is confusing.
Yes	Yes	Yes	Yes	Yes	I haven't moved into the {address removed} yet, but on occasional visits to the property/site I note that there is a lot of traffic utilising both Bridgman Road and Hammond Road. The intersection of Bridgman and Hammond Rds can be confusing to navigate, and I suspect it will be worse with the increased traffic resulting from the completion of the Findon Fields development and more residents moving into the area. I have had some near misses on that intersection with drivers not giving way.	There is also some damaged sections to Bridgman Road which may be a result of the redevelopment/construction but they will need to be rectified due to the safety hazard. Due to the increase in residents in the area, would it also be possible to have additional lighting in the area especially if additional tree planting will be completed in the area. While the additional trees provide shade during the warmer months, this may cause some safety concerns in the winter months when there is less sunlight hours.
Yes	Yes	Yes	Yes	Yes		
No	No	No	Yes	Yes	<p>I propose that the instalment of road humps in this traffic management plan be replaced with an alternative measure - for example WIDENING the SIDEWALKS and NARROWING the ROAD/ TRAFFIC LANES. Introduce a planted medium strip down the centre of Bridgman Road OR Chicanes - a series of alternating mid-block. curb extensions (planted with trees) that create extra turns along a road to slow the traffic. Reasons for not supporting road humps are as follows:</p> <p>ROAD HUMPS: 1) Interfere with response times of emergency vehicles— Each speed hump costs fire trucks ten seconds in response time. [Source: ABC Orlando/WFTV, Jan. 28, 2010; and Fire Capt. Jeffrey Martin, St. Petersburg Times, Feb. 2, 2008; and the Tampa Tribune, Sept. 20, 2008] Reduce property values—Prospective homebuyers reject home sites near speed humps. [Source: Tampa Bay Online, Sept. 30, 2009]</p> <p>2) Increase noise levels—Speed humps usher in a constant barrage of scraping cars and engines revving over the humps. [Source: Tampa Bay Online, Aug. 12, 2009] Increase wear and tear on residential and commercial vehicles—Speed humps are a source of excessive wear on tires, brakes, suspension systems, shock absorbers and rattle dashboards. [Source: The Natchez Democrat, Oct. 28, 2009]</p> <p>3) Increase air pollution—On roads with speed humps, carbon monoxide emissions increase by 82 percent, carbon dioxide emissions double and nitrogen oxide increases by 37 percent. [Source: BBC.com, April 22, 2009]</p> <p>4) Reduce fuel efficiency and increase gas consumption—By forcing drivers to brake and accelerate repeatedly, speed humps will cause a car that normally that gets 58.15 mpg travelling at a steady 30mph to deliver only 30.85 mpg. [Source: BBC.com, April 22, 2009]</p>	I fully support the proposal to plant European Hackberry Trees. Bridgman Road has had to wait for nearly a decade to be "beautified" PLEASE, can I request that the council do this project properly by removing all old trees and ensure that a substantial amount of mature trees are planted to line the road. This will ensure that we (residents) finally have an address to be proud of! It has taken too long already.
No	No	No	No	No	None	None
Yes	Yes	Yes	Yes	Yes	Constant people speeding and cutting through from Findon road to Crittenden	Bridgman road entry always has cars parked plus it causes a lot of dangers with no room to turn in if busy. There should be no parking until the first side street
Yes	Yes	Yes	Yes	Yes	Love this location. Please plant trees or shrubs that attract birds and bees	Keep UP the good work. (signed by resident)
No	No	No	No	No		
Yes	Yes	Yes	Yes	Yes	I strongly recommend hump to be built in Hammond Road and above-mentioned street	The fact is that even the local people do not consider to slow down their speed. Hammond Roads traffic is getting busier and dangerous.

Yes	Yes	Yes	No	No	Agree speed of vehicles in Norman Street is a concern as it is being used as a diversion to get to Crittenden road quickly and easily. Norman street does get very busy at times and being elderly makes it more difficult to get in and out of my driveway.	Not exactly sure what a raised intersection is?? Would appreciate limited parking in front of my property as many times cars are parked very close to my driveway and makes it difficult to get in and out of my property.
Yes	Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion		
Yes	Yes	Yes	Yes	Yes		
Yes	Yes	Yes	Yes	Yes	It is a more contemporary approach to maintain safe streets	Intersection at Whimpress Court and Crittenden Road: I would love to be able to turn right out of Whimpress Court.
No	I'm undecided or have no opinion	I'm undecided or have no opinion	Yes	Yes	We do not want a road hump in front of our property which is {address removed} We don't think its warranted due to raised intersections at Hammond Road and Norman street. There are always numerous cars parked in our section of Bridgman Road that slows traffic down.	
Yes	Yes	Yes	Yes	Yes	I'm quite over seeing hoons going down Bridgman Rd at all hours of the day. I've seen cars crashed into, side-swiped, and it won't be long before someone's kid(s) are killed by a speeding driver while playing outside.	Why are you not considering a raised hump on the Whimpress Avenue and Bridgman Rd intersection? There are families with kids on either side of this intersection, both on Whimpress Avenue and Bridgman Rd. Our kids play outside quite regularly, and only having a speed hump after Whimpress Ave leaves a lot of distance for someone to speed down Bridgman before getting to the next speed hump. I fear for the safety of my kids, and everyone else's kids in this part of Bridgman Rd. Please consider adding on this intersection as well, or at the very least an additional hump between the proposed one at the entry of Findon Rd, and the one between Whimpress Ave and Norman St.
Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion			
Yes	Yes	I'm undecided or have no opinion		I'm undecided or have no opinion		
Yes	No	No	I'm undecided or have no opinion	No	In relation to the raised intersection at the Hammond and Bridgman Road intersection, unless you are also going to install "Give Way" or "Stop" signs at the intersection the current proposal is about as useful as a screen door on a submarine and as useless as the faulty, patently inefficient and unsafe design of the existing configuration. A roundabout at this intersection is more appropriate, assuming there is enough width in the road to safely install one due to the existing access requirements for the older properties on the eastern side of Hammond Road. I am surprised and concerned by two factors that I consider relevant, namely, Firstly, that before the current plan (ie version 2) was prepared, it appears that reliance was placed on a 2013 survey and a proposal prepared that further did not take into account the faulty, patently inefficient and unsafe design of the current Hammond & Bridgman Roads intersection, and Secondly, that the existing faulty, patently inefficient and unsafe design of the Hammond & Bridgman Roads intersection was not reviewed when the subdivision proposal was lodged for the previously vacant land on the Hammond & Bridgman Roads and land compulsorily acquired to enable a full sized functioning roundabout to be incorporated as part of that subdivision consent.	Other than the faulty, patently inefficient and unsafe design of the existing design of the Hammond & Bridgman Roads intersections it must be patently obvious that Hammond and Bridgman Roads will always carry more traffic than the other local streets and attempting to install a 40 kph culture will not alter that fact. Luckily both of these roads have sufficient width to render them reasonably safe in the existing and increasing traffic conditions.

No	No	No	No	No	The amount of speed humps positioned throughout the intended area is over kill at the extreme. The amount of damage the speed humps will do to cars suspension, fuel use on a daily basis and over time will be evident. Council installing these speed humps will inadvertently cause increase cost for their resident auto running/ repair costs. I've observed cars travelling through the area, they are limited already with cars parked on both sides thus reducing speeds well below 40km. The streets have a speed limit of 40km, I don't understand the extreme measures taken to reduce speeds even further. This will frustrate all residents living in the area, will cause anger, impatience and will lead to poor driving behaviours. These measures will punish majority of residents who have to deal with these speed humps, because of the very few who don't observe the limits. Currently cars parked on Bridgman street close to Findon road are a hazard, as they are causing tight restrictions entering from Findon rd. Possible collision point, so to install a speed hump as well will increase the risk of collisions. I'm interested to see data on how many accidents have occurred to cause such an extreme measure to reduce speed limits in the area. If the council is placing speed controls due to complaints, what are these complaints perceptions, what is the evidence to support their complaints. Or are these measures implemented to cause frustration for people who use the inner roads as a corridor, rather than speed restrictions? Why are the local residence being punished? What is the council design intentions, can you provide the design scope, cause and intended outcomes?	Negate all speed humps, they are pointless. Bridgman and Hammond is the issue and not the side street. Remove the existing speed restriction on the Bridgman and Hammond bend, replace with roundabout, this will help with better traffic flow and still reduce speed limits. Place second roundabout on Bridgman and Norman street. This cuts the cars ability to reach 40km from either end and won't cause damage to cars suspensions running gear. Residents frustration and risky driver behaviour will be reduced. Cost to negate all speed humps and install only roundabouts on Bridgman and Hammond will be significantly less.
Yes	Yes	Yes	Yes	Yes	I think the above are great ideas. I would love to see indented parking bays along Bridgman road too, especially at the Findon road end. The amount of near misses I have had just coming in and out of my driveway due to traffic and people not realizing you are planning to turn into a driveway is ridiculous	
Yes	Yes	Yes	I'm undecided or have no opinion	I'm undecided or have no opinion		
No	Yes	Yes	Yes	Yes	Current intersection at Bridgman Road and Hammond Road causes traffic flow issues, it would be good for this to be clearer while still dealing with speed issues in the area.	
Yes	Yes	Yes	Yes	Yes	See below response.	There is a significant amount of speeding that occurs on Bridgman Road all the time. The road humps are definitely needed, however, the amount of humps planned on Bridgman Road is insufficient to reduce speeding. There is too much distance between the proposed speed humps so more need to be added. This is definitely required given the growing local traffic due to the Findon Fields development, and the fact that Bridgman Road is used as a thoroughfare.
Yes	Yes	Yes	Yes	Yes	I am very happy the council has finally addressed this longstanding issue. The plans look great however, I would like to point out for your consideration the position of the road hump nearest to my home at {address removed} If you were to inspect the street surface as it is currently you will notice burnouts on Hammond Rd near my home. These were done by vehicles turning onto Hammond Rd from Elizabeth St and Worthley Rd. My concern is the location of the speed hump on Hammond Rd heading towards Crittenden Rd near these streets is possibly too far down. This enables drivers coming onto Hammond Rd from either of these streets named above the opportunity to burn out until they reach the first hump which is located approximately at 15 Hammond Rd. This type of hoon driving is dangerous, and it would only be a matter of time before a car lost control in that corner and hit something or someone. What I would suggest for your consideration is to bring the speed hump closer to Elizabeth St, possibly near {address removed}. I believe this would reduce the stretch of road for drivers turning onto Hammond Rd from these streets and disable their ability to burnout in their vehicle.	Covered in previous answer

No	No	No	No	No	I have lived on {address removed} for 66% of my life and own my original childhood property on {address removed} I am appalled at the idea of speed bumps. I often transport sensitive electronics and antiques to and from work and home and speed bumps could damage my equipment easily. Priority options should be given to the residents living in the area BEFORE they bulldozed the potato patch and built a small ugly city with no traffic management in mind that is an eyesore. They have packed too many people into a small space and now there are too many cars. that should fall on the responsibility of the developer not the public's taxpayer money.	a roundabout would be a better solution. it would not damage my equipment and would provide the traffic management you are hoping for. NO SPEED BUMPS!
Yes	Yes	Yes	Yes	Yes	Need to deter the hoon drivers while at the same time providing a safe solution that minimises driver intrusion.	A speed hump is required in {address removed} and I would be quite happy to have it outside my place. Reginald Avenue is used as a rat run as it is part of the shortcut (Crittenden road to Findon Road) that drivers use when turning left onto Norman Street from Crittenden Road, then right onto Reginald Avenue then dogleg (Whimpress Avenue. Rudolph Avenue) to Findon Road. The inverse applies as drivers travel in the opposite direction to go from Findon Road to Crittenden Road.
Yes	Yes	I'm undecided or have no opinion	Yes	Yes		