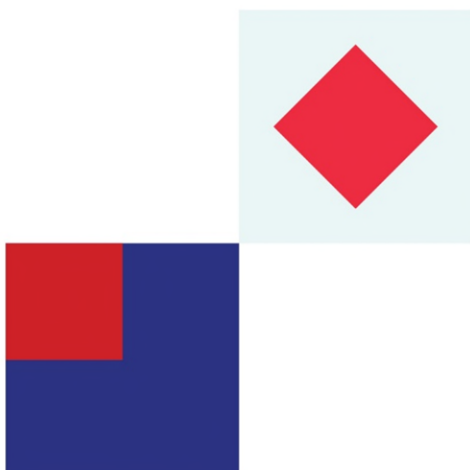


Community Engagement Report for Jetty Road – Road Reconstruction & Traffic Safety Improvements

June 2022

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



1. Background

The section of Jetty Street between Surrey Street and Military Road is due for a road reconstruction, which is currently scheduled for the 2022/23 financial year. When we identify a road project, we also review any improvements to road safety, amenity and stormwater flow that can be made.

Jetty Street provides access to residential properties, a local primary school, small businesses, the beach, the Grange Lakes Corridor and arterial road network. We have taken what we have already heard from residents and local businesses and developed a draft concept plan.

Shopping Precinct

In September 2021 we met with a small group of businesses owners to understand how the shopping precinct functions and what could be improved. The key themes included traffic and pedestrian Safety at the intersection. The speed of drivers entering Jetty Street near angled parking areas, and the risk to children and pedestrians crossing Military Road while drivers turn right from Jetty Street were key safety risks raised with near misses witnessed. To improve pedestrian access, as well as safety and amenity for all road users, we propose to slow the traffic and remove the key safety risks identified.

This project aims to transform the shopping/business precinct into a place for people, where you would see:

- upgraded wider footpaths on both sides of the street
- a raised pedestrian crossing to cross Jetty Street as well as slow traffic entering
- new landscaping
- parking relocated away from the intersection and converted from angled to parallel
- the right turn from Jetty Street to Military Road removed, improving safety for people crossing Military Road
- creative elements such as artwork and sculptures, planned to be incorporated with future budgets

Streetscape Upgrade

From the shopping precinct to Surrey Street you would see:

- upgraded footpaths on both sides of the street
- accessible pedestrian ramps and zebra crossings at the intersections for east-west pedestrian traffic, heading to and from the coast
- the road reconstructed with renewed kerbs, a new spoon drain, and new stormwater drainage to assist with localised flooding and ponding
- Norfolk Island Pine trees retained
- on-street parking bays marked out (Jetty Street to Charles Sturt Avenue) to maximise available spaces)

Military Road and Jetty Street Intersection

Military Road is under the care and control of the State Government. Proposals to install a roundabout at the Jetty Street intersection with Military Road have not been funded. Roundabouts improve safety for turning traffic, however they reduce safety for pedestrians and people on bikes. A proposal to install a roundabout at this location would likely increase traffic volumes on Jetty Street, increase the speed of drivers travelling past the shopping precinct, remove parking at the intersection and decrease safety for pedestrians. Council has asked the State Government if a pedestrian priority roundabout can be installed at this intersection (with zebra crossings on all approaches), however the proposal was not approved.

This means that Council would not be proposing a roundabout at this location

The removal of right turns for traffic from Jetty Street to Military Road has been modelled and will have a minimal impact on the overall street network, but improve safety for all road users, particularly pedestrians. Relocating the pedestrian lights that are further north along Military Road is not possible without signalling the intersection. The traffic volumes at this intersection do not warrant signalisation.

This report details the community sentiment and level of support for the Jetty Street concept plan.

2. Community Engagement Approach

Consultation was undertaken across a 3-week period over March 2022 and April 2022.

2.1 Purpose of this Engagement

The purpose of the consultation was to seek comments and improvements on a concept plan developed to deliver road reconstruction, stormwater upgrade and traffic safety.

2.2 Engagement process (a two-stage process)

2.2.1 Business Round table

We initially engaged with the businesses through a round table discussion which was held on Tuesday 20 April 2021 at the Cooks Pantry. This session was to identify opportunity and issues for Jetty Street.

We took what we had already heard from the local community over the years and what the businesses shared with us to develop the concept plan for Jetty Street.

2.2.2. Community Engagement on Concept plan

The community engagement period commenced on 24 March to 14 April 2022. The community engagement process included the following communication and engagement activities.

Communication

- 820 consultation packages (coloured brochure, survey & concept plan) were hand distributed to residents, owners & businesses within the precinct (Figure 1) with an additional 218 mailed to owners who don't reside in the location.

Community Engagement Activities

- Engagement via Council's online community engagement website "*Your Say Charles Sturt*".
- Hard copy survey included in the consultation package
- Community open day held on Saturday 2 April 2022 at the Coastal Deli Jetty Street, Grange

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

Figure 1 – Map showing mailout locality

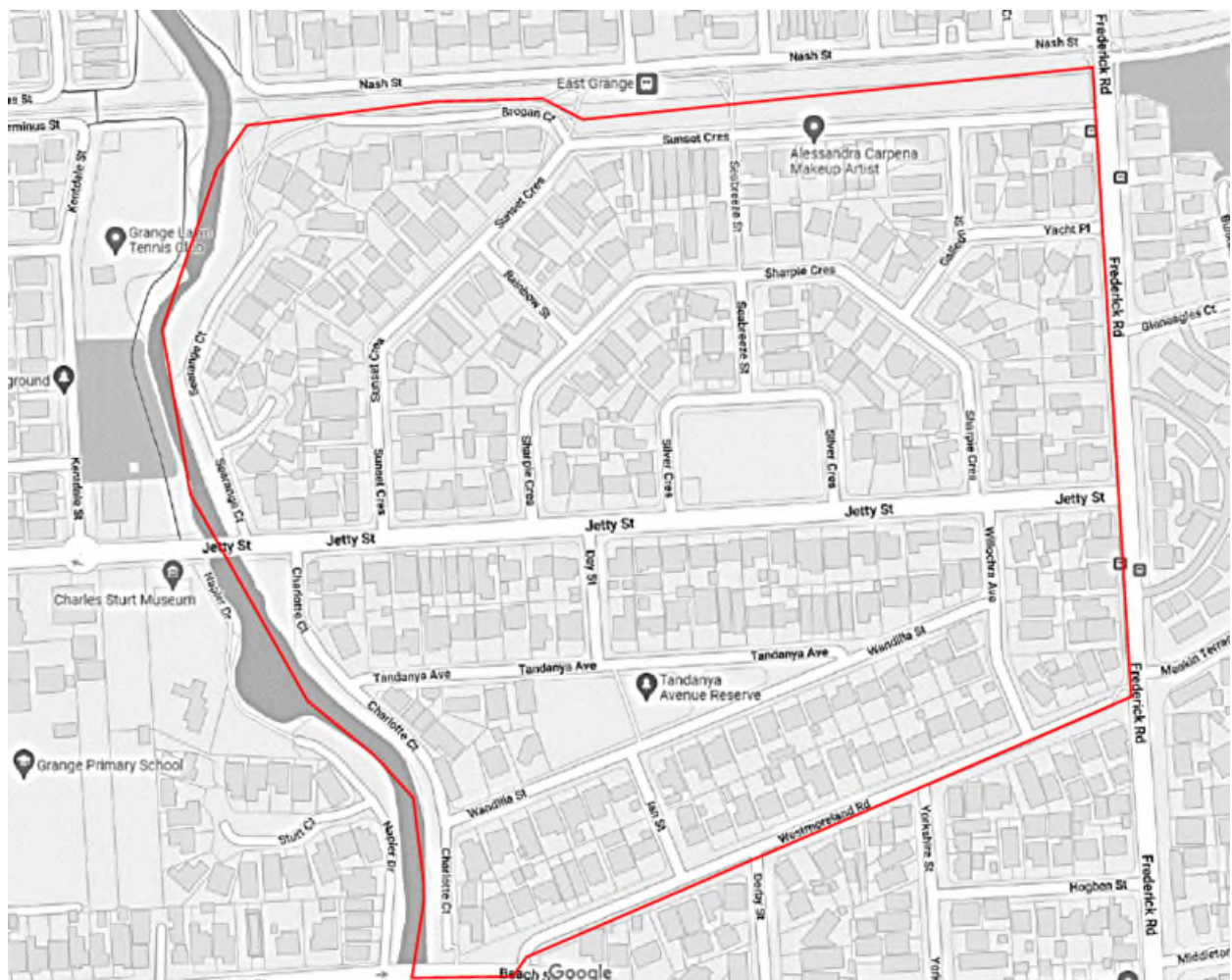


Table 1: Engagement activities undertaken during consultation on the Jetty Street Road Reconstruction & Traffic Safety Improvements

Type of activity	Engagement activity	Date and place	Participants
Your Say Charles Sturt online consultation hub	Jetty Street Road Reconstruction and Traffic Safety Improvements	24 March to 14 April 2022 via Your Say Charles Sturt website	Open to everyone 414-page views 229 unique visitors of the page 28 followers of the page
	Online feedback form	24 March to 14 April via Your Say Charles Sturt website	Open to everyone 86 responses
Community Open Day	Face to Face	2 April 2022	22 attendees
Phone conversations			2

3. Community Engagement Feedback

A total of 86 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: Which of the following best describes your interest in the Jetty Street project?

Connection to this project	Number of Responses	Percentage (%)
Resident of Grange	71	-
Ratepayer of Grange	49	-
Visitor to the shopping precinct	18	-
Business owner/operator	3	-
Other	2	-
TOTAL	143	-

Some respondents provided multiple interests (and will not add up to 100%)

3.2 Overall, what do you think of the concept plan?

	Number of Responses	Percentage (%)
I love it	15	17.65%
I like it	30	35.29%
I don't like it	3	3.53%
It needs improvement (requires feedback)	37	43.53%
TOTAL	85	100%

One (1) respondent skipped this question

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

Community Sentiment

Positive 22.5%

Mixed 22.5%

Negative 26.8%

Neutral 28.2%



3.3 What do you like about the concept plan?

There has been a strong representation from respondents that **safety** was a key issue for the local community in Jetty Street, citing the concept plan has provided the street with safer crossings points, with the introduction of the 'wombat crossing' and wider footpaths.

'Addressing improved safety concerns for pedestrians in particular'

Many felt having the current angled car parks removed is a good idea, due to sight issues and safety when cars come around the corner.

'Like the idea of parallel parking and marked bays'

'Removing the angled parking is a good idea. Creating safer parking spots'

Upgrading the stormwater and path assets were also welcomed.

3.4 What don't you like about the concept plan?

A number of respondents felt that the project should have extended further along Jetty Street to Frederick Road. Residents feel that we have not captured parking and stormwater issues in the project.

Many cited that the roundabout Military Road and Jetty Street should still be an item for discussion with the State Government, as this is felt as the key safety issue.

'Intersection at Military Road will still be dangerous'

3.5 What could be improved?

The consultation feedback showed that a majority of people like the concept plan, however, 43.93% saying it needed some form of improvement. Many local residents felt there needed to be more done at the Military Road /Jetty Street intersection as it is unsafe and to review the traffic signals.

Parking for businesses was a key theme with many citing the need for parking directly in front of the shops.

While others mentioned turning over the parking with timed limits, shorter times to enable those to get coffee etc.

Village Feel – 'inclusion of an attractive feature street sign, which identifies Jetty Street as a little village.'

Maintenance of verges and planting trees and landscaping was also another improvement listed.

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



4. Next Steps

Considering all the feedback we received, ensuring we balance the needs of all users of Jetty Street, we will now proceed with the detailed design.

The final scope of works will include from Military Road to Surrey Street:

- full road reconstruction
- new stormwater drainage
- new spoon drain
- kerb and gutter reconstruction
- upgraded wider footpaths on both sides of Jetty Street
- new raised pedestrian crossing (Wombat) to provide safety and slow traffic entering
- new landscaping
- parking relocated from business precinct to Jetty Street and marked out to maximise spaces.
- right turn removed from Jetty Street to Military Road
- zebra crossings at the intersections at Surrey Street and Charles Sturt Avenue (east-west pedestrians)

Construction is scheduled for the 22/23 financial year and once we finalise design. Further information regarding an appointed contractor to undertake the work will be provided closer to the time.

Appendix A

Consultation Materials

YourSay web page

Jetty Street - Road Reconstruction & Traffic Safety Improvements

We need you to help us finalise the draft concept plan for Jetty Street Grange. Tell us what you think.

+ Follow



Home > Jetty Street - Road Reconstruction & Traffic Safety Improvements

Project Overview

The section of Jetty Street between Surrey Street and Military Road is due for a road reconstruction, which is currently scheduled for the 2022/23 financial year. When we identify a road project, we also review any improvements to road safety, amenity and stormwater flow that can be made.

Jetty Street access to residential properties, a local primary school, small businesses, the beach, the Grange Lakes Corridor and arterial road network. We have taken what we have already heard from residents and local businesses and developed a draft concept plan.

Shopping Precinct

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To improve pedestrians access, as well as safety and amenity for all road users, we propose to slow the traffic and remove the key safety risks identified.

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f i m e

Key Dates

Key Dates


 **Saturday 2 April 2022 10:00 am – 12:00 pm**
Community Conversations
Drop in between 10am to 12pm at the Coastal Deli, Jetty Street and have a chat with the project team.

 **Thursday 24 March 2022 – Thursday 14 April 2022**
Consultation Open

Timeline

 **Seeking Community Feedback (March/April)**
Consultation is now open and we would love to

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Consultation is now open and we would love to hear your thoughts on the draft concept plan.

 **Reviewing Feedback (April)**

 **Consultation Outcomes (May)**

 **Detailed Design (May/June)**

[See less](#)

Document Library

 **Concept Plan - Jetty Street, Grange**
PDF (13.70 MB)

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Document Library



Concept Plan - Jetty Street, Grange

PDF (13.70 MB)



Hard copy feedback form

PDF (270.25 KB)

Contact Us

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

Name Kath Mardon - Community Engagement Officer

Phone 8408 1270

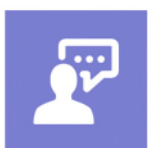
Email eng-consultation@charlessturt.sa.gov.au

How to Get Involved and Provide Feedback



Complete an Online Survey

Consultation is now closed.



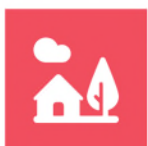
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Attend our community conversation session at:

The Coastal Deli, Jetty Street Grange

Saturday 2 April 2022

Drop in anytime between 10am to 12pm to chat with the project team



View the Draft concept plan

View, download or print the draft concept plan

[View the concept >](#)



Hot Spot tool

Click on the 'pulsing' icons below to view the proposed improvements to Jetty Street.

What improvements are being proposed?

Click on the coloured 'pulsing' icons to find out more about the proposed changes. Or download a full concept plan, available in the document library.



Consultation Brochure and Concept Plan



JETTY STREET, GRANGE ROAD RECONSTRUCTION AND TRAFFIC SAFETY IMPROVEMENTS

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How to get involved in the project?

To provide your feedback on the draft concept plan you can:

- Complete your feedback online at yoursaycharlessturt.com.au/jettystreet and use the interactive online tools or complete the hard copy survey enclosed.
- Attend a community conversation session at the Coastal Deli - Jetty Street, Grange. Drop in any time from 10am to 12pm on Saturday 2 April to speak with the project team.

Consultation closes on Thursday 14 April 2022

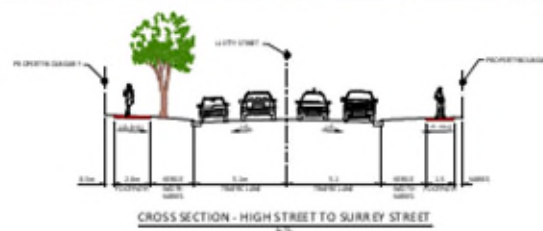
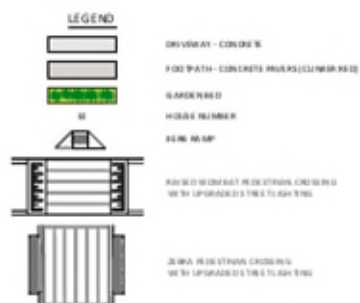
For any enquiries please feel free to contact:

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





PLAN CONTINUED FROM SHEET 1



GRADE
JETTY STREET UPGRADE
PROPOSED LAYOUT
SHEET 2

Feedback Form

2

Feedback Form ESA



Jetty Street, Grange Road Reconstruction & Traffic Safety Improvements

The City of Charles Sturt is seeking community feedback on the draft concept plan for road improvements in Jetty Street, Grange from Military Road to Surrey Street.

Consultation closes on Thursday 14 April 2022.

Tell us your thoughts!

To provide your feedback please do **ONE** (1) of the following:

- Complete this hardcopy feedback form and return in the reply-paid envelope.

OR

- Complete the ONLINE feedback form at yoursaycharlessturt.com.au/jettystreet or use the QR code on your smart device



Your details

Please provide your name and address should we need to contact you regarding your feedback (By completing this form, you consent to the City of Charles Sturt collecting, retaining and using the personal information provided by you in line with Council's Privacy Policy)

First Name:

Surname:

Street

Suburb:

Email:

Phone:

Your Feedback

1. Which of the following best describes your interest in the Jetty Street project?

- ☐ Resident of Grange
- ☐ Ratepayer of Grange
- ☐ Visitor to the shopping precinct
- ☐ Business owner
- ☐ Other (please specify)

2. Overall, what do you think of the concept plan?

- ☐ I love it
- ☐ I like it
- ☐ I don't like it
- ☐ It needs improvement (requires feedback)

Please explain your response

3. What do you like about the concept plan?

4. What don't you like about the concept plan?

5. What could be improved?

Thank you for taking the time to complete this feedback form

Appendix B

Community Feedback – survey responses

(please note all personal details referenced are removed from the comments to ensure confidentiality)

#	Overall, what do you think of the concept plan?				Please explain your response	What do you like about the concept plan?	What don't you like about the concept plan?	What could be improved?
	I love it	I like it	I don't like it	It needs improvement (requires feedback)				
1				1	The concept plan needs improvement and must take into account relevant concerns. Please see further comments below.	Addressing improved safety concerns for pedestrians in particular. Addressing concerns regarding the turn right from Jetty Street into Military Road. The general beautification of the area.	The apparent lack of consideration for the well-being of the small businesses around the intersection of Jetty Street and Military Road. See further comments below.	<p>The positioning of the proposed ‘Raised Wombat Pedestrian Crossing’ at the intersection of Jetty Street and Military Road must take into account the traffic flow on Military Road.</p> <p>- On many occasions there are 3+ southerly heading vehicles turning east from Military Road into Jetty Street. As per the concept plan, if that was the case and at the same time pedestrians were using the proposed crossing, the 3+ turning vehicles would be stationary and extend into Military Road which would in itself cause a potentially dangerous traffic hazard.</p> <p>a) Re the angle parking in front of 8, 10, 12 Jetty Street. It appears the plan is to remove these parks and replace them with 2 parallel parks. The obvious question is, ‘why?’, given the impact of the other proposed changes.</p> <p>- Any vehicles flowing into Jetty Street from Military Road will have to do so at much reduced speeds because of the ‘Wombat Crossing’. Therefore, anyone reversing from these current angle parks will be able to do so without danger or the inconveniencing of others.</p> <p>- Reverse parallel parking is much more difficult (and dangerous?) than angle parking.</p> <p>- Most importantly, there will be a reduction in the number of parking spaces.</p> <p>b) Re the 2 parallel parks in front of the bakery and the dress shop (southern side of Jetty Street).</p> <p>- For the same reasons as above, the speed of traffic will be much reduced and therefore it will be much easier and safer to get into and out of these 2 parks (particularly with the proposed ‘no right turn’ into Military Road from Jetty Street.)</p> <p>c) The demographic [REDACTED] could be defined as older people who can’t necessarily walk easily or for any great distance; others who are [REDACTED] will often drive around the block in the hope that when they return, a vacated parking space will have become available.</p> <p>- It would appear the 2 parallel parking spaces for disabled people will remain.</p> <p>d) Car parking spaces are paramount</p> <p>- Council clearly endorses any small business involving community interaction in the hope that they thrive and yet by significantly reducing the availability of convenient car parking spaces, the opposite will occur.</p> <p>- Prior to originally taking up our lease in Jetty Street, we sought legal advice concerning the suitability of the premises. We were strongly advised to ensure the parking situation as it stood would continue and be adequate for our needs. This legal advice was forwarded to council and subsequently endorsed and confirmed by council in writing. Based on that endorsement, a long-term lease with appropriate options was undertaken. Within the period of our tenancy and given the surety related to council’s previous endorsement, we have upgraded and improved the property greatly (with council approval) at considerable</p>

							<p>expense.</p> <ul style="list-style-type: none">- To potentially have the well-being and viability of any business compromised by council’s decision to significantly change / withdraw their previous assurance of adequate car parks would be most unfortunate.- We can’t necessarily speak for all other businesses in our small shopping precinct but it is clear they have also invested heavily in their businesses based on the parking arrangements that were in place at the time of commencing any lease arrangements. I feel sure as a collective, they will be of similar opinions as those expressed [REDACTED] <p>In summary:</p> <ul style="list-style-type: none">- Greater beautification of the area is fully supported.- Traffic and pedestrian safety (including the proposed pedestrian crossing) is fully supported (including the reduced speed of vehicles entering Jetty Street).- The ‘No Right Turn’ into Military Road is fully supported.- Getting rid of the angle parks is definitely NOT supported (for the reasons detailed above).- Reducing the number of car parks in total is definitely NOT supported (for the reasons detailed above).
2			1	<p>It’s great to see Council’s review of Jetty St’s Commercial traffic issues, with the other proposed works through to Surrey St also no doubt being beneficial to our community. I respond to this concept plan, referencing my 45+ years of private consultancy, Dept. for Infrastructure and Transport, and Local Govt. civil design & project management. I do not offer my comments as the panacea to the inherent civil design or project delivery issues, but merely highlighting some alternative considerations.</p> <p>In an expanded assessment of the project’s zone of influence, I’d envisage the project budget should not be overly compromised by implementing some of my considerations. However, inherent looming CPI escalations will probably impact the project finances more than anything else. A budget review would be a “given”, before proceeding even with the current project design & scope. Trust me, if you “detail the detail” you’ll eliminate (or mitigate) embarrassing please explain why we have “a project cost blow-out” to the ratepayers & councillors. This project has all the elements to deliver a compromised budget !</p> <p>The following comments are presented in a ‘dot point’ format, as I’ve always found it more constructive to clearly & easily identify pertinent elements, rather than an endless word babble.</p> <p>PROJECT SCOPE REVIEW</p> <p>ONE-WAY TRAFFIC FLOW</p> <ul style="list-style-type: none">• As local residents, my wife & I avoid the Jetty St/Military Rd junction, finding it far easier & convenient to transit north or south to access Military Rd.• By implementing the traffic diversion such as I identify, it may initially agitate locals, however just as The Dept. implemented a “counter turn movement” , ie, turn left to turn right at the Holden Hill, NE Rd / Sudhoze Rd intersection, motorists “retraining” was easily achieved, reducing traffic conflict and right hand turn time delays.• Expand the project’s overall parameters, accommodating a thorough traffic management re-evaluation, bounded by Beach St, Surrey/High St, Terminus/Fort St, Seaview Rd (Fig 1 attached)• Between Charles Sturt Ave & Military Rd, refocus on eliminating the 2-way Jetty St traffic, by creating one -way traffic flow (east to west). (Fig 1) (I can hear the screams already !!)			

				<ul style="list-style-type: none">• Divert & dilute west bound traffic from Jetty St to Military Rd, into the adjoining Beach, Terminus & Fort Streets• Eliminate through traffic across Military from Jetty St (westbound) CRITICAL• Eliminate right hand turn movement off of Military Rd into Jetty St (east)• Eliminate left hand turn off of Military Rd into Jetty St (east)• Retain left & right turn movements off Military into Jetty St (west- hotel side) & right turn movement from Jetty St (western side) into Military Rd (south)• Roundabouts at Beach St/Charles Sturt Ave & Beach St/Military Rd already provide adequate PASSIVE traffic control, which will accommodate my alternative project scope.• Terminus St/Military Rd desperately requires a roundabout, (external to this discussion) Huge conflict zone!• Terminus St (Military to Charles Sturt) requires parking control reassessment & elimination of the southern parking provisions, as the 2 way through lane is too narrow even for current traffic volumes. (more screams !)• Dept. for Infrastructure and Transport (The Dept) input will be necessary, however using the adage, “if you don’t ask you don’t get” often has surprising results. There’s as opportunity to reduce Military/Jetty intersection traffic conflict at this intersection, with minimal infrastructure alterations & costs. (requires median extension & line marking)• Re define the Jetty St speed limit to 25kph in the Charles Sturt/Military Rd section. <p>PARKING</p> <ul style="list-style-type: none">• With the current scheme, Council will be challenged on the issue of reduced parking anyway, so nothing detrimental is created on that issue with the 1way proposal.• By reducing the western Zebra crossing width to 4m a LOADING ZONE can be incorporated along the northern kerbline adjacent to the primary retail footprint. (win for the design team – no loading zone provisions identified currently)• Dual 3m wide 60degree angled disabled parking bays could be created within the current parking zone, enhancing the parking provisions.• Removing the Military Rd left turn into Jetty St (east) immediately removes the pedestrian/vehicle conflict currently occurring, as Military Rd offers no traffic slow down lane and limited sight distance into the Jetty St pedestrian zone.• Implement a 2 or 3 hour, weekday parking limit. (Much of the current parking is occupied weekday’s by all day parking commuters)• Retain the existing kerb-kerb dimensions as per the current design (approx. 10m on-site - pine trees negate widening anyway) but with 1 way traffic flow, it’s possible to create parallel parking bays of 2.5-6m width, complying with AS standards, leaving a traffic lane of 4.8-9m width. 2.1m wide bays are way too narrow.• Wider parking bays reduce conflict with the through traffic (parents/kids alighting, especially over summer) Current road conditions with a 40kph speed limit are woefully too narrow and the project design does nothing to eliminate this serious issue. (This element requires review by experienced traffic engineers) <p>DRAINAGE</p> <ul style="list-style-type: none">• Retain current kerb/water-table (K&Wt) alignment but replace all K&Wt infrastructure with redesign gradients incorporating double drainage side entry pits (SEP). (ponding & flooding remain risks in the draft plan)• Acknowledging the fore-mentioned kerbing comment,		
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				<p>DELETE the proposed road pavement drainage invert idea. IT WILL NOT WORK. Elongated pavement drainage inlets are a disaster; they block because there is no way of using the inherent water velocity/mass/ flow in FLUSHING the leaf debris away. The grates block with leaf litter immediately any surface drainage commences, exasperating flooding issues you have already identified in the current project scope. With the amount of pine needle leaf litter DOUBLE SEPs will allow self-flushing of the kerb-line drainage, (essentially water is sucked into the SEP opening) where-as the pine needles will jamb in the elongated invert grates.</p> <ul style="list-style-type: none">• Redesign of the K&Wt or if you must include them, the drainage inverts, MUST be designed with localised escalated gradients, thereby inducing a better hydraulic flow than just minimal or mirroring existing kerb line drainage grades. (they are very shallow gradients at present – it’s just flat in this area)• Eliminating the drainage invert infrastructure will reduce project costs. These old roads were constructed using a crushed rock material known as ‘macadam’. It is a very dense & durable sub-base material. Regrading of the current pavement to accommodate the invert drainage levels will necessitate major disturbance of this material. The drainage invert costs would be deferred against K&Wt reconstruction, and if really necessary, a modified K&Wt profile can be achieved through a higher kerb height of 200mm (assists in containing any localised flooding) together with an increased water-table cross-fall profile to assist drainage.• The invert drainage flow will also be compromised by the parked vehicle’s tyres sitting in the drainage invert. That’s also indicated from inspection of parked cars, most being 100-150mm away from the kerb line.• Unfortunately, the leaf litter debris issue compromises all design considerations. <p>SUPPLEMENTARY WORKS</p> <ul style="list-style-type: none">• Proposed 1.5m southern footpath width is 300mm wider than existing. A 1.8m wide footpath will allow comfortable passage of prams (primary use & patronage to the cafes) & with our aging demographics, access for mobile gofers. There is nominally 300mm between the boundary line, in some locations that’s compromised by hedges over growing the footpath, so a wider design accommodates both current & future parameters.• The Zebra crossings & associated footpath widths are hopefully only “graphical” representations in the draft document! Their dimensions are an overkill relative to the Jetty St pedestrian traffic volumes, standard pedestrian crossings being 2.5-4.5m width would adequately accommodate pedestrian traffic.			
3			1	<p>All though I am not against the redevelopment of Jetty Street, their appears not enough thought has been given to the effects that would occur to the streets leading North Off Jetty Street, especially Kentdale Street and Charles Sturt Avenue. The modification proposed at Jetty Street stopping right turn into Military Road would redirect traffic into Charles Sturt Avenue and Kentdale Street. When the roundabouts were installed in Jetty Street, the traffic almost immediately increased into Kentdale Street. The vehicle drivers, especially commercial drivers were avoiding the other roundabouts in Jetty Street on their way to Military Road. This was to avoid having to slow down to go around the roundabouts.</p> <p>Kentdale Street was never designed for a lot of traffic. When the Henley and Grange Council made the current street they reduced the width of the street to reduce costs. It is only wide enough for three (3) vehicles and when cars are parked</p>	<p>It open up the street for traffic by installing parking alcoves.</p>	<p>Reducing parking sites reducing access for the public to the business properties. Elimination of turning right into Military Road.</p>	<p>Develop better access for vehicles.</p>

					<p>on each side, there is a single lane available to pass each way. Also there is no direct vision from each end of the street due to the bend in Hollard Ave.</p> <p>With the Grange Primary School at the end of Kentdale Street, moderate traffic is experienced with parents taking children to and from the school, especially within in the afternoon when picking up children they park on both sides of the street creating a single vehicle lane.</p> <p>This traffic problem is compounded especially on weekends when the Grange Lawn Tennis Club and the United Church netball have special function netball training and games. Vehicle's are parked on both sides of the street effectively creating a single lane while traffic are trying to access from each end at the same time.</p> <p>Residents in Kentdale Street and Hollard Ave have difficulty in leaving and accessing their homes.</p>			
4	1				<p>Safety measures are needed including left hand turn into Jetty St.</p> <p>a) No right hand turn Jetty St to Military Rd.</p> <p>b) Parallel parking</p> <p>c) Speed hump for Jetty St north-south crossing entrance.</p>	<p>Safety enhanced overall at intersection.</p> <p>Slow speed limit helps pedestrians' access to/from beach crossing Military Rd.</p> <p>Shopping easier if traffic is slower turning in/out Jetty St.</p>	<p>Hopefully low impact on the shop trade for reduced parks for shoppers.</p> <p>Hopefully on-street parking still available for nearby residents of shops.</p> <p>Street artwork not necessary - Too expensive. Too distracting.</p>	<p>Lower speed limit similar to pedestrian crossing around intersection (4 ways). Time limit for shopping area parking to ensure parks are available. Suggest 20 minute limit and "Shopping Only" parking signs. No fines but common sense to be maintained. Signage (for speed-hump on Jetty St entrance) on Military Rd approach to Jetty St.</p>
5		1					<p>I think there should be more deterrent for people speeding and using Charles Sturt Ave as a rat run, especially at school drop + pick, drivers constantly speed past my house.</p>	
6		1			<p>Always promised a roundabout Jetty and Military Rd intersection.</p>	<p>Safety for pedestrians</p>		<p>Refer CM 22/90872 for feedback letter requesting "bird art".</p>
7		1			<p>Great idea - this area really needs improved pedestrian safety, and the streetscape is tired.</p>	<p>The major changes by the Jetty/Military intersection.</p> <p>More outdoor space to allow more dining for the cafe's.</p> <p>No right turn from Jetty - great!</p> <p>Large pedestrian crossings everywhere - great!</p>	<p>Not enough planting/greenery</p>	<p>More beautiful tall shade trees over enlarged paths by cafe's.</p> <p>Redo all planting areas by the roundabouts.</p> <p>Planting of trees/shrubs on roundabouts and any available spaces - see plans</p> <p>Overall - great work, thank you Charles Sturt Council!</p>
8				1	<p>See (5). No right turn coming out of Jetty St onto Military Rd is improvement, but a roundabout would be better.</p> <p>Pedestrian crossing is to near Military Rd I think cars coming around the corner might cause accident.</p>	<p>I like more safe crossings for school kids and parents etc.</p>	<p>The improvements aren't enough for future for busy traffic conditions.</p>	<p>Most important - A roundabout at the intersection of Military Rd and Jetty St because it is difficult to get out onto Military Rd due to busy traffic.</p> <p>More parking near Grange School (perhaps take some of the land near tennis crts and angle parking for parent picking up and dropping off children, also can be used for netball and using playground) instead of blocking side streets.</p>
9	1					<p>Good helps people crossing the road</p>		
10		1			<p>Generally supportive - water drainage need sorting.</p>	<p>Agree no right turn into Military Road.</p> <p>Agree in pedestrian crossing between cafes</p> <p>Agree in realignment/removal of angle parking as safety feature.</p>		<p>Ensure footpath pavers "marry in" with residential wall boundaries.</p> <p>"Grass" verges need sorting - between the Norfolk Pines.</p>
11				1	<p>Council should also install a raised zebra crossing on Jetty Street across the Grange Lakes footpath near Searange Court/Jetty Street. Similar to what you have already done on Fort Street. Will allow continual pedestrian safety along the Grange Lakes path!</p>	<p>Like the safer foot traffic approach with more pedestrian crossings safer for families and kids.</p>	<p>Loss of parking near Jetty/Military shops.</p>	
12			1		<p>There are too many cars parked on both sides of the street from the resident 24/7 making it hard for traffic to get through.</p>	<p>Nothing.</p>	<p>It looks pretty on paper but you don't have to live with plus we are paying for it!</p>	<p>Cut back on the amount of dwellings being built in the street. Kids play on the street. Maybe you can build a playground on the road for them! They play baseball in their driveways!</p>
13		1			<p>Having paved footpaths will help with watering pine trees.</p> <p>No right turn Jetty Street & Military</p>	<p>Drainage in front of [REDACTED] is much needed.</p>		<p>2 more Norfolk Pines (no 50 + 52) Jetty St.</p> <p>Speed humps to slow traffic.</p>
14				1	<p>How about the infrastructure, piping storm water etc. on the entire of Jetty Street? My home was flooded on the 28 Feb 2022 as the water/storm had nowhere to go the top on Jetty Street near Frederick Road.</p>	<p>I don't.</p>	<p>I am so disappointed to know you are only doing a small section. Do your homework and find out from insurance companies what happened on 28/2/2022. A day we will never forget.</p>	<p>Don't stop at Surrey Street do the entire Jetty Street. What a waste of our money if you don't do it properly.</p>
15		1			<p>Meets requirement for parking for shops.</p> <p>Presumably there will be a waiting limit (1 hour?)</p>	<p>Well thought out and well presented - Thank you! Would like to see continuation of work to resolve kerb drainage problems for full length of Jetty St. More visible signage for 40km/h limit (speeding remains a major issue).</p>	<p>Doesn't go far enough along Jetty Street to resolve rainwater drainage issues. All the way to Frederick Road please.</p>	<p>Speed signage.</p> <p>All in all - well done and thanks!!</p>

16				1	Definitely requires a roundabout at intersection of Jetty St and Military Rd. But has not been funded I see. 2nd best is to remove right turns from Jetty St (2) to Military Rd (Done will be)	Beautification only my estimation (waste of money?)	"Band Aid". Does not go far enough i.e. Need roundabout on Military Rd and Jetty St min (like Beach St and Military Rd)	See 4 above. Qn6 - What about rest of Jetty St from Surrey St to Frederick Rd and roundabout T sections of Frederick Rd and Jetty St.
17					Living [REDACTED] I have a concern with storm water from Jetty St being diverted into a drain in [REDACTED]. This area did not cope well during the summer rains as it is lower than other parts of Swan St and as such was struggling to handle the runoff from the higher level in Swan St.	Like the idea of parallel parking and marked bays.	Think provision should be made for cars turning right from Swan St to Jetty St as cars parked in Jetty St block the view of traffic coming down Jetty St from Frederick Rd. School pick-up and drop-off is very dangerous.	The median strips in Jetty St need some sort of constant maintenance or improvement.
18		1			Improved safety and aesthetically.	The safety features at the Jetty St/Military Rd corner	Lack of dedicated parking for Jetty Rd businesses.	Difficult to say.
19				1		I like that it will make the street look better and be safer for walking to the beach for residents.	I believe that Swan Street is neglected and should be a greater priority as the whole street has a lot of potholes and is in worse condition than Jetty Street. Nothing has been done to it for the 15 yrs I've been living here besides bandaids fixes. I don't like the right turn being removed to Military Rd.	The zebra crossing could be made slightly narrower as it's a bit of an overkill when looking at the size of the footpath. There is never that many people crossing the road at the same time in this area. Also, as I said Swan Street is in dire need of re-asphalting. The traffic lights should've been at the intersection of Jetty St & Military, not 4 metres away from the intersection. This would've made more sense! Currently it is hard to cross in car and walking this is where more people cross. Not where the current traffic lights are.
20				1	No right turn is an improvement but doesn't come anywhere near enough to overall safety. Should be (1) Traffic Lights (2) Roundabout	Widening of footpaths.	Not enough changes to traffic flow from crossing roads of Jetty St. No real consideration for cyclists in Jetty St. Limited cycle access. As in Beach St cyclists forced into front of cars. Make Jetty St one way, divided for cyclists and cars. Safer for children heading to school and beach.	Crossing roads, Charles Sturt Ave, in particular, should be alternating one-way streets. Dedicated cycle ways and network of one-way streets. Use laneways parallel to Jetty St. As upgraded cycle ways, with signage and resident traffic only to access garaging.
21	1				That intersection has been a problem for a while and needs an update improve functionality and safety.	Focus on pedestrian safety (we have school aged kids) and improvements to the business area on the north side.	Loss of some car parking spaces.... but you gotta crack a few eggs to make an omelette!	Storm water garden at the roundabouts? Where storm water is filtered through a garden bed before going down a drain.
22	1				I think it will enhance the street.			
23				1		Raised wombat pedestrian crossing slows traffic speed on entrance / exit to Jetty Street. The zebra pedestrian crossings are much more identifiable by pedestrians and drivers.	There is a reduction in the number of car parks outside the Jetty Street businesses. We would like to see angle parking on both sides of Jetty Street to benefit business owners as well as installing the wombat pedestrian crossing.	See item 4 above.
24		1			Seems much safer and easier.	Turn left only.		
25				1	The intersection of Military Rd and Jetty St is extremely busy and trying to cross is towards the beach is difficult due to visibility beyond parked cars on Military Rd. A roundabout here would be a positive step towards traffic control and safety.	Maintaining the trees, a plan for storm water drainage (our side lane and back lane were flooded in the most recent rains).		As above.
26		1			Would appear to make better use of room available with less congestion.			Drainage in the area badly needs to be upgraded - ran off from Military Rd to Jetty St and Post Office Lane always a major issue. Current kerbs and drains are only superficially cleaned out. A major concern is "will traffic management" of Post Office Lane be affected and will there be measures put in place to restrict movement here. This lane is already a concern for residents with vehicles travelling in both directions with no regard to speed, pedestrians or other local traffic.
27				1	Too much traffic using Charles Sturt Ave and too fast. More parking spaces at shopping centre.	Parallel parking at shops. Better pedestrian access over Military Rd.	Scope too limited - include Charles Sturt Ave.	1. Make no right hand turn from the two lanes south of Military Rd onto Military Rd. 2. Shopping precinct needs more parking spaces. 3. Please please please place speed humps in Charles Sturt Ave to ensure traffic uses Military Rd.
28		1			It addresses the issue of pedestrians.			The end of Jetty St near Fredrick Rd needs a way of slowing traffic turning in. Perhaps a speed bump or two.
29		1			The overall plan is great except don't like concept of raised wombat crossing. We both near 80yr old and use the precinct daily, the last thing we want to do is walk up and down stairs.	Upgrade of footpaths. Parking relocated away from intersection. Road and kerbing upgrade. Drainage.	Raised wombat crossing.	In lieu of wombat raised crossing have a zebra crossing.

30				1	It is not the right turn from Jetty St to Military Road that causes traffic congestion, it is the difficulty for cars exiting Jetty Street in any direction because of the amount of traffic on Military Road at any given time.	The increased pedestrian crossings will provide safer roads.	There does not seem be an improvement provided for traffic flow from Jetty Street. A "No Right Turn" will not assist, it will just move the issue from one street to another.	A roundabout is needed at the intersection of Jetty Street and Military Road because it is increasingly difficult to cross when heading to or from the beach. A roundabout would alleviate traffic congestion on Jetty Street and would not require the "No Right Turn" sign currently proposed.
31	1				However, you are forgetting about High Street. We suffer the school drop off and pick up with parents parking in front of our house leaving no spaces for us and also constant traffic going from Grange Road through High St to the nursing home. My suggestion would be to make High St one way only. There are many families with young children in the street who are always frightened that cars travelling through High Street and not always doing 40km/h. We have all experienced damage to our car side mirrors. This matter should be seen as urgent as High St is so narrow.			
32	1				Excellent improvement. Safety at intersections. With increase in severity of rain the road is not hoarding the volume of water.	See above. Also infill housing is increasing number of hard surfaces for run off storm water.		
33				1				Close off the Military Road entrance to Jetty St to make that end of Jetty St a mall with seating etc. for coffee etc.
34		1				Pedestrian safety considerations.		
35		1			It will beautify the street and make it safer for pedestrians and cars.	See above.	I am concerned that there will be a reduction in parking places and cars will park further and clutter up Jetty St and side streets from the shops.	Consideration of a car park that would take cars off the (illegible) on street parking - having a cycle lane to get rid of the bicycles on pavements which are a major safety hazard for old people and people with disabilities.
36	1				No comment	No comment	No comment	No comment
37	1				Improves pedestrian safety and convenience and improves another space in the shopping precinct.	See above	Lack of State Government action on Military Road and thus making a no-right turn from Jetty St to Military Rd the best option.	The no right turn from Jetty St to Military Rd may entice more drivers to turn into Post Office Land / Baker St and drive through the shared pedestrian path to Military Rd and turn right from there. Any way to stop this? The pavers on this path have taken a big hit from the drive through cars, often going at speed.
38				1	Concept is good for improvement and access to shops + walking areas (safety), local ambience, however with the approval of a multi-storey tenancy near to the Military + Jetty Street corner coupled with already constructed with slow points etc. at the northern end of Charles Sturt St will only further increase the traffic to Charles S St. Too many cars etc. travel this road now and any more traffic further decrease safety to using this road.	Refer above comment.	Increased traffic to Charles Sturt St. This road to quite dangerous to car users and pedestrians and will only increase with the right-hand turn from Jetty + Military roads being removed.	Also, construct a roundabout on the corner of Military and Jetty Roads.
39				1	Less parking at the corner of Jetty and Military Cafe's/Shops.	Trees, greenery, new crossings Footpaths Road hump crossing	Seems to be less parking.	Angled car parking to increase spaces.
40				1	As below.	The pedestrian crossing near Jetty + Military Roads intersection. No right turn from Jetty St to Military Roads.	The pedestrian crossing on Charles Sturt Ave just north + south of the Jetty St roundabout. The pedestrian crossing on High St just north + south of the Jetty St roundabout. Reduction in car park spaces at the shopping precinct by changing from angled to parallel parking.	Not part of the proposed plan but pedestrian + cyclist behaviour/education. Both these groups often put themselves as risk but as usual it's motorists who are tasked with changes.
41		1			I don't want to see the footpaths cluttered with tables and chairs and dogs.	Will be nice to see an upgrade of the area and the safety crossing are welcome for all us old people.		I will leave that question to someone more qualified than me, there are some very clover people in the area.
42				1	The simplistic Military/Jetty St "No Right Turn" will be ineffective. Motorists will disregard the sign.	Gr8 to see Council providing progressive infrastructure redevelopment.	Concept not broad enough - Letter to follow - Installing drainage inverts in road pavement and grated pits will not mitigate ponding and flooding. Refer to CM 22/87554 for detailed feedback letter	Make Jetty St (Charles Sturt to Military Rd) a 1 way flow. East to West. Only allow left turn (south) out of Jetty St onto Military Rd. Create safer and wider Jetty St parking in the Charles St-Military Rd shopping zone.
43		1				1. Pedestrian crossing on High Street. 2. Upgraded paths and parking at the end of Jetty St. 3. Traffic calming on entry to Jetty St from Military Rd.	Nothing	Nothing

44		1				Wider footpaths. Traffic speed management via raised pedestrian crossings. No right turn onto Military Rd.	No wombat crossing for pedestrians across Military Rd.	The traffic lights need to be moved closer to the intersection for the pedestrians crossing Military Rd.
45		1			I am pleased the bike racks are being maintained. Overall it will lead to improved pedestrian safety.	I like the wider footpaths and the pedestrian crossing to cross Jetty Road. The wider footpaths will make it easier for people in wheelchairs, with mobility frames or parents with strollers.	The Military Road Jetty Road intersection continues to be an issue both for pedestrians and motorists. I like angled parking.	Whilst I really like the proposed greenery and landscaping in reality the greenery (illegible) and causes potential dangers.
46				1	The no right turn at the end of Jetty St solves only part of the problem. The main issue being trying to cross Military Rd as a pedestrian can be a dangerous exercise.	The parking and the widening of the footpaths.	Zebra pedestrian crossings on side streets are really not necessary.	A roundabout would be great at the end of Jetty/Military Rd as at times it's impossible to cross over due to cars speeding and the volume of traffic. A roundabout at Swan Street/Jetty St would also stop the speeding motorbikes and cars in that section of road.
47		1				All sounds good.	Where will the cars go when they can't turn right in Military Road from Jetty Street.	
48	1					Appreciate the focus on safety for users of the precinct.	N/A	All in all will add to the 'vista' of the Jetty St area.
49				1	Great concept, many improvements, but fails to address the dangerous intersection at Military Road.	Improved footpaths. Removal of angled parking. Wombat crossing.	Intersection at Military Road will still be dangerous.	The traffic lights should be moved to the intersection or a roundabout installed. There has been a change in State Government and so communication with them should recommence about this. At the very least the introduction of "left turn only" from both the western and eastern portions of Jetty St could be implemented quite easily.
50		1				I think it will beautify the street and make it generally more appealing.	Nothing.	
51		1						
52				1	I think it is safer for pedestrians, but it is still a dangerous junction with Military Road - traffic can still continue directly across to get to the beach. Also, where will all the cars that need to turn right go? To Beach St or closer to railway line where it is still dangerous to turn right across Military Road. I don't think there is enough parking.	It will look nicer. It will feel a bit safer.	Not enough parking. Hasn't solved the problem with Military Road - How does traffic go right? What is the proposed route? Traffic can still cross to go to the beach. It is especially busy at school pick up and drop off.	Traffic lights if roundabout not possible. I still feel the junction with Military Road is dangerous. Pedestrian crossing on Military Road feels dangerous and too close to the busy junction.
53				1	Lack of an evidence-based pedestrian and street study to warrant the introduction of zebra crossings at Charles Sturt Avenue and Swan Street, locations where, in my opinion, there is currently no issue for crossing pedestrians. Zebra crossings were phased out in the 1970s due to the safety issues they created and given the potential negative impacts (including poor safety outcomes for pedestrians, interrupted traffic flows and the removal of parking amenity) it seems important that every measure is taken to determine the suitability and indeed need for the installation of zebra crossings at Charles Sturt Avenue and Swan Street.	I agree with the need for safety measures to be put in place at the Western end of Jetty Street, where it meets Military Road, and have certainly experienced issues in attempting to cross this section as a pedestrian. If the adjacent businesses are in support of the proposal and believe it will not only help pedestrian safety, but also boost their business, I'm happy to offer my support.	The proposal to include zebra crossings at Charles Sturt Avenue and Swan Street. As a resident of Grange for many years, I have never experienced any issue as a pedestrian crossing at these streets (nor have I seen any “near misses” or issues), particularly Charles Sturt Avenue where the roundabout adequately slows traffic and creates significant breaks for crossing pedestrians, with an opportunity to pause at the refuge/island if required. The traffic having right of way maintains the flow of traffic and keeps pedestrians on alert for oncoming vehicles. When I requested feedback (which I note was excellent and much appreciated - it was thorough, timely and detailed) it was noted by a City of Charles Sturt representative; “Pedestrian counts have not been undertaken at the locations as there is no required warrant for the installation of pedestrian crossing facilities.” It can then only be an assumption that, as the representative noted; “the east-west connection to our coastline is a strong pedestrian route for many, including school children.” In the Department of Planning, Transport and Infrastructure (DPTI) Operational Instruction for On-street zebra crossings (referred to hereafter as the Operational Instruction) it notes that zebra crossings were phased out in the 1970s due to their poor safety record, hence the introduction only when roads satisfy certain criteria. It would therefore seem prudent that best practice is followed, and, as such, zebra	Instead of reducing resident, visitor and worker amenity on Charles Sturt Avenue and Swan Street by installing something that was phased out in the 1970s because of safety issues, consider widening pedestrian refuges to allow easier access for people using wheelchairs and those with prams. As I've mentioned, I've never had any trouble crossing at these locations, including with children and elderly relatives, and would recommend an evidence-based study of pedestrian and traffic flows to determine if the frequency of pedestrians (as per the Operational Instruction numerical guidelines) and evidence of “near-misses” warrants the installation of a zebra crossing at these streets to create safer outcomes for pedestrians. Given the potential negative impacts created (including negative safety outcomes for pedestrians, interrupted traffic flows and removal of parking amenity) it seems important that every measure is taken to determine the suitability and indeed need for the installation of zebra crossings at Charles Sturt Avenue and Swan Street. Military Road (Grange and Henley Beach) is where the real issue is for pedestrians and although I understand Military Road is in the State Government's remit, the lowering of speed limits across Grange and Henley Beach would be a good place to start. Lobbying the State Government and working together with

						<p>crossings only installed at intersections where there is a pressing need and compelling case for installation.</p> <p>While I am sure the council meets all relevant obligations, I highlight the following points noted in the Operational Instruction:</p> <p>- ...it is important that zebra crossings are used in a low speed environment (where speeds are typically 30 km/h or less)...</p> <p>- The effect of a zebra crossing on the flow of vehicular traffic, including the length of queuing, depends on the combination of the frequency of pedestrians using the crossing, and the vehicle flow rate. This can have detrimental safety effects on and near the crossing as well as along the road for all road users. Therefore, the suitability of a zebra crossing should be determined for the particular location.</p> <p>- A detailed survey of pedestrian and vehicle movements should be undertaken to justify the installation and to determine the optimum location of a pedestrian crossing.</p> <p>For pedestrians, studies have shown that zebra crossings can create confusion and instil a false sense of security, who, instead of checking for traffic, rely on the notion that traffic will stop because it's a pedestrian crossing. The inclusion of a zebra crossing may have the opposite effect, transforming what I have always viewed as an issue-free crossing location for pedestrians and smooth flow of traffic for motorists, into a hazard. From a traffic perspective, there is the potential for disruption, unnecessary congestion and possible collisions for those travelling on either Jetty St or Charles Sturt Avenue.</p> <p>Additionally, there will be the loss of amenity for residents, visitors and workers with the loss of parking. Immediately impacting my property will be the loss of the currently six available parking spaces [REDACTED] [REDACTED] I can also assume there will be a loss of parking on Jetty Street (with the need for overflow parking on nearby streets) and Swan Street. I can only speak from my experience living on [REDACTED] where parking spaces are used frequently by residents and workers of the Jetty Street precinct, and visitors. This would cause a significant impact for the residents who rely on this on street parking.</p>	<p>them to support truly better outcomes for pedestrians, motorists, cyclists and residents would be a most appropriate course of action and where I believe time and effort should be spent. I understand the Council is trying to do what it can, but a band-aid fix will not suffice and a plan that creates better long-term outcomes, with the support of the State Government, should be agreed upon.</p> <p>Thank you for giving me the opportunity to provide feedback, it is very much appreciated.</p>
54		1		I like the fact that the street is being upgraded. It is one of the busier streets in grange and, whilst beautiful, could be so much better. How much of the western end will be ruined with the apartment block proposed	Street will be wider given the car parks that are being added. Planting at the western end. The upgraded crossings as the street is well used. Extension of the paving	<p>- There's so many red brick houses in the street I feel the use of red clinker pavers is overkill and something could be used to make the footpath more modern whilst still tying in with the heritage aspect of the street</p> <p>- The pavers stopping at the driveways. Surely it should continue through, and to the kerb. Attached explanation</p> <p>- Maybe a pipe dream but, the stobie poles are ugly as hell. If you're re-doing the street, underground would be great. I understand the huge cost and implications but, you did ask :-)</p>	<p>- Before I moved in the street had a mural on the road at the western end. Is this something that could be done to smarten up an otherwise boring zebra crossing</p> <p>- Can the lighting be improved along the whole street. New freestanding lamp posts would look much nicer than the old ones hanging off the stobie poles</p> <p>- In general it would be great to see more planting along the whole road, something that stands out, especially around the new crossings. Something that sets the street apart, like the centre strip of beach street, that looks great and you know where you are. Something done to make the medium strip more useable. In general much of it is dirt and pine tree litter. Grass with irrigation, planter beds, something, would go a long way. I understand that living here I am 100% biased to wanting to get the most out of the upgrade. I feel that at times the council goes cheap on things. We will never catch up to the prestige of the eastern suburbs if this continues. Short term cost for the council will add to increased rates in the future so I feel it makes sense to</p>

								spend the money when it will help do this. Being a prominent street, it makes sense to target these upgrades.
55		1			I like some of the ideas but am concerned about cost and adequacy of others.	It is a great idea to improve storm water drainage, not only in Jetty Street but also in those that run perpendicular. Flooding in this area is a major problem during heavy rain. It is also a good idea and a necessity to improve the safety at the Military/Jetty Street crossing.	I am unsure of the value of using brick pavers for footpaths - is this for safety, cost effectiveness or looks. I presume it would be a costly exercise and for what value?	I think a no right turn at Jetty/Military Road is a step in the right direction but would not totally rectify the problem of safety. A no right turn would assist pedestrian crossing but would leave this intersection a continuing challenge for drivers. Maybe stopping the traffic from going west over Military would improve the safety. This lack of safety is going to continue especially with increasing development at West Lakes.
56				1	See my original submission	See my original submission	See my original submission	I just realised that I stated the wrong street name for my improvement suggestion in my original submission. My improvement idea was to change the direction of the diagonal parking so that people reversed out away from the intersection (rather than towards it) and would end up facing Military Road (rather than Jetty Street). In my original submission I incorrectly stated Jetty Street instead of Military Road. Apologies for the confusion.
57				1	Parking is a problem in the Jetty Street shopping district, especially for those who simply wish to stop to grab a quick takeaway. I often find it hard to find a parking spot to visit the bakery or cafe to pick up a coffee, bread, etc. Reducing the amount of parking directly in front of these shops by removing the diagonal spaces would make it even more challenging.	I love the idea of not allowing right turns and adding a raised crossing. I also love the idea of the area being made prettier with new paving, etc.	I don't like the idea of the amount of parking directly in front of the shops being reduced.	Instead of removing the diagonal parking, perhaps the Council could consider changing the direction of the diagonal parking? The danger with the existing diagonal parking is caused by the fact that people need to reverse out of the spaces towards the busy intersection. If people reversed out the other way, leaving them facing Jetty Street, this might offer an even safer solution than the planned parallel parking. Also, would the Council consider putting very short time restrictions (max 15 mins) on most of the parking spaces directly in front of and nearby the bakery and cafe - for takeaway customers? People planning to sit down for a meal won't mind a longer walk, but if you're just stopping for a takeaway, you need to be able to do this quickly. Thank you.
58	1				Fantastic to have parking spaces recessed into verge areas	Parking recessed into verge areas and no right hand turn into Military Road	It's great	Possibility of only turning left onto Military Road. Close calls even when drivers crossing straight across Military Road
59		1			Improves Pedestrian and Traffic Safety.	All.	Nothing.	Nothing.
60				1	The plan removes almost all carparking, on both sides of the road, in the retail precinct. [REDACTED] relies on good accessibility, this was one of the determining factors in choosing this site almost 13 years ago. Without good access this business will die along with my families livelihood and that of my staff. There seems to be a large, paved area directly in front of my premises, we will not rent outdoor dining space because we can never compete with the likes of Grange Jetty Kiosk which has probably the best cafe location in South Australia with extensive outdoor dining capacity provided by council on council land. There would have to be an amazing, covered parklette for it to be of interest to us, and even then rent would be a major barrier. The scope of the plan is large, I would guess 6 months would be an absolute minimum for completion. During this process the inevitable disruption to our business will be huge, we will lose a lot of our regular clientele that we have built over the last 12 years. Even if it 'only' takes 6 months it would kill this business. In the first meeting held at The Cooks Pantry I raised the example of the recent King William rd development in Hyde Park where numerous businesses were destroyed, especially in the hospitality sector - this will happen here.		The removal of almost all parking in the retail section of the street. The damage to trading caused by large scale works.	
61				1	Military Rd is a major through road for vehicles and cyclists and should be improved for these users (possibly widening). Jetty St roadway should also not be reduced to traffic or parking. Renewal should be restricted to 'like for like' upgrades. It seems shop owners are only concerns about outdoor dining spaces!	Plan to upgrade the road, stormwater and paths. Agree that Pedestrian management at Jetty St and Military Rd is a concern, due to lack of parking off Military Rd which is a main through road for vehicles and cyclists.	The issue lies on Military Rd, not Jetty St. The current conditions for traffic and parking is difficult and the proposed changes will push more vehicles along Seaview Rd and Charles Sturt Ave (north/south). Cars park on Military Rd resulting in people crossing a busy road. The plans will exasperate dangers for pedestrians.	Council need to continue to work with State Government to improve Military Rd/Jetty St intersection. A suggestion is a move light to the intersection and install a raised pavement.

62		1			Long overdue upgrade of the Jetty Street precinct. Recent changeover of businesses has led to increased vehicle and pedestrian traffic. Drainage system due for upgrade.	Better designation of on-street parking spaces. Efforts to improve/slow traffic flow at Jetty St/Military Road intersection. Improved stormwater drainage.	Overall loss of parking slots will likely result in increased parking pressure on adjacent streets, particularly if further development proceeds on Military Rd/Jetty Street corner.	More detail about softscaping to be undertaken. The current verge gradient on the southern side of Jetty Street is problematic - debris consistently encroaches onto the footpath - can this be addressed?
63		1			Not sure if I love it as the parking is already congested and sounds like it will be further restricted???	Safer pedestrian movement and remove right hand turn onto Military.	Not sure if I love it as the parking is already congested and sounds like it will be further restricted???	Parking solution. Although I often walk there or ride a bike occasionally, I drive on the way to or from somewhere. Other I know drive and need to park.
64		1				The additional safety measures for a busy foot traffic area. Additional drainage. Improved parking. No right turn.	Lack of improvements for the safety risks on Military Rd.	I think a roundabout or reduced speed area on the corner of Military Rd and Charles Sturt Ave would be great. I think for such a high foot traffic area of people using the precinct and going to and from the beach the traffic on that corner is too fast. Using raised gardens beds with substantial concrete or heavy-duty material to buffer the traffic also to minimise damage if there is a car accident on the corner. Speed bumps & a reduced speed limit and monitoring of that down Charles Sturt Ave, as traffic has really increased and there are lots of children using the area.
65	1				The plan addresses our concerns about road safety in the street. It will provide much needed improvements, beautify the street and increase the amenity of the residents and those visiting the street. We fully support the plan and council's proposal.	All aspects of the plan particularly the beautification of the street and the turn left (from Jetty into Military) only traffic change which will make the intersection safer.	We often cross Military Road near the Jetty/Military intersection (next to the hairdresser), could this crossing be converted to a full pedestrian crossing?	Nature Strip: By greening the nature strip between the foot path and the road, where the Norfolk Island pine trees grow. The strip should be planted out with appropriate native plants (groundcover) that can withstand some foot-traffic and the soil and light conditions. Providing a drip-feed watering system should also be considered. Seating and Rubbish: Additional seating along Jetty Street and rubbish bins near the shops as people often dispose of rubbish on the ground. Village Sign: Inclusion of an attractive feature street sign, which identifies Jetty Street as a little village. Parking Restriction: Will there be any parking restrictions?
66		1			Covers a lot of issues carefully.	Removing the angled parking is a good idea. Creating safer parking spots.	Loss of grassed verge to parking (yes, I know - catch 22).	What's the feasibility of cutting into the grassed areas on only one side of the street.?
67	1					Beautifying the streetscape	Question: what is the upgraded lighting at the zebra crossing? Question: are the powerlines being placed underground as that would look better and not get in the way of our nice Norfolk Pine trees.	
68	1					Gives the opportunity to expand the area and improve amenities for the area.		
69				1	I agree with widening/upgrade of footpaths along Jetty st. I don't agree with preventing right turns onto Military road. I'm upset that the government keeps rejecting funding for a roundabout at Military rd/Jetty intersection. I've on about his for 30 years, with many cars not slowing down enough. Out of your control, but I'd rather see shops/cafes at the corner instead of the real estate agent.	see above	see above	see above
70			1		The Plan only considers a small portion of upgrades to Jetty Street and will create a thorough fair for all vehicles travelling to the Beach - the traffic should be diverted through Grange Road - Construction of Jetty Street road was not built to take heavy flow of vehicles and vehicles over a one tonne capacity - my entire house shakes and vibrates ever time there is heavy traffic and they use from Fredrick Road to the first round about at a 'drag strip' accelerating and creating noise pollution. Also a safety concern with the Grange School entrance on Jetty Street. The decision to run busses along Jetty Street (when trains are not operating) not only damages the roundabouts as they cannot get around them with the turning circle (they drive over them) but also damages the road and each half an hour on the bus timetable my house shakes and vibrates as they travel pass - redirect these buses to a main arterial road (Grange Road and Fredrick).	Nothing - Plans should be to redirect traffic away from Jetty Street, Grange as it is a school zoned area so required fir safety and the road base (over the water tables) is not constructed for heavy traffic or vehicles and causes constant vibration of our homes (all [REDACTED]).	See above - all traffic should be redirected to main arterial roads (Grange and Fredrick) to alleviate safety concerns (drag strip, school entrance) and noise pollution	Consider redirecting traffic to main arterial roads - the road vibrates, used as a drag strip, safety concerns and noise pollution- made worse when trains are not running.

71				1	The developments on Jetty St look great but I believe drivers driving south on Charles Sturt Avenue, will chose to use to Terminus St (south side) to bypass Jetty St. Drivers regularly speed on Terminus St; the road is a long stretch without any speed reducing measures in place. We have no small roundabouts, speed bumps or any speed reducing measuring on a fairly long stretch of residential road. Surrounding laneways and roads are either blocked off or have speed reducing measures in place, Terminus St doesn't have anything apart from 40 kph signage. We have 2 children ([REDACTED] if they wandered into the street nearing school pick up or drop off (or at night when drivers speed up when the road is quiet) there is potential for a serious accident. The increase in traffic from people avoiding Jetty St with this new upgrade would not help safety on Terminus street. A couple of single file narrowing corridor sections on Terminus St where cars have to wait for other drivers would be really helpful and practical.	for Jetty St really good and we support the changes, for Terminus St not helpful	For Terminus St not helpful	Awareness and Incorporating the knock-on effect for surrounding streets due to the measures for Jetty St, I don't believe it's helpful for Terminus St. Include speed reducing measures for Terminus St in the Jetty St overhaul
72		1			As always, I think we in city of Charles Sturt should consider how we can make it easier to bike around (not for exercise but for transport. City of Charles Sturt, the leisure council should always consider 'can we put a bike lane in here instead'	See above.	See above.	Bike lane
73	1				Looks good and I think it creates a great opportunity for the shops at the end of Jetty/Military to have more outdoor dining thus improving the ambience/precinct vibe.	Pedestrian Friendly.	Nothing specific....I like it. Its not clear the materials to be used for the footpaths...please be aware of ground movement along this area and don't just drop some pavers or something in without realising the whole life cost of them including regular maintenance they will require from about 12months down the track...else you will be introducing trip hazards everywhere in the not-too-distant future. An engineer will no doubt say that with a proper base this is mitigated.....I doubt you are planning on laying a concrete base due to the cost but if you are....quality trumps cost every time. Whatever material is used, please ensure they are tested for slippage under the various conditions this street has (e.g. pine needle matter, water etc.).we don't want the City paver incompetence here in Grange.	Not a lot...I do like it. Might be worth considering fencing at the corner of Military road/Jetty simply to prevent people taking shortcuts and crossing the road wherever similar to what exists at the pedestrian lights to kind of encourage people to cross in the safe zone. If the intent is to allow outdoor dining in this area. Well placed bollard make people "feel safer" who use them.
74				1	Reduced parking for the business' not appropriate on Jetty Street. What solution can you offer. Parking on School days in the side streets like High Street is already an issue.	Improvement to drainage & the pedestrian crossings.	Reduced Parking for shopping cafe's etc in Jetty Street. Not in favour of pavers because of trip hazards, especially with tree roots having an impact & movement over time.	Despite saying Traffic Lights are not an option on Jetty Street Military Rd Intersection. Moving the crossing lights south to the intersection will improve traffic flow. Currently people are using beach street, because the stop sign is difficult for a right-hand turn. No right-hand turn at Jetty Street disadvantages the beach street flow, further by pushing more traffic here for a right-hand turn. With Traffic Lights at the Jetty Street /Military Rd Intersection, this would enable safer pedestrian crossing & more cars are likely to use Jetty Street, rather than less. Justifying traffic lights.
75		1			The plan is brilliant, it looks good and would assist in breathing new life into the precinct. My response would of being 'I love it' if the plan included a roundabout on Military Rd. Having a no right turn sign will not stop people performing a right turn nor with it make the intersection safer.	I love the change to parking (people zooming round the corner and you can't see, it's a death trap) I also love how the trees are been kept, they part of the precinct charm it's just great they are being retained ♡	I don't like the lake of roundabout on Military Rd, to do nothing there besides put in a 'no right turn' sign will not stop people and it will certainly not make it any safer for pedestrians! If a roundabout is a no go then continue the median to stop people going straight and doing a right turn! As it is I go down Charles Sturt Ave to Fort St if I need to do a right turn, military Rd and Jetty St is a Black Spot and an utter bottleneck!	Be decisive, don't transfer the problem or pretend it is going to be fixed with a 'no right turn' sign! It will do nothing. The beautification is wonderful and a set in a much-needed direction but if you're going to do it then grab the bull by the horns! We also need traffic management between Kentdale St and Fredrick Rd, the speeds people do through there, it's a racetrack! It needs a roundabout or two and one of those trailers that tell you what speed you're doing and if it's a good job!
76				1	I have grown up in Grange, and now am Raising a child in grange. Personally, I believe a roundabout is needed. I understand the reason why it wasn't approved, but I strongly disagree. I never have an issue crossing jetty st on foot, whether it be by myself, with a stroller, with a child in tow. What I need to do daily and struggle with is driving straight across military rd or turning right... by removing this option. Can you imagine the increase of traffic around the side streets trying to go another way around?	I like that this area is being looked at for a safety upgrade. It's much needed. I like the marked-out parking bays.	Lack of roundabout. I also don't like the idea of removing the right-hand turn.	Look at options to improve traffic flow. I walk this area daily, and don't have an issue. I get serious anxiety driving it though! Thank you for listening!
77			1		Has not accommodated for safe cyclist commuting.	Improved footpaths	Lack of dedicated bike lanes. Minimal changes to Military Road/ Jetty Street intersection.	State funding for a roundabout or signalising of the Jetty Street / Military Road needs to be revisited.

								A network of one-way streets needs to be instigated, bordered by Grange Road and the Grange railway line and from Military Road, east to Surrey Street. This would reduce traffic congestion with cars no longer required to stop and give way to oncoming traffic as is often the case, particularly in Charles Sturt Avenue. It would also allow room for bike lanes to increase the safety of children going to Grange School, to the beach and sporting and recreational areas in the vicinity. Currently cyclists have to ride in front of vehicles causing frustration to the driver and increased danger to the cyclist. (refer to Beach Street as a prime example of putting cyclists at risk!
78		1			It deals sensibly with problems that need attention	No right-hand turn from Jetty St to Military Rd No parking on north side of Jetty St near Military Rd - the current situation is dangerous improved footpaths in Jetty St	No comment here	Slower traffic on Military Rd would be advantageous
79				1	With all the money you are putting in to make the street look "pretty" How about fixing the drainage. Beach at and jetty st have none! It pours like a river and collects at the low point of surrey st .			Get rid of the flooding before you spend all your cash on this
80				1	See below	The upgrade to the footpaths and pedestrian crossings is good as it's overdue	I don't like the proposal of a no right turn sign at the end of jetty st as this is just going to increase the congestion of vehicles already using alternate routes on roads parallel to jetty st trying to get to military Rd. The jetty st military Rd intersection is getting more connected every year with vehicles in all directions. The best solution is to have a roundabout build. Yes costly but better long term solution rather than a band-aid approach of a no right turn sign.	I hope this upgrade continues to Fredrick road and not just stop at the school as depicted in the plan.
81				1	1. Traffic MUST be slowed down in both directions on Military Rd as it passes Jetty Street, either by round about or raised section of road. 2.. At least one more disabled park spot should be allocated. 3.. My wife and I are concerned that not allowing a turn right on Jetty St., facing west onto Military Rd., will increase traffic on Beach street looking to travel north on Military Rd. 4.. Beach St. between High and Charles Sturt Streets already is "race track" where many vehicles and Motor cycles consistently speed between the two streets as there is no slowdown point on Beach Street, and I invite any council member to sit under my veranda on any afternoon and witness this.	1.. Cutting into the footway for parallel parking on Jetty St. 2.. Widening of footpath and Pedestrian crossing.	See "Please explain your response."	See "Please explain your response."
82				1	Please consider a roundabout at the intersection of Jetty St and Military Road. This would greatly improve traffic flow, especially for those exiting Jetty St, align with the Beach St intersection and still allow a right-hand turn from Jetty St onto Military Road.	Wider paved footpaths are great. Bike racks at the Military Road end of Jetty St. Removal of angle parking on Jetty St.	The proposed no right-hand turn from Jetty St to Military Road. This doesn't make sense and seems arbitrary. Traffic intending to turn north onto Military Road would then be forced to do so from Terminus St or Fort St. This would effectively shift the problem to other intersections, and you would have safety concerns for pedestrians here.	Install a roundabout at the Military Road and Jetty St intersection. Install barrier fencing to separate lanes on the northern side of the Military Road and Jetty St intersection if you are concerned about pedestrians crossing here. Then put a wombat crossing on the southern side. This would provide a single crossing point for pedestrians and address the safety concerns for those crossing Military Road. Install bollards Infront of cafes on Jetty St to improve safety for alfresco dining. Have an additional roundabout at the intersection of Military Road and Terminus St and make the section of Military Road between Terminus St and Grange Road a pedestrian friendly zone with wider footpaths and more parallel parking, in a similar style to King William Road at Hyde Park or Prospect Road at Prospect.
83	1				I do enjoy the upgrades however do not support being unable to turn right on military road.	Supports safe movement up and down our street.	Inability to turn right on military road.	Ability to turn right on military road.
84				1	Raised wombat crossings which are positioned down the road from the corner will ensure that the majority of people don't use them to cross the road. Why have sharrows not been provided, even with the push bike shown in the middle of the lane. This road is quite dangerous for bikes with narrow road and car doors opening. Do not agree with the no right turn at Military road, what are you proposing cars do? This corner also needs improvement for visual sight lines.	Honestly, hard to say. Nice footpaths and particularly around the business of Military is a good thing but really how about lower rates rather than doing unnecessary work. Road is probably adequate for a while longer; not sure this is the most in need section of road in the Council area.	Refer above	refer above. Questions are a bit silly, aren't they? You ask what you think of it, then ask for a explanation and then ask the same question three more times in three different ways.

85				1	<p>Plan relies on pedestrian crossings to improve safety. Drivers regularly fail to give way on the current Fort Street and Henley Square pedestrian crossings that are well sighted. Most of the crossings in this plan are unsighted. The drivers will not be able to see a pedestrian until they have commenced turning. By then it is too late. Pedestrians will also not be able to see drivers to check that they are actually going to give way. Instead of vehicles turning from Military road hitting cars reversing from angle parks they will hit pedestrians. You are also more likely to have cars waiting for pedestrians blocking Military road traffic.</p>		<p>A significant reduction in parking will push cars further up Jetty Street. It is already difficult for vehicles travelling on Swan Street to see traffic on Jetty Street, due to parked cars, when crossing.</p>	
86				1	<p>This project needs to extend to Frederick Road. As a resident of [REDACTED], I can tell you without reservation that all the problems happen between Surrey St and Frederick Road. Two main problems happen between these two points: 1. Because the street widens and there are no roundabouts to slow down traffic, there is no shortage... let me reiterate NO SHORTAGE of people who speed up and spin their tyres making it a very real hazard for residents and students. This happens every single day. Again, let me repeat, every.single.day, with the noise and risks that come for locals and students 2. There are at least two spots where the road is uneven and trucks, buses and vehicles towing trailers make ungodly amounts of noise. I am not exaggerating when I say I get startled and think a bomb went off at least once a day. Don't believe me? Please send someone and sit down at the intersection of Jetty Street and Charlotte Court for a couple of hours. I guarantee you will experience one of these incidents.</p>	<p>It's okay, but how on earth can you prioritise this over fixing the problems between Surrey St. and Frederick Road?</p>	<p>That it does nothing to solve the problems between Surrey St. and Frederick Road. Please see my answer above for more details.</p>	<p>Please, for the love of god, for all that is valuable and good and holy to you, fix the problems between Surrey St. and Frederick Road. One day someone _will_ get hurt.</p>

Community Open Day (22 attendees)

	PROPOSED CHANGES									OUT-OF-SCOPE
COMMUNITY FEEDBACK	No right turn from Jetty Street to Military Road	Raised pedestrian crossing	Upgraded wider footpaths	Disability accessible car park	Parking - relocation and converted to parallel	Road Reconstruction - Renewed kerb, gutters and spoon drain	New stormwater drainage	Accessible pedestrian ramps and zebra crossings - for east-west pedestrian traffic going to coast	New landscaping	OTHER
What do they like	> That CCS is proposing to implement a change to improve safety for pedestrians attempting to cross Military Rd		> Footpath colour (Clinker Red)				> Proposed improvements			
What don't they like	> Concerns that the 'No Right Turn' could disperse traffic onto other streets				> decrease in amount of parking near shopping precinct.					
What could be improved	> Implementing traffic signals or a roundabout.		> Rectangular paving with less bevel so to minimise the amount of dirt getting trapped in the joins	> Increasing disability car park spaces to at least two.		> Angle of the road and height of verge causes car door opening issues.				
General Comments / Feedback	> Many often turn left to make a U-turn because they cannot make the right-hand turn onto Military					> the Norfolk Island Pines leaves are causing blockage/drainage issues along gutters			> Request for additional trees between High St and Surrey St (especially at 50/52) ie. Flowering gum to match other end of Jetty St.	> Need to slow traffic along Beach St, between High and Charles Sturt > Driver speed is high turning left into Jetty St from Military Rd. > Consistent paving would look better - matching the Military to Seaview side to the Jetty St side > Norfolk Island tree roots like water and have damaged private stormwater pipes. > Beach St gets a lot of traffic. > Side streets off Beach should be one way. > CCS consultation materials are great.