



30 June 2022

Address
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Dear Sir/Madam

Community Engagement Summary – Jetty Street, Grange

We consulted with the community in April 2022 on a draft concept plan for the road reconstruction and traffic safety improvements in Jetty Street between Surrey Street and Military Road as the road, path and stormwater assets are due for renewal.

We developed a draft concept plan for Jetty Street based on previous concerns we heard and to seek community input on what people liked, what people didn't like and what could be improved.

Consultation Outcome

We would like to thank those who provided their feedback on the concept and told us what could be improved. From the 1076 packages we distributed, we had 86 people who completed the online survey and 22 attended our Community drop-in session at the Coastal Deli on Jetty Street where local residents could come along and speak with the project team.

Overall, we had many people who either loved (18%) or liked the concept (35%), however many felt it required some improvements (43%). Some of the improvements mentioned included:

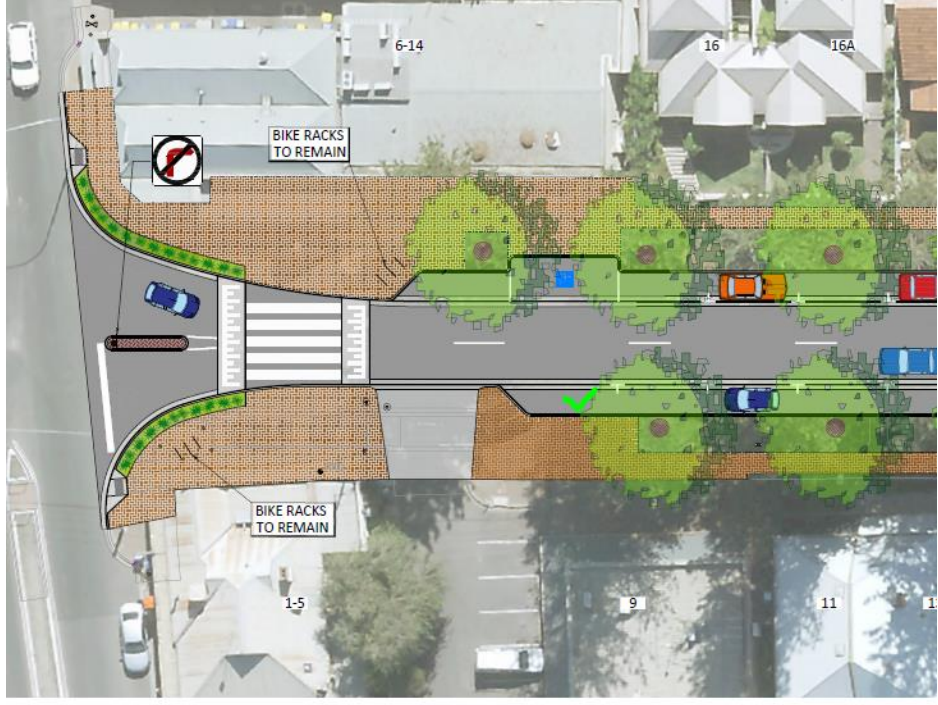
- Installation of a roundabout at Military Road/Jetty Street
- Move the traffic lights to the intersection
- Whole length of Jetty Street needs an upgrade
- Retain parking in front of shops (include more disability spaces)
- Right turn ban - Traffic will be redirected down other side streets
- Parking time limits are needed
- Bike lanes are needed

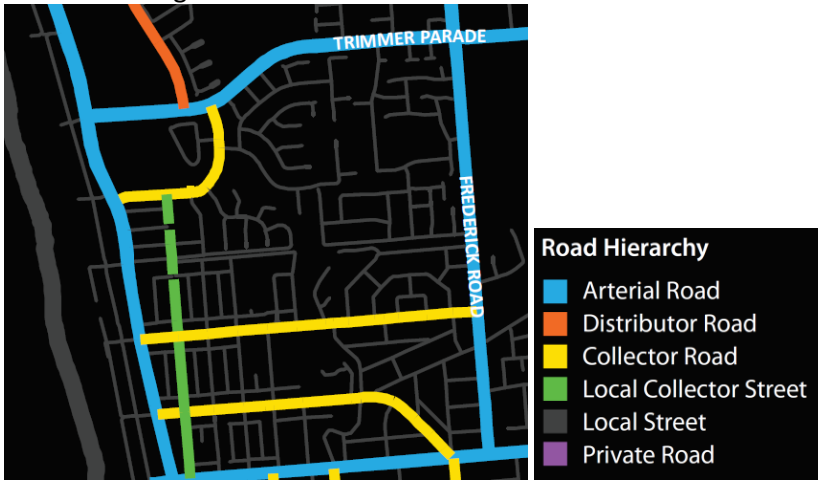
Other general concerns raised included:

- Wombat Crossing safety
- Concern with the Zebra Crossings design and their need
- Look at one-way street network
- Stormwater and flooding
- Verge requires maintenance

The table below provides a response to many of the improvements and concerns raised by the community and what we have been able to accommodate within our design.

Improvement / community concern	Our response
Installation of a roundabout at the Military Road/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.
Traffic lights should be relocated to the Jetty/Military Road intersection	<p>Relocating the pedestrian lights that are further north along Military Road is not possible without signalling the intersection.</p> <p>The City of Charles Sturt has asked the State Government to consider signalling the intersection, however the traffic volumes at this intersection do not warrant signalisation.</p>
Whole length of Jetty Street needs an upgrade	<p>Budget allocated for the 22/23 financial year only allows for the reconstruction of road from Jetty Street to Surrey Street.</p> <p>The section between Surrey Street to Frederick Road overall remains in good condition and does not warrant a reseal, however where pavement failure has occurred this will be addressed through our maintenance program.</p>
Retain car parking in front of the shops (include more disability parking)	<p>Currently in front of the shops, there are angled car parking spaces which are a safety concern being located so close to the intersection with Military Road, as drivers are required to reverse into the travel lane, with no view of oncoming traffic from around the corner. This proposal converts the angled spaces to parallel spaces and moves them away from the intersection. This best practice solution also enables a raised pedestrian crossing to be installed, which provides safe access for people to reach the shops, as well as slows traffic entering the street. The roadway will fit either two parallel parking spaces (one on each side) or the pedestrian crossing. The pedestrian crossing is considered to be the best overall use of public road space at this location.</p> <p>Accessible parking spaces are required to be wider than standard parking spaces. One space has been included on the northern side, and a second space cannot fit on the northern side due to the existing Norfolk Island Pine trees. A second accessible space could be included on the southern side if demand for accessible spaces is high.</p>

	
<p>Right Turn ban - Traffic will be redirected down side streets.</p>	<p>Traffic modelling has been undertaken prior to consultation to determine the impacts to adjoining streets. The volume of traffic that could potentially chose to travel down another side street would be negligible and is expected to be spread across the network due to the many alternative options. Currently, only about 65 drivers per day make this right turn.</p>
<p>Parking Time limits</p>	<p>At this time, parking time limits are not proposed, however this could be considered in future to improve parking availability near the shops.</p>
<p>Bike Lanes needed</p>	<p>The street is within a low speed 40km/h Area Speed Limit and carries around 1400 vehicles per day. In this road environment, riders can share the travel lane with vehicles, without the need for a separate bicycle lane, which would remove all on-street parking from the street. Painted bicycle sharrowes could be painted on the road at a later date, to reiterate to drivers that riders are sharing the travel lane.</p>
<p>Wombat Crossing Safety</p>	<p>The City of Charles Sturt has installed approximately 10 Wombat crossings across the network in recent years, since their addition to the suite of treatments allowed on roads in South Australia. At a wombat crossing, drivers are required to give way to pedestrians on or entering the crossing. The crossing is situated such that drivers on Military Road, about to turn to Jetty Street, will have visibility of the crossing, and can approach at a safe speed to enable them to stop to give way to a pedestrian if required to do so. The crossing is raised (like a speed hump) to further slow speeds, and to slow speeds even when no pedestrians are present.</p> <p>Prioritising people over vehicles, particularly in town centres / Main Streets has been shown to improve viability, amenity and safety of the precinct.</p>

	<p>A local wombat crossing example can be found on Marlborough Street, near Wright Street.</p>
Zebra Crossings at roundabouts	<p>Roundabouts are notoriously difficult places for pedestrians to cross. At an intersection, drivers are required to give way to a pedestrian crossing the road they are entering; however, this rule does not apply at a roundabout. Roundabouts assist with traffic flow and reduce the severity of traffic accidents; however, they can reduce safety for our most vulnerable road users. There is no pedestrian warrant required for a zebra crossing to be installed.</p> <p>Installing zebra crossings at the roundabout, particularly in the direction to and from the coast, which is a strong pedestrian desire line, helps to tip the balance of the public road back in the favour of people, as our roads have traditionally been designed in a very car-centric manner. The time delay to a driver is a matter of seconds.</p> <p>A local zebra crossing at a roundabout example can be found at Military Road / South Street.</p>
One-way street network	<p>Implementing one-way streets has wide network impacts that result in the transfer of traffic from one street to another. Jetty Street is the Collector Road in the City of Charles Sturt road hierarchy (refer map below). Restricting traffic on Jetty Street to one-way, would result in higher traffic volumes on Charles Sturt Avenue, which is a Local Collector Street, and other Local Streets. This is not appropriate from a network traffic distribution perspective.</p> <p>Traffic modelling has been undertaken to ensure that banning the right turn from Jetty Street to Military Road does not cause traffic disruption on the wider network. Banning an entire direction of traffic would have undesirable impacts on surrounding streets.</p>  <p>Road Hierarchy</p> <ul style="list-style-type: none"> Arterial Road Distributor Road Collector Road Local Collector Street Local Street Private Road
Stormwater & Flooding	<p>A new drain, pipes and spoon drain have been included in the scope of this project to assist with stormwater ponding of water between Jetty St and Surrey Street.</p> <p>We understand that there has been some ongoing flooding issues in other streets across Grange. The West Lakes Catchment Stormwater Management Plan has an action plan for streets with a high flooding priority.</p>

	During the design phase a stormwater analysis will be undertaken to identify and address any potential flooding areas of the street. Where identified, the appropriate drainage infrastructure will be installed.
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A full community engagement report is available at www.yoursaycharlessturt.com/jettystreet

Where to from here

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.

Should you have any queries about this project, you are welcome to contact Mike Blackie, Project Delivery Officer on 8408 1291.

Yours sincerely



Kath Mardon
Community Engagement Officer - Engineering