

# COMMUNITY ENGAGEMENT REPORT

## NEW 40KM/H AREA SPEED LIMITS

ROYAL PARK/HENDON/ALBERT PARK, HENLEY BEACH/FULHAM GARDENS  
SEMAPHORE PARK/WEST LAKES SHORE & CHELTENHAM



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# 1. BACKGROUND

We are working to improve road safety by lowering driver speeds across the city. Lower speeds significantly reduce the likelihood and severity of crashes, particularly for pedestrians.

There are currently 18 suburbs across our city that are a 40km/h area and following a recent review on those existing areas, reducing traffic speeds in neighbourhoods has created a safer and more liveable place. Driver speeds have decreased on average by 4km/h and the volume of traffic and crash numbers appear to have decreased since the 40km/h areas were introduced.

We are now looking to continue the 40 km/h Area Speed Limits in:

- Royal Park + Hendon + Albert Park
- Henley Beach + Fulham Gardens
- Semaphore Park + West Lakes Shore
- Cheltenham

## **Why these areas were chosen**

### **Royal Park/Hendon/Albert Park**

Customer requests were received both during consultation on the 'Albert Park Your Neighbourhood Plan' as well as several standalone requests to staff and Elected Members. Council resolved that consultation be undertaken in these areas in line with Council's *Road Safety Assessment Procedure and New Traffic Control Device Strategy*.

### **Henley Beach & Fulham Gardens**

Petitions have been received for reduced speed limits on Menkens Street Fulham Gardens and Military Road Henley Beach. The section to the north of Marlborough Street has been excluded due to a previous resolution to exclude the section of Fulham Gardens between Tapleys Hill Road, Marlborough Street, Mitton Avenue and Grange Road. The remaining streets in this south-eastern corner are within the City of West Torrens. They have not agreed to include their streets within the 40 Area. To ensure a clear boundary, North Street (from Henley Beach Road to Cheadle Street) and Cheadle Street have been chosen as the boundary roads and will remain as 50km/h.

### **Semaphore Park & West Lakes Shore**

Customer requests were received during the consultation about Fairford Terrace road safety improvements and Council resolved that consultation be undertaken on surrounding streets in 2022/23. (Bartley Terrace would remain at 50km/h)

### **Cheltenham**

Customer requests have been received from residents within a number of streets within Cheltenham which triggered a review of traffic conditions, identifying that speeds on local roads across the suburb are higher than desirable for local roads. In line with Council's endorsed Road Safety Assessment Procedure, consideration should be given to implementation of a 40km/h Area which will treat the entire precinct, rather than treating individual streets with traffic control devices where appropriate.

Port Adelaide Enfield will be consulting on extending the Cheltenham 40km/h Area within their streets up to Brougham Place which will incorporate the Alberton Oval precinct and result in a clearly defined boundary.

## 2. COMMUNITY ENGAGEMENT APPROACH

This project is a matter set out in Part 3 of Council's Public Consultation Policy and, accordingly, the public consultation steps for this project have been determined by us on a discretionary basis.

Community consultation is one part of Council's decision-making process.

### 2.1 Engagement Objectives

The objectives of this engagement were to ensure:

- That our community has easy access to the appropriate information.
- That our community is given opportunities to provide feedback.
- That the process builds positive relationships between Council and the community, and positions Charles Sturt as an organisation that is providing sound management decisions.
- That information is provided to the community of the decision and reasoning for the decision.

### 2.2 Engagement Process

Consultation was open for a period of 21 days, from 23 January to 16 February 2023, to ensure adequate time was provided for the community to provide their feedback.

*The data analysed in this report is from 23 January to 20 February 2023.*

The consultation was promoted by direct mail with an A6 size post card hand delivered to every letterbox & businesses within each of the catchment areas, (refer Figures 1 to 4) detailing the proposal, including a QR code with a survey link and how to provide feedback. A post card was also sent to those not residing in properties via Australia Post.

Respondents were encouraged to complete an online survey through Council's YourSay webpage. Seeking feedback online was important with this proposal to enable us to accurately capture feedback as specific questions were asked through the survey.

Residents could also call the contact details provided or email our engineering consultation address.

Figure 1 – Consultation catchment Royal Park/Hendon/ Albert Park

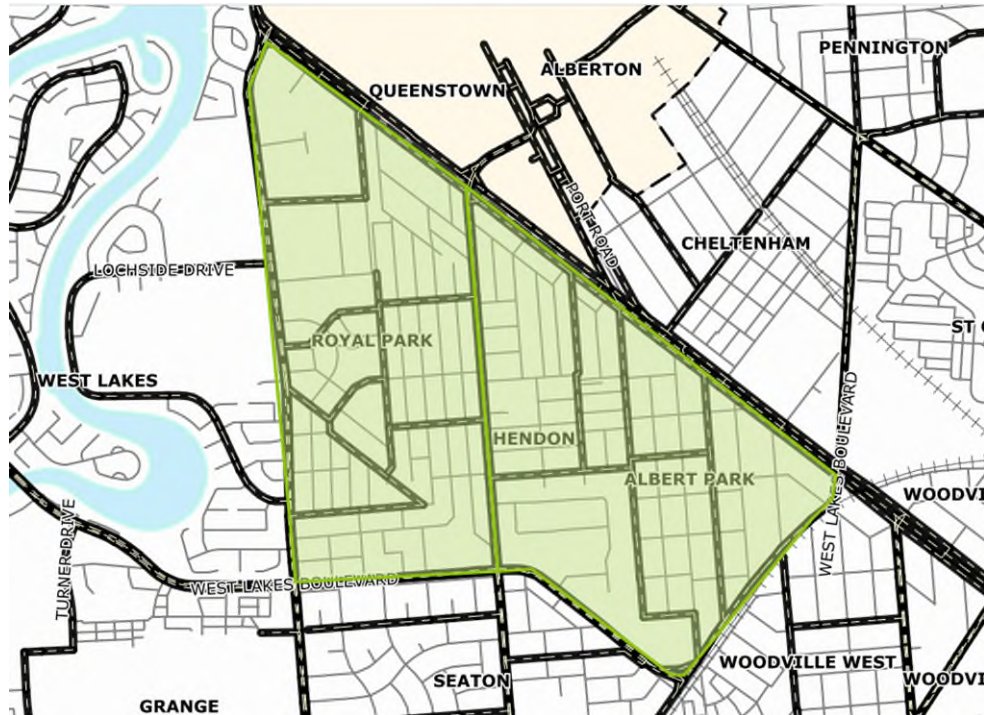


Figure 2 – Consultation catchment Semaphore Park/ West Lakes Shore





Figure 3 – Consultation catchment for Henley Beach / Fulham Gardens

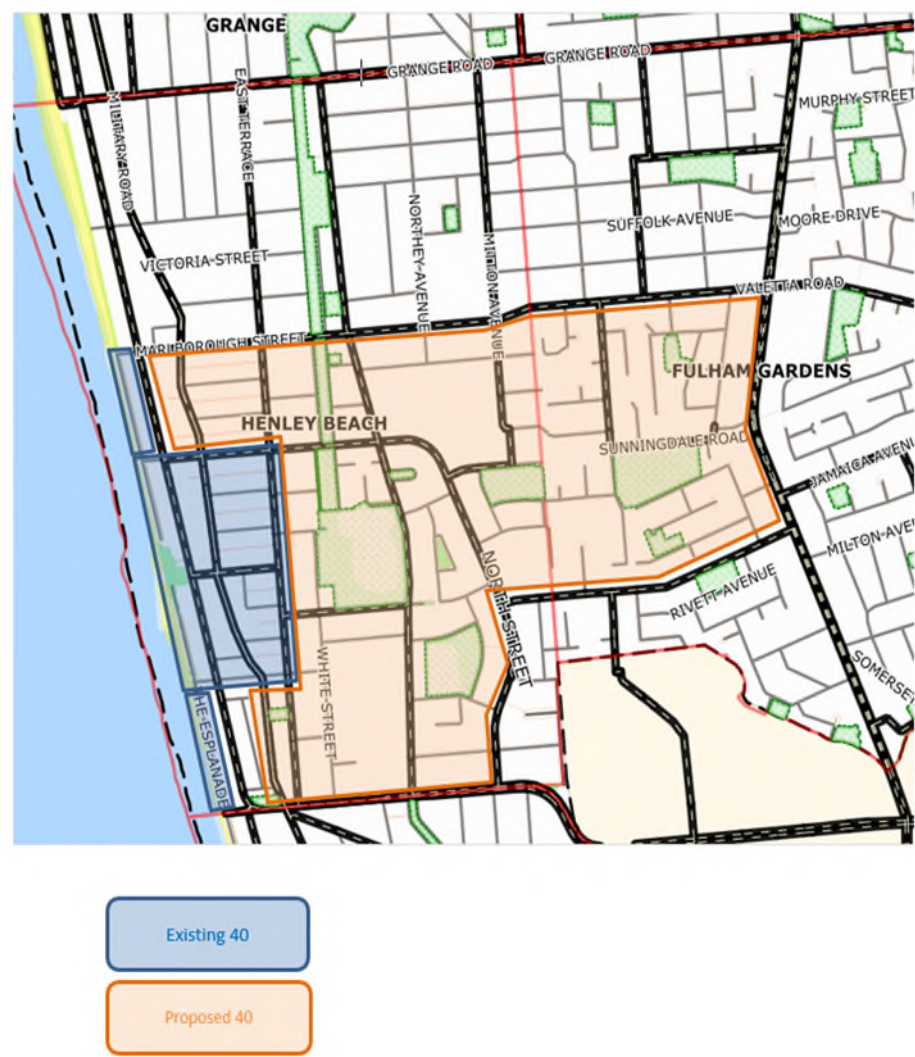


Figure 4 – Consultation catchment for Cheltenham



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

*Table 1: Engagement activities undertaken during consultation.*

Type of activity	Engagement activity	Date and place	Participants
<b>Your Say Charles Sturt online consultation hub</b>	New 40km/hr Area Speed Limit	23 January to 5pm 20 February 2023	Open to everyone 2308 visits 1892 unique visitors 363 project followers One email campaign - 822 recipients with a 17.64% click through rate
	Online Survey	23 January to 20 February 2023	524 contributions in total <ul style="list-style-type: none"> <li>- 108 Albert Park/Hendon/Royal Park survey</li> <li>- 185 West Lakes Shore / Semaphore Park Survey</li> <li>- 156 Henley / Fulham survey</li> <li>- 75 Cheltenham survey</li> </ul>
<b>Community Consultation</b>	Post Card	Distributed over 23 January & 24 January 2023	Open to everyone in the catchment areas Hand delivered to 10,826 households / businesses. Mailed out via Australia post to 1996 property owners
	Written submissions	23 January to 20 February 2023	25 email submissions 2 written enquiries through our website 6 phone conversations
<b>Online Petition 'No Forty'</b>	One petition received electronically	Presented to the Council on 27 February 2023	699 electronic signatures

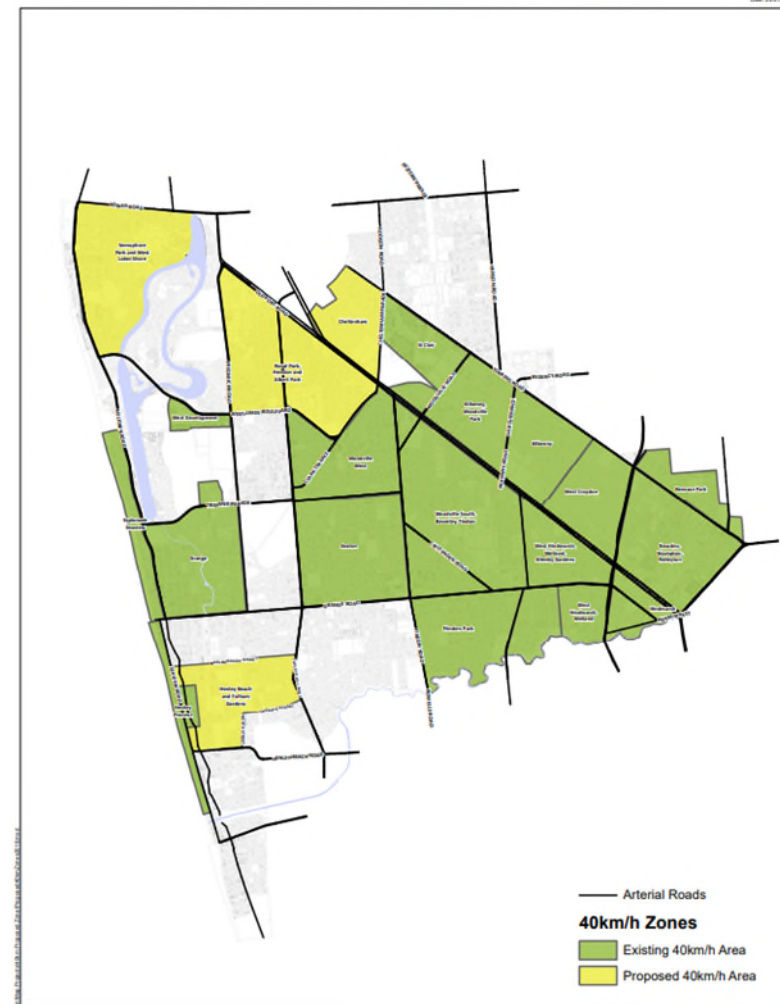
### 3. ENGAGEMENT EXAMPLES

## Post Card



## Map of Proposed New 40km/hr Area Speed Limit


### City of Charles Sturt - 40km/h Zones





## YourSay website Page

[www.yoursaycharlessturt.com.au/40area](http://www.yoursaycharlessturt.com.au/40area)




[Home](#) [All Projects](#) [About](#) [English](#) [Login / Join](#) [Search](#)

### New 40km/h Area Speed Limits

We are working towards slowing our city's neighbourhoods and proposing New 40km/hr Area Speed limits in a number of suburbs.

[Follow](#)



[Home](#) > [New 40km/h Area Speed Limits](#)

Consultation has now closed and we are currently reviewing all the feedback received. A report will be prepared for an Asset Management Committee meeting over the coming months.

More information will be put on this page soon.



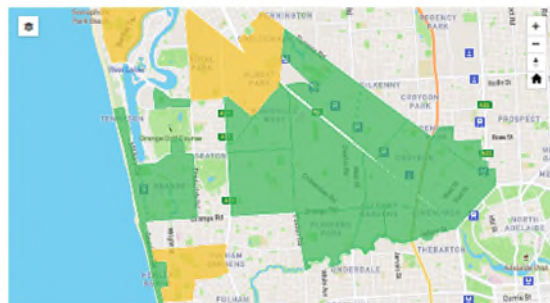
#### Stay Informed

Stay in touch with this project by clicking the 'Follow' button at the top of the page.

**New 40km/h Area Speed Limit in parts of Albert Park, Royal Park, Hendon, Cheltenham, Semaphore Park, West Lakes Shore, Henley Beach and Fulham Gardens are being proposed, and we want to hear what a 40km/hr Area Speed Limit in your neighbourhood means to you.**

### 40km/hr Area Speed Limit Map

Yellow - Proposed New 40km  
Green - Already Existing 40km



Accessibility



## How to Participate and provide Feedback

### Consultation closes Thursday 16 February 2023

For further suburb information and to complete your neighbourhood survey, click below.

40	40	40	40
Cheltenham	Albert Park/ Hendon / Royal Park	Henley Beach & Fulham Gardens	Semaphore Park & West Lakes Shore
<a href="#">Provide Your Feedback &gt;</a>	<a href="#">Provide Your Feedback &gt;</a>	<a href="#">Provide Your Feedback &gt;</a>	<a href="#">Provide Your Feedback &gt;</a>

#### Strategic Context

The State Government's Road Safety Strategy strives for zero lives lost on our roads by 2050 [Road Safety Strategy](#). The 10 year target is to halve the total number of lives lost and achieve at least a 30% reduction in serious injuries by 2030. Relevant strategic focus areas include Road User Behaviour (supporting and enforcing safer road user behaviour), Roads (safer design, construction and maintenance of road infrastructure) and Walking Cycling and Public Transport (improving safety for people who walk and cycle, etc.)

#### Our Responsibility as a Road Authority

The 'Safe systems' road safety approach includes the following factors:

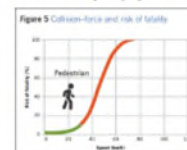
1. Humans make predictable mistakes that can lead to road crashes
2. The human body is fragile
3. Road and vehicle planners, designers, builders and managers share the responsibility to prevent crashes with those who use roads and vehicles
4. All parts of the system must be strengthened to provide the best protection

The State Road Safety Strategy seeks that local Councils use the "Movement and Place" approach when planning road safety treatments and setting speed limits. This approach acknowledges that roads serve a 'movement' function for transport, as well as a 'place' function (land access) for people to live, work and engage in civic life.

Local streets (which are the streets we are proposing to convert to 40km/h) have both a small movement and a small place function, and therefore are suited to low speed limits. Reduced speeds improve local amenity while only impacting travel times by a matter of seconds, particularly when the majority of a trip is usually on arterial roads which remain at 60km/h.

#### Why are low driver speeds important?

As demonstrated in the graph below, if a driver hits a pedestrian while travelling at 50km/h, the risk of fatality to the pedestrian is doubled compared to if the driver had been travelling at 40km/h. The faster you drive, the further you travel before you stop, the harder you hit. Speed is a contributing factor in about 1/3 of fatal crashes. No death or serious injury on our roads is acceptable or inevitable, and the whole community must work together to address the trauma caused by everyday use of the roads.



#### History of 40 Areas in the City of Charles Sturt


There are currently 18 suburbs in the City of Charles Sturt with a 40 Area Speed Limit. [Our previous consultations](#) on 40 Areas have proven a little divisive, with some strongly against the idea. After the previous round of new 40 Areas were consulted on in 2016/17, Council resolved to proceed in some suburbs, and to not proceed in others. They also resolved "that Council Officers conduct a review into the operation of 40km/h Area speed limits in areas where the speed limit has been operational for a minimum of 12 months to understand the impact of the lower speed limits on drivers".

Accessibility

Council receive no revenue and cannot enforce speed limits.




Our website contains [40 Area FAQs](#) and further information

#### Key Dates

 Monday 23 January 2023 10:00 am  
Consultation Open

 Thursday 16 February 2023 05:00 pm  
Consultation Closes

#### Timeline

-  **Seeking Community Feedback**  
Seeking community views on the implementation of New 40km/h Area Speed Limit in 8 suburbs.  
Consultation closes Thursday 16 February 2023.
-  **Analyse Community Feedback**  
Late February to March 2023  
Review Community feedback and prepare a report for Council.
-  **Council Report being prepared**  
Approximately May 2023 Meeting date to be confirmed.  
A report will be presented to the Council with a recommendation and consultation outcomes for a decision on the matter.

[See less](#)

#### Contact Us

For questions relating to this project please contact us. Otherwise, to submit your written feedback head to the survey links on this page.

 Name: Sara Morrison - Transport Engineer  
 Phone: 8408 1111

 Name: Kath Mardon - Community Engagement Officer Engineering  
 Phone: 8408 1111  
 Email: [eng-consultation@charlessturt.sa.gov.au](mailto:eng-consultation@charlessturt.sa.gov.au)



Example online survey

Closed

Your Details

Full Name

Property Address (related to this suburb) Required

Email

Which of the following best describes you? Required

- ☐ Resident / Tenant
- ☐ Ratepayer / Owner
- ☐ Business Owner
- ☐ Visitor
- ☐ Other (please specify)

Current Perception of Traffic within your street/neighbourhood

Do you think that cut through traffic is a problem on your street? Required

- ☐ Yes
- ☐ No
- ☐ Unsure
- ☐ No Opinion

Do you think that drivers travel too quickly on your street? Required

- ☐ No
- ☐ Only a few hoons
- ☐ Yes, Some drivers
- ☐ Yes, most drivers
- ☐ No opinion

Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood (ones that are proposed to become 40)? Required

- ☐ No
- ☐ Yes, only a few hoons
- ☐ Yes, some drivers
- ☐ Yes, most drivers
- ☐ No opinion

Do you think that drivers look out for pedestrians and cyclists when travelling on the local streets in your suburb? Required

- ☐ No
- ☐ Yes, some drivers
- ☐ Yes, most drivers
- ☐ No opinion

40km/hr Area Speed Limit for CHELTENHAM

Do you support lowering the speed limit in your local neighbourhood? Required

- ☐ Yes
- ☐ No
- ☐ Neutral

Here are some of the reasons we have heard from our community in the past. You can tick any of these statements, if you agree, or add further comments

Reasons for Support

- ☐ Reduces the chance of crashes
- ☐ Reduces the chance of injury, death or damage in the even of a crash
- ☐ Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle riders and children
- ☐ Discourages cut through traffic
- ☐ Encourages active transport (i.e. walking, cycling)
- ☐ Improves local amenity

Please provide any other comments

**Reasons fro Non-support**

- ☐ Ignored by drivers
- ☐ Inconvenient for drivers / adds too much time to a trip
- ☐ Increases road rage / tail-gaiting
- ☐ Doesn't stop hoon driving
- ☐ Confusing (with different speed limits in the area)
- ☐ Speed limit doesn't match the road environment (all streets/particular street/s)
- ☐ Not enforced enough
- ☐ Revenue raising
- ☐ Waste of money
- ☐ Little evidence to support 40 Areas

**Please provide any other comments**

**Neutral**

- ☐ I don't mind the 40 Area
- ☐ I don't mind the 40 Area, but I do /don't think it should be installed on a particular street or streets
- ☐ Name Street(s):

**Please provide any other comments**

Submit

## 4. ENGAGEMENT FINDINGS & FEEDBACK

The project had a total of 12,821 postcards distributed across all 4 catchment areas. 1995 distributed with Australia Post and 10826 were hand delivered to letterboxes.

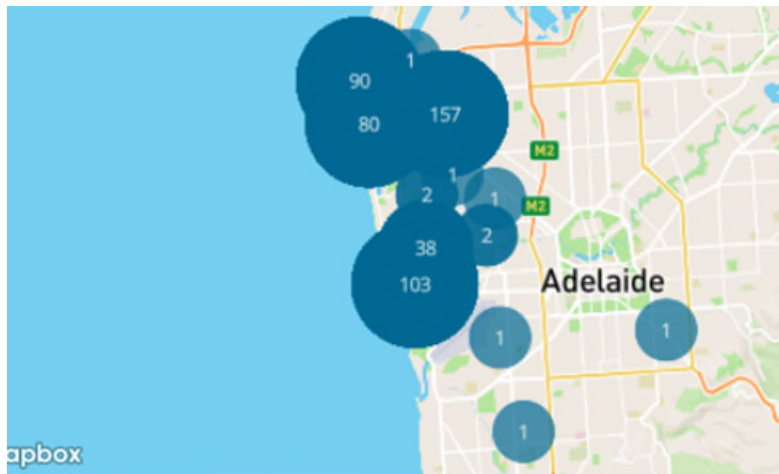
A total of 524 total respondents to the proposed New 40km/h area speed limit completed the online survey through Council's online engagement hub 'Yoursay Charles Sturt'. This represents a 4% overall response rate.

We received 25 written submissions via email. These are presented in **Appendix A** of this report.

### 4.1 Demographic Information

Overall, the demographic information from the Your Say hub is summarised in this report and shows a good representation of respondents.

#### 4.1.1 Member Map



#### 4.1.2 Member Age

Age	Number of Responses
Under 18	2
18-25	10
26-35	39
36-45	64
46-55	65
56-65	71
Over 65	111

#### 4.1.3 Member Gender

Gender	Number of Responses
Male	204
Female	179
Transgender	0
Prefer not to say	11

## 4.2 Cheltenham Feedback

The online survey was completed by 75 respondents and feedback is summarised below, which includes connection to the City of Charles Sturt and community sentiment about the 40km/hr area speed limit and traffic in Cheltenham.

### 4.2.1 Which of the following best describes you?

Connection with City of Charles Sturt	Number of Responses	Percentage (%)
Resident/Tenant	24	32%
Ratepayer/Owner	47	63%
Business Owner	0	0
Visitor	3	4%
Other	1	1%
<b>TOTAL</b>	<b>75</b>	<b>-</b>

*\*Multiple responses possible*

Of the 75 respondents, 7 did not reside in Cheltenham.

## CURRENT PERCEPTION OF TRAFFIC WITHIN YOUR STREET/NEIGHBOURHOOD

### 4.2.2 Do you think that cut through traffic is a problem on your street?

	Number of Responses	Percentage (%)
Yes	30	40%
No	41	54.67%
Unsure	3	4%
No opinion	1	1.33%
<b>TOTAL</b>	<b>75</b>	<b>100%</b>

### 4.2.3 Do you think that drivers travel too quickly on your street?

	Number of Responses	Percentage (%)
No	26	34.67%
Only a few hoons	18	24%
Yes, some drivers	18	24%
Yes, most drivers	12	16%
No opinion	1	1.33
<b>TOTAL</b>	<b>75</b>	<b>100%</b>

### 4.2.4 Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood (ones that are proposed to become 40)?

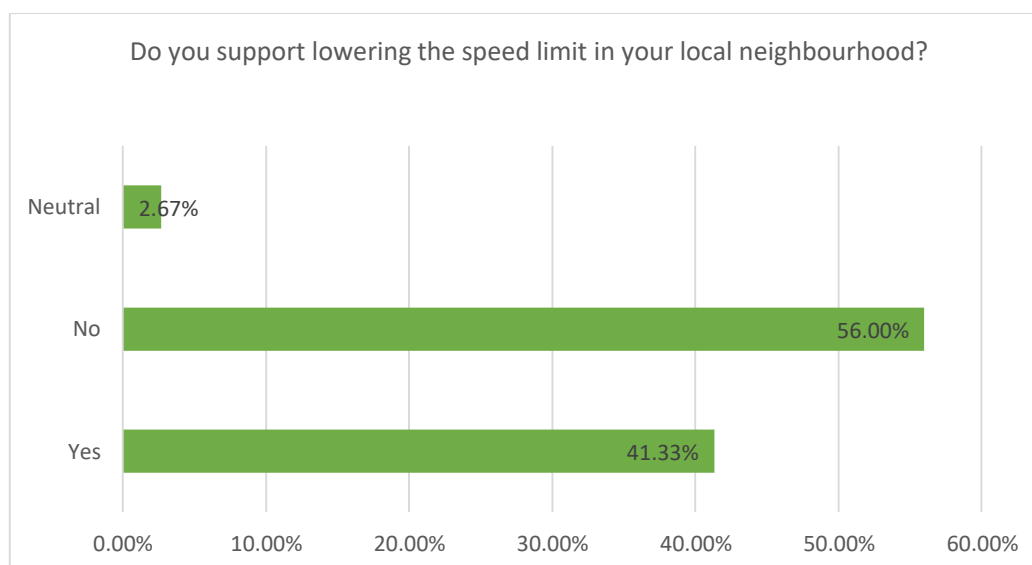
	Number of Responses	Percentage (%)
No	26	34.67%
Only a few hoons	16	21.33%
Yes, some drivers	20	26.67%
Yes, most drivers	12	16%
No opinion	1	1.33%
<b>TOTAL</b>	<b>75</b>	<b>100%</b>



4.2.5 Do you think that other drivers look out for pedestrians and cyclists when travelling on the local streets in your suburbs?

	Number of Responses	Percentage (%)
No	5	6.67%
Yes, some drivers	17	22.67%
Yes, most drivers	49	65.33%
No opinion	4	5.33%
<b>TOTAL</b>	<b>75</b>	<b>100%</b>

4.2.6 Do you support lowering the speed limit in your local neighbourhood?



	Number of Responses	Percentage (%)
Yes	31	41.33%
No	42	56%
Neutral	2	2.67%
<b>TOTAL</b>	<b>75</b>	<b>100%</b>

4.2.7 Here are some of the reasons we have heard from our community in the past. You can tick any of these statements, if you agree, or add further comments.

**Reasons For Support**

	Number of Responses	Percentage (%)
Reduces the chance of crashes	26	76.7%
Reduces the chance of injury, death or damage in the event of a crash	28	82.35%
Slows driver, improving road safety for all road users, particularly pedestrians, bicycle riders and children	32	94.12%
Discourages cut through traffic	26	76.47%
Encourages active transport (i.e walking, cycling)	16	47.06%
Improves local amenity	21	61.76%
<b>TOTAL</b>	<b>34</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	- the State Governments' 'SA Road Safety Strategy to 2031' does NOT call for metropolitan councils to impose area wide 40km/h speed limits.- a change to 40km/h will lead to CONFUSION AND DRIVER STRESS due to speed limits no longer being consistent with those applied in streets with the same characteristics in neighbouring suburbs controlled by other councils.- a change to 40km/h will NOT stop hoon driving.- the change to 40km/h will require the placing of large, ugly speed limit signs in streets right across the areas proposed, NEGATIVELY impacting the visual aesthetics of streetscapes.
2	1.never seen an accident in the area 2. I am a bicycle rider and cars are respectful in neighbourhood 3. there are very few cut through roads, most have roundabouts or humps 4 , traffic is not the reason people don't exercise, plenty are seen walking their dogs 5. Why are you asking our opinions, you know you are going to reduce the speeds to match other areas?
3	40km is ridiculous cruise control doesn't go that low, it is just to make more money. Not enough time in the day now without slowing things down even more. The roads should be for cars and people and bikes need to be responsible for their own actions not other way round Definitely don't approve if reduced speed limit is a joke
4	active walking and cycling should stay on the foot path. trying to share the road with cyclist on our narrow suburb roads causes severe safety problems for both cyclists' and drivers. Stop cyclists' riding double abreast - make them responsible for sharing the road, pay registration or road tax since bike lanes were introduced there have been more fatalities
5	Being a resident on Woodstock Street, it is very busy at peak hour times with people cutting through to avoid the traffic lights. A lot do the speed limit, but many don't and fly across the speed humps as well. Maybe an idea is to put speed humps or a roundabout halfway down High Street? Just thoughts
6	Berkeley St is narrow and all cars should be driving carefully to avoid an incident. Buller Tce is a major cut through and bikes ride in packs
7	Colston Street and Stroud Street South are corridors for traffic entering a number of other streets (e.g. Seventh Ave, Sixth Ave, Fifth Ave, and Fourth Ave/King St.) with the result that vehicles regularly travel through these streets paying little attention to exiting traffic. This is particularly the case with Stroud St South which is an entry/exit point for the Port Rd.
8	Don't think it helps at all, those that are the speeders will still speed and it just inconveniences those that do the right thing.
9	Drivers regularly in excess of 60km/h on Railway terrace, and around Alberton area. With Alberton oval expansion, more traffic (car and foot) will need improved traffic management, and this is a great place to start (speed reduction).
10	Honestly, I have had my house since 1979. The traffic has been at times quite difficult. There are homes who think Torrens Road is a racing track, others race home after work. The 50kph has been no deterrent to speeding drivers and I wonder how 40 would be any deterrent to the same drivers now driving at excessive speed today. I really appreciate Councils approach to changing the law to 40 but how will it be enforced wherein drivers do not obey the road laws today. I always thought that at this end of Torrens Road Speed Humps should have been installed due to the racing drivers. Your due diligence would be appreciated here. Thank you
11	I am constantly worried about our pets and the pets and children of our neighbours, and if the elderly people who are slower when crossing the road. Many people use our street as a raceway from Port road to the curve at Railway Parade and they speed up the street so fast and revving very loudly, and sometimes doing fishtails up the street. It is very stressful and scary and dangerous.
12	I think all that will happen by lowering the speed limit, is cause confusion and frustration, which will cause more accidents and people speeding further out of frustration. I can't stand it when I'm in the Eastern suburbs driving through their 40 speed limit streets Everyone I know that lives in those suburbs hates it as well.
13	Increases safety where streets are used for commercial storage of vehicles and vehicle maintenance and as loading yards (eg Cricksdale Street, Cheltenham). Increases safety where vehicles must negotiate corners obscured by fences, parked vehicles, vegetation, etc.
14	Just leave it as is. More Council rules that will achieve nothing
15	Might discourage hoon drivers from taking our road and doing burnouts and speeding on our street especially at night (noise and fear of them crash onto our property)
16	My house is near an intersection, and I frequently see drivers speed straight through, despite the give way signs. I also have small children and I would feel more confident when walking and cycling with them in a 40km zone.

17	No need, no one speeds here, it quiet traffic locally, totally a waste of time, and money, yesterday keep it at 50, local speed.
18	People living in my immediate area do not abide by the road rules often coming off Stroud Street North and corner Berkley Street screeching their motorbikes and driving at high speeds around the corner. There are also blind spots on Stroud Street North and Buller Tce when vehicles are parked on road both sides of Cheltenham community centre and on Buller Tce which has created a problem for many. Reducing the speed limit is a good solution as long as it is monitored every so often.
19	People use Torrens Road and Newcastle as a shortcut to grand junction. Lots of people exceed the current speed limit
20	Sorry, we had 60 km/h, then we went to 50 km/h; now the council asks us to reduce even further to 40 km/h. Ultimately, fatalities will only ever reach zero if all transport of any kind - car, bus, motorbike even the pushbike - ceases. What's the next step - 30 km/h, perhaps, or is it 20 km/h? This is creep that will continue all in the ultimate reduction of statistics. Time to pull out that red lantern and have someone wave it in front of my car when I go out on the streets.
21	Stop subdivision. YOU as a council create the problem of congestion by building tiny dwellings with insufficient off-street parking, clogging up our streets and making the back streets more dangerous. Lowering the speed limit is not the solution, it is a band-aid on your disgusting money grab for more rate revenue from housing growth.
22	Stroud Street South and 7th avenue have been a short cut for Port Adelaide FC players for a while, they're really bad when it comes to speeding. Other people are just always speeding, and this street is wide so it's a no brainer for them. A car almost hit my dog a couple of times when I was trying to cross on an island area. There are also issues with hood drivers/ night drivers doing donuts on the street, that's really dangerous and could result in damaging parked cars, verges and fences. If this new 40km/h zoning is implemented it will need to be controlled. There's a need for speed bumps on this street, and lots of signs. Possibly police control.
23	Support 40km/h but not for all streets in Cheltenham. The question above "40km/hr Area Speed Limit for Cheltenham" does not allow for this answer which is a weakness in your questionnaire. The lack of this option is a serious flaw and impacts upon the fairness of the survey results.
24	The biggest offenders for speeding are footballers and staff from the nearby Alberton Oval. I have made regular complaints to the PAFC regarding this. Whilst building works are occurring at the oval, workers attending the site often speed to and from work. People attending football matches often speed in the streets. I suggest council arrange for the police to monitor speeds around the oval and fine offenders.
25	The council will do it anyway even if most of the people say no.
26	There is no need for this.
27	To feel safer walking in the neighbourhood with my baby in the pram, to shops and cafes. As pedestrian daily for the past year, I speak from experience, it is scary crossing most backstreet roads for fear of absent-minded drivers in a rush cutting through and speeding. Also speed bumps would be good. Especially down Buller Tce.
28	We experience excessive traffic travelling at speed, also have continued issues with cyclists using the whole road since the bike signs were painted on road. Buller tce should have roundabouts installed to reduce speed as it is a thoroughfare since St Clair was built. Cars often travel at over 80kph making it dangerous to get out of our drive. Also have issues with cars constantly parked on street blocking vision of oncoming traffic, this has been caused by subdivision of blocks with not enough off-street parking. Corner of Buller and Durham is a favoured burn out spot, a roundabout there would stop this
29	With the commencement of construction going on at the PAFC space there has been a significant increase in heavy vehicle traffic. My two year old grandson and I watched the vehicles carting debris in single and double trailers past our Stroud Street South home. They came past every 5 to ten minutes and would not be able to stop in time if a child ran out into the road. Our street has become very popular with young families moving into the area - there are lots of prams, scooters and dog walking going on which is lovely to see, I am very concerned though, that it is an accident waiting to happen.
30	With the redevelopment of the Alberton Oval complex a reduction in speed along Seventh Ave and other streets that form the boundary it is essential to have reduced speed limits. Currently we have people on motorbikes traveling at far higher speeds around the complex as well as motor cars and some larger vehicles using Seventh Ave and Colston St. as a speed track. With the pending Football(AFLW), Soccer and SANFL Games and training of all sports there will be an increase in vehicle movement in and around The Alberton Oval which can be from 08:00am to 22:30pm on any day, this then provides a problem for local residents, currently Seventh Ave Nth( that is the street as the boundary of PAEC and Charles Sturt) is narrower than the end that runs onto Stroud St. The northern end being narrower presents problems if vehicles are parked on both sides of the street such as residents cars, it then creates a huge problem when vehicles are exiting the car parks of the Oval Complex, there is a need for not only a speed reduction to 40kph but also a one way flow of vehicles that exit the car parks once training or football games have finished. All consideration should be to the safety of foot traffic as well as those residents living along these narrow streets surrounding the Oval Complex. I have been asking for Speed reduction and traffic management for many years and thanks to Hans

	Leber who has helped us on some management of traffic and parking problems. I would be willing to talk to anybody concerned as having resided at [REDACTED] I feel that it is time to change the attitudes of some people who have no respect for local residents.
31	Would slow down traffic & noise. Would slow down buses & their noise in our street. Would slow down pollution & noise from the kilom changes in our area Marlborough Street near beach has been known as the fast cut through street. soon as a car motor bike truck etc get through the roundabout or speed hump they put their foot down & ROAR off. The burn out noise is horrendous. Apart from meeting the 40k limit surrounding our street by other streets I seriously think there should be signs in various spots. BEWARE POLICE ARE PRESENT FOR SPEED OR LOUD VEHICLES
32	You have got to be JOKING, what's next bring back the horse & cart

#### Reasons for Non support

	Number of Responses	Percentage (%)
Ignored by drivers	18	36%
Inconvenient for driver / adds too much time to a trip	22	44%
Increases road rage/tail-gaiting	19	38%
Doesn't stop hoon driving	42	84%
Confusing (with different speed limits in the area)	30	60%
Speed limit doesn't match the road environment (all streets/particular streets/s)	32	64%
Not enforced enough	15	30%
Revenue raising	27	54%
Waste of money	29	58%
Little evidence to support 40 Areas	27	54%
<b>TOTAL</b>	<b>50</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	40 km speed limit is confusing when all other similar roads are 50km. Unfortunately, it won't matter whether they are 40 or 50 a selected few will still hoon and break the speed limits.
2	High Street is particularly dangerous as a result of cut through traffic avoiding the Port Rd-Cheltenham Pde lights. This area is particularly dangerous when there are large funerals at the cemetery with mourners often unfamiliar with the traffic and parking arrangements and understandably focussed on the occasion rather than the road risks.
3	Hoons will be hoons.
4	How do you intend to police it, you can't even organize verge cutting at a proper time & good quality work done.
5	I am vehemently against this change.
6	I do NOT support and will vote accordingly at next elections. Living in Cheltenham, I do not know of any accidents/children injured. This is just a money-making concern. As a resident I will be extremely angry if this goes through. There is NO reason for this.



7	I have lived in Cheltenham most of my 37 years. There are minimal accidents and I have never seen a major one on any of the proposed 40 streets. If you want to fix something that does cause accidents, fix the Torrens and Addison Road intersection lights where there are regular accidents.
8	I would like Council to consider speed humps on this end of Torrens Road as speeding has proven to be excessive by motor vehicles, motor bikes and trucks. Torrens Road has been an opportunity for drivers to use it as a racing track at times.
9	I would like to see the entire suburb a 40 km zone with more visible signage notifying drivers of that. I'd also appreciate speed bumps, roundabouts and other methods to slow down drivers. I'd also appreciate rules to prevent drivers using our street as a thoroughfare and it being for local traffic only. The 40 km zones need to be actively enforced also.
10	I would oppose this proposal to reduce speed limits. Crashes occur more commonly on main roads, not the local streets. This would amount to a reduction in the attractiveness of the area and its amenities. Better parking in local areas would improve amenities. Less housing with less on street parking would help
11	In my particular area all the roads going east/west have give-way signs at all the crossroads, and Woodstock St has speed bumps, so the speed of traffic is already at an appropriate level.
12	It is particular drivers. A response similar to BROMPTON is needed i.e. Enforce the current speed and it would be safe at the current 50kms/h.
13	Most of the extra traffic is due to blocks being subdivided increasing extra cars and having to park on street, (not their fault). The residents in my area (fife st and especially ledger Rd to Toogood Avenue see it as revenue raising when there are cameras naming people at 8pm when there is no one on the road. Having teenage kids and involved in sport making a half a dozen trips in a couple of hours in all directions is not a rat run. I would not be the only one.
14	Other traffic control methods (humps etc) are more effective on problem roads/streets. Not all roads need to have 40k speed limit. There are other more pertinent issues; parked cars on both sides of narrow streets, cut through traffic (around Cheltenham Cemetery, both directions to miss Pt Rd/Cheltenham Parade intersection, this is not only in peak periods) and slowing speed limits does not address this as people are not maintaining current speed limits. People do not expect to be caught speeding on sideroads. The inconvenience of other traffic controls, including closing parts of roads to prevent through traffic, are more useful than lowering speed limits. Other traffic hazards are narrow roads with traffic parked on both sides and/or wide vehicles parked or standing. This can easily be tackled by making one side of narrow streets a no-parking zone and this actually discourages the majority of people. Less congestion ensures a safer driving environment without lowering the speed limit.
15	Please do not do this. It will add no benefit only frustration.
16	Please make sure the speed limit is lowered down to 40km/h on Stroud Street south and 7th avenue, we really need it to happen soon
17	Pointless, we all hate the 40 areas, only supported slower down to 25, on local business ways that have many shops in a street, not in Cheltenham. Area that people have breakfast at. Outside.
18	Reducing speed limit to 40km/h for the main access roads within Cheltenham (Buller Tce, Railway Tce, Stroud St Nth and Sth and High St adjacent to the Cemetery would disadvantage the local community as they are the ones most likely to get inadvertently caught slightly exceeding the 40km/h proposed speed limit on the access roads that they know carry less risk as they are wider, straight and have good visibility.
19	Stop hiding behind the safety card.
20	The current speed limits in Cheltenham are not a problem. It will be confusing for motorists with different speed limits and will just be used for revenue raising.
21	The street features in the area clearly support the normal 50km/h and the proposed reduction is a doing the 'visible' rather than the 'necessary'. The issues are A) Congestion related to the Alberton Oval upgrade created by poor Port Adelaide Enfield council planning processes - a shambles looms and everyone knows it (the club, residents and both Port Adelaide Enfield & Charles Sturt councils). If the Cheltenham speed limits change and this re-directs traffic to boundary areas with Alberton controlled by PAE Council ratepayers are going to be very angry. B) Hoon driving along Railway Terrace and that'd be better managed through traffic calming measures
22	Where is the evidence that reducing the speed limit has saved lives?? Won't be enforced, people will still cut through streets going faster than 40. You say 0 deaths by 2050, the cars will be driverless by then! Stop changing the pointless matters and worry about the things that you are paid to do like cut the verges and repair the footpaths then pedestrians might stay off the streets more.

**Neutral**

	Number of Responses	Percentage (%)
I don't mind the 40 Area	8	80%
I don't mind the 40 Area, but I do/don't think it should be on a particular street or streets (Name Street/s:)*	2	20%
<b>TOTAL</b>	<b>10</b>	-

*Not all respondents answered this question.*

**\*Name Street(s)**

Should be 40km:


- Seventh Street (1)
- Sixth Ave (1)
- Fifth Ave (1)
- Fourth Ave (1)
- King Street (1)
- Stroud St (north) (1)
- Stroud Street (south) (1)

Should not be 40km:

- Buller Tce (1)
- Railway Tce (1)
- High Street (1)

The last question was seeking any further comments, which are presented on the next page.

## Cheltenham – Other comments

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	40 kph needs to be introduced to Seventh Ave, Sixth Ave, Fifth Ave, and Fourth Ave/King St.
2	I do not agree with traffic calming measures. Whilst they do work, properties near these features have to put up with vehicle braking noises and the noise of vehicles accelerating out of them. These features also result in reduced on street parking outside of adjacent residences. I know that if one of these was proposed outside of my home, I would have to consider legal action to prevent the installation. Once the zones are in place, then regulatory enforcement should be instituted rather than traffic calming. Seventh Ave would be a cash cow for the govt with speeding fines from the PAFC footballers in their expensive European cars and large 4WDs. They can afford it.
3	I have relatives in 40kmp zones and it makes no difference to hoons. The only ones who obey are the ones who are currently not speeding around the back streets anyway! The cost involved in such an undertaking, would be better spent on any number of projects, within the Charles Sturt Council area, of which I am sure you have many.
4	NO, NO, NO.
5	Not required
6	Please install 40k in Marlborough Street Henley Beach to prevent it being the known  fast cut through street.
7	Please take any measures possible to stop hoons from using our street as a thoroughfare!
8	The only issue in my community is High Street at Cheltenham due to hoon drivers and cut through traffic and I have been trying to get speed humps installed for a number of years but keep getting told it is not high on the priority list. At one point a couple of years ago after my continued request, the council agreed to conduct a traffic survey which validated my claims of the above - only to be told again that the project may be looked at in the future. If you are GENUINELY concerned about reducing the risk of accidents and fatalities (and given the proximity to the cemetery, let me tell you there are a lot of near misses that I have witnessed), why hasn't this been addressed? I have lived in this neighbourhood for 15 years and have always been fobbed off and calls not returned. I am absolutely furious that you are now attempting to introduce a blanket speed limit of 40kms per hour when the majority of the streets in my neighbourhood are not an issue at all - yet the issue that I have been continually highlighting has not been addressed at all since I raised it many years ago. Would love for someone to actually return my call on this. FYI <span style="background-color: black; color: black;">[REDACTED]</span> was handling it originally and then last year I was advised that she had moved to another department and that someone else would call me back after calling again to follow up a number of times and still not receive a call, I have given up ...for now...
9	The road environment for the above roads allow for safe travel at 50km/h. The above roads are main access roads within Cheltenham and many residents need to use them when entering or leaving Cheltenham. If the speed limits on the above roads are reduced to 40km/h I would be advocating for traffic speed reduction features, such as speed humps, to remind locals of the need to keep to the 40km/h maximum speed.
10	We have a persistent problem with speeding hoon drivers in Cheltenham, usually after dark. I support the 40 Area for the reasons above (boxes ticked), and also as a means for dealing with hoon drivers. Therefore, as part of establishing the 40 Area, it is imperative that Charles Sturt Council liaises with SA Police to ensure regular police patrols and enforcement of the new speed limit.
11	We need some residential parking only signs on all Cheltenham streets, only valid on Port Adelaide FC match days at Alberton. Supporters are often littering and park badly.
12	Would like to see more of the speed limit stickers on our rubbish bins as a weekly reminder

### 4.3 Royal Park/ Hendon / Albert Park Feedback

The online survey was completed by 108 respondents and feedback is summarised below, which includes connection to the City of Charles Sturt and community sentiment about the 40km/hr area speed limit and traffic in Royal Park / Hendon / Albert Park.

#### 4.3.1 Which of the following best describes you?

Connection to City of Charles Sturt	Number of Responses	Percentage (%)
Resident/Tenant	33.33%	36
Ratepayer/Owner	63.89%	69
Business Owner	0	0
Visitor	.93%	1
Other	1.85%	2
<b>TOTAL</b>	<b>108</b>	<b>100%</b>

*\*Multiple responses possible*

### CURRENT PERCEPTION OF TRAFFIC WITHIN YOUR STREET/NEIGHBOURHOOD

#### 4.3.2 Do you think that cut through traffic is a problem on your street?

	Number of Responses	Percentage (%)
Yes	49	45.37%
No	54	50%
Unsure	4	3.70%
No opinion	1	.93%
<b>TOTAL</b>	<b>108</b>	<b>100%</b>

#### 4.3.3 Do you think that drivers travel too quickly on your street?

	Number of Responses	Percentage (%)
No	33	30.56%
Only a few hoons	20	18.52%
Yes, some drivers	33	30.56%
Yes, most drivers	21	19.44%
No opinion	1	.93%
<b>TOTAL</b>	<b>108</b>	<b>100%</b>

#### 4.3.4 Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood (ones that are proposed to become 40)?

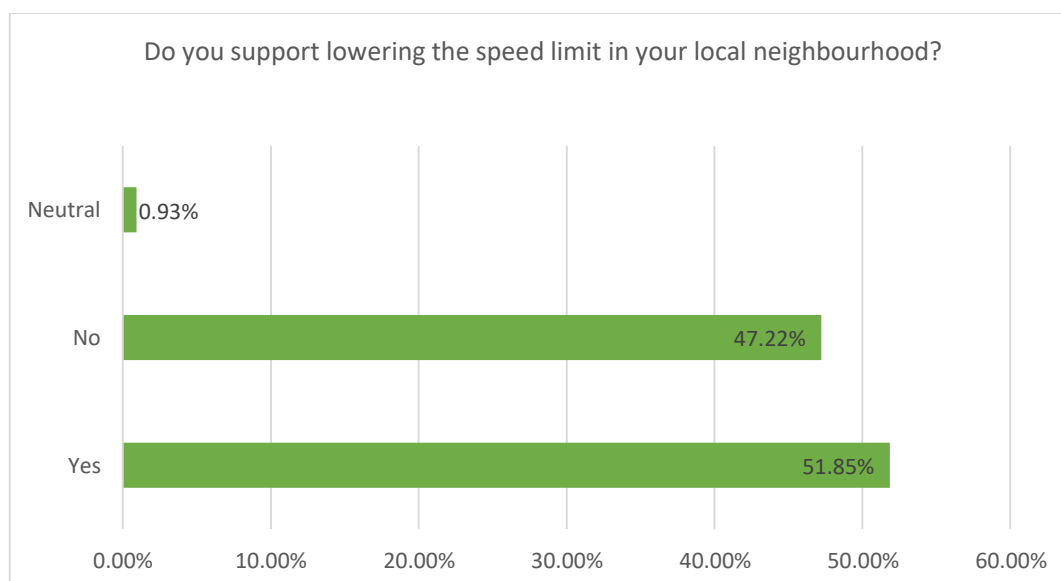
	Number of Responses	Percentage (%)
No	37	34.26%
Only a few hoons	9	8.33%
Yes, some drivers	35	32.41%
Yes, most drivers	23	21.30%
No opinion	4	3.70%
<b>TOTAL</b>	<b>108</b>	<b>100%</b>



4.3.5 Do you think that other drivers look out for pedestrians and cyclists when travelling on the local streets in your suburbs?

	Number of Responses	Percentage (%)
No	13	12.04%
Yes, some drivers	34	31.48%
Yes, most drivers	56	51.85%
No opinion	5	4.63%
<b>TOTAL</b>	<b>108</b>	<b>100%</b>

4.3.6 Do you support lowering the speed limit in your local neighbourhood?



	Number of Responses	Percentage (%)
Yes	56	51.85%
No	51	47.22%
Neutral	1	.93%
<b>TOTAL</b>	<b>108</b>	<b>100%</b>

4.3.7 Here are some of the reasons we have heard from our community in the past. You can tick any of these statements, if you agree, or add further comments.

**Reasons For Support**

	Number of Responses	Percentage (%)
Reduces the chance of crashes	47	78.33%
Reduces the chance of injury, death or damage in the event of a crash	51	85%
Slows driver, improving road safety for all road users, particularly pedestrians, bicycle riders and children	53	88.33%
Discourages cut through traffic	43	71.67%
Encourages active transport (i.e walking, cycling)	27	45%
Improves local amenity	28	46.67%
<b>TOTAL</b>	<b>60</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	50km per hour is suitable for my area, if there are pedestrians, children, animals, other vehicles it is common sense to drive slower and with caution. I strongly DISAGREE with lowering my neighbour's hoods speed limit.
2	Absolutely necessary. Every street is full of tyre burning marks. It's dangerous to take kids to the park. I've seen families walking with kids while hooners are burning tyres next to them. They are untouchable and no presence of police as I've called numerous times to report such issue, but they do not seem phased by it. They usually ask for video evidence which I find dangerous providing they show evidence to hooners.
3	Can you please provide stats on accidents in our area caused by speeding? Please include time of day and age demographic
4	Clearing illegally parked or poor parking conditions on the narrow streets, making some one way would create far safer conditions for all concerned rather than implementing a lower speed zone that council can't enforce.
5	Council wasting money controlling of our freedom. there are plenty of speed controls with schools' zones speed humps and roundabouts
6	Discourage drivers parking on the roadside, congesting the road making it dangerous for vehicles driving down it.
7	Due to Hendon Plaza Development and recent housing development Paqualin St will need a 40 km limit and other parallel Streets. Davidson would be better left as a 50/60 for commuters to Tapleys Hill Rd. I would like to see 50 Km between Davidson and Port Rd on Tapleys Hill Rd as well as raised islands with walker access especially at the Hendon Post Office for safety for our aging population.
8	Gordon street has no treatments and cars hoon down. Sopwith street needs roundabout people would feel safer. Recommend sign posted adequately.
9	How will the council or police monitor the reduced speed limits in the area? What speed reduction measures will be used or implemented?
10	I am concerned about the new shopping centre at the north end of Manuel Street. There is an Aboriginal community shelter for Women and Children right next to the south exit from the shopping centre car park and heavy traffic from fast food outlet may present hazard to them.
11	I am wary of crossing the road in front of our house with my children due to the high numbers of cars not respecting the current speed limit. There have been considerations in the past to decrease the speed limit to 40. This was supported by a lot of local residents in my street (Gordon St). A reduction of speed is to be welcome.
12	I do not believe the installing 40km/h speed signs will have much of an impact on slowing traffic down. But hopefully this is a step in the right directions to implement more traffic calming devices.
13	I have had people beeping me when I'm driving at 40kph, the street i am on is parking on 1 side as it is narrow the amount of cars that speed up towards Port road every day its a wonder there hasn't been an accident.
14	I live in Hawke Street which is used a lot by cut through traffic and have often thought we need speed humps to slow them down.
15	I live on the [REDACTED] I find even with the roundabouts in place on Farnham Avenue people still speed up and down this road especially people on motor bikes. People also use it to cut through from Tapleys Hill road to Clarke the. Having a 40km area will deter people doing this and I think it should be implemented.
16	I proposed 50km. 40km is too slow and can cause traffic congestions. I would like to propose providing a speed camera on West Lakes Boulevard area as there are a lot of motorcycles and car speeding after 10pm to 5am on random occasions. It's too dangerous for the houses and community living beside the streets.
17	<p>I raised this issue back on the 17th of January 2020 - refer below transcript - i believe issue has not changed since.</p> <p>From: [REDACTED]  Sent: [REDACTED]  To: [REDACTED]  Subject: suburban traffic / speed limits  City of Charles Sturt / to whom it may concern</p> <p>I raised a concern some time ago ( unfortunately I cannot find correspondence ) of the increased traffic for McKenzie Court Royal Park 5014 due to the redevelopment of land on corner of West Lakes Boulevard and Frederick Road Royal Park There has been an increased traffic thru McKenzie court based on the following observations</p> <ul style="list-style-type: none"> <li>• To turn right on Fredrick Road only exit point is McKenzie Court – this is for the southwestern end of Royal Park on boundary of Frederick Road and West lakes Boulevard</li> </ul>

	<ul style="list-style-type: none"> <li>• Increased traffic entering McKenzie Court off Frederick Road. Most concerning is the speed limit that vehicles are doing when entering McKenzie court to go right onto Arnold street , and vehicles exiting Arnold street to turn left onto McKenzie court , to add this we also more vehicles parked on McKenzie Court west of Arnold street where it is only possible to have one vehicle has to give way to another to ensure safe access I believe it is a matter of time before a accident happens or potentially someone get seriously hurt</li> </ul> <p>Believe a risk assessment is required of street which I believe should include the following</p> <ul style="list-style-type: none"> <li>• Measurement of vehicle usage per day over a period</li> <li>• Measurement of speed on street</li> <li>• There is no actual street signage suggesting speed limit, I believe should be 40km</li> </ul> <p>In closing a risk assessment/review is a whole lot easier and productive than after an event , I look forward to hearing from City of Charles Sturt on the above matter and in particular how we can make the street scape a safer environment for all residents</p>
18	I support the "40kph speed limit only solution". We have enough roundabouts and give way signs already. Having lived in and visited other suburbs where the "slow down" solution is various speed hump types, various changes to the road width, roundabouts, etc I can say that if people respect the "40kph speed limit only solution" it results in a much smoother, more relaxed drive in the area. In Royal Park, I find I do not often get much over 40-45 kph anyway as I slow down for crossings and pick up speed again. So having a 40kph limit won't need much change. It is mostly only "hoons" and impatient types who get to 50kph or more. - they are the ones we need to control. If the "40kph speed limit only solution" doesn't work everywhere, a few more physical/engineering changes can be added where necessary?
19	I support the creation of 40 km/hr areas, however my experience in other 40 areas is that compliance is mediocre at best. Unless the police put a greater portion of their speed cameras in these areas that won't change but some improvement would still be made.
20	I think reduced the speed in our street to 40 kmh it's very important, keeps the community safe, as we have quite a few drivers that speed in our street, and I would suggest a few speeds bumps. Thank you
21	I travel to and from work in this area via active transport. While speed is not often a problem due to the short streets and tight corners, I think it is important to show that it is a residential area and that drivers need to slow down. Reducing the speed limit shows that this is an area where people live and play, and that drivers should act accordingly
22	Improve neighbourhood atmosphere and ambience. Nobody wants to see burn out tyre marks on the streets, especially in front of their houses.
23	In certain areas where necessary road islands have them in Prospect areas some stop signs to stop cars speeding some areas street parking roads resurfaces need attention urgently of course budget allowing that year ??? Verge cutting has improved a little.
24	Increasing numbers of homes with old homes replaced with 2-3 homes with more cars parked on the road and more people and cars on the road. Reduced visibility now due to more parked cars. Reduced speed limit needed. Cut through roads are frequented with cars going faster than a safe speed. Children and older people fill this suburb. Need for increased safety.
25	<p>It does not look like you will be slowing down in my street, but I have serious concerns about the level of traffic that is diverted to George Street trying to get to Frederick Road, because other side streets are blocked. It is a heavy traffic area and a heavy pedestrian area as people are always going to the shops on the other side of the road. There are a couple of streets behind me where the cars are hotted up and extremely noisy, frightens the babies and toddlers. There is also a couple of houses where they have hotted up the motor bikes and it makes you jump out of your chair. It hurts our ear. There is no pedestrian crossing on Frederick Road and I have asked people who are crossing with people in wheelchairs, oldies and kids and prams how they feel about crossing there and they are all worried and or scared. Even if you do nothing about the other streets, because this street is a thoroughfare, it urgently needs a 40 k zone. It's not just that there are 4 lanes of traffic going down Frederick Road [REDACTED] but over the road Lochside Drive comes out by the shops. most cars turning right dash out in front of the streams of cars, trucks, ambos, motor bikes etc trying to squeeze into the flow of traffic and they don't always take into account the pedestrians. there have been some bingles there. As a grandmother taking small children to the shops and the park and the river behind the shops I hate this road. George Street urgently needs a 40k zone to slow down the speeding traffic coming from the streets behind us and help to watch out for the many kids that use that road to the buses and shops. And a pedestrian crossing is absolutely urgent. I have asked about this before, but nothing ever happens. thank you.</p>

26	It doesn't reduce anything. It just slows everyone down. Maybe not allowing all these tiny homes to be built (meaning less people parked in the street). THAT is the problem too many cars parked on the street NOT the speed limit.
27	It's not a huge reduction in speed - and as someone who has had a parked car hit overnight by drivers traveling too quickly down the narrow roads, I completely agree
28	Living on Glyde Street, it definitely needs speed reduced, whether it's taken notice of that's another thing. It is a cut thru street, which I don't have a problem with, but the speed that people drive down is over the top. The back streets, you can do much over 40 anyway I find, so if made 40 there shouldn't be much to complain about
29	Lower speed limit in suburban residential areas provides a safer environment not only for pedestrians, cyclists and children but also for drivers as they drive through the suburb, reverse out of their driveways and manoeuvre parallel parking in the streets. Thank you.
30	May Street has been redeveloped with speed arresters and yet still non-residents use this ALL THE TIME as a cut through to avoid the lights at Port Road. The only solution is a "Local Traffic Only" sign as May Street is used by people particularly at peak times/peak traffic as a cut through. They nearly ALL speed as they are the same people who are trying to rush the traffic and avoid the traffic build up. 40km zones will not fix it (they ignore the standard 50km/h so I expect them to also ignore 40kmh). The speed arresters now just mean that residents are playing chicken with people cutting through from Port Road or from West Lakes Blvd rushing to avoid the lights. It didn't fix the issue but added a new speedy Mexican stand off and who blinks first game as to who reaches the speed arrester first and who has to pull to the side to give way. 40kmh zones are annoying and are largely ignored by the very people you are seeking to target to reduce speeds. May Street has unique issue of being the cut through to avoid Port Road traffic lights. Local Traffic only signage is the only thing that will remedy that. Without enforcement or policing the issue of speeds is redundant. I support it (the 40kmh) as annoying as it is to crawl down the road watching my speedo. The issue will then be how many speed signs are going to be put up littering the street. Please don't paint the road with speed limits as that looks even worse. Finally - I'm not aware of any crash data, injuries or deaths on May Street. I'd hazard a guess and suggest it is none? The new speed zone will not stop the speedies or the huge amount of non-resident/non-council area residents using the May Street as a cut through between the major arterial roads.
31	Most suburbs now have many cars parked on the street so doing 60km/h is totally unsafe
32	My only concern is how the reduced speed limit will be enforced. Will there be speed humps or, better still, spoon drains?
33	NO TO 40 KM/H SPEED LIMITS!!!!
34	Not only should speed limits around Albert Park be reduced, but other measures should be considered to discourage cut through traffic and speeding. Eg speed bumps, one car only sections of road similar to May St
35	Particularly children. Doesn't discourage cut through - little pockets of local residents
36	People fly down Gordon Street doing speeds probably close to 80km per hour or more. Not only does the limit need to be reduced but police need to be more present and catch these people
37	Recent crash on Lowe/ Crown Terrace. Speed was the issue.
38	Reducing speed limits makes active transport a safer and viable alternative (with the right mix of infrastructure), reducing our reliance on cars. This improves wellbeing and helps reduce our emissions. It also gives parents the confidence to allow their children to get around by bicycle safely instead of being chauffeured around in oversized SUVs. Make 40 zones the default in every residential street in CCS, and back it up with redesigns of streets to further slowdown traffic.
39	Royal Park has wide streets. I've lived here for 6+ years and never had a concern as listed above the whole time I've lived here. People look out for each other. The occasional hoon is not going to be affected by reducing speed limits. They will continue to hoon. Perhaps this is an issue in Albert Park where the streets are smaller.
40	Safer community, happier community. Reduces hooning and speeding. Reduces excessive engine noise from vehicles revving and speeding on cut through streets. Rate payers and owners proud to live in the community. Safer for families and small children.
41	South Australia already has some of the worst drivers in Australia (yes, I have lived in a few different states) and what would make all roads safer is better instruction before allowing licences. Slowing traffic will not work the way you want it to it only increases frustration which leads to accidents.
42	The eastward facing intersection of Glyde Street crossing Osborne is a particular concern. There is a tree planted too close that blocks the giveway sign which results in a crash at least once year. A round-about here would eliminate this, as well as slow the cut through traffic (Murray, Osborne, Farman) from West Lakes Blvd to Tapleys Hill Road. I will add though that the roundabouts on Farman Ave do not deter speed, so it is likely that speed humps are also needed in high-speed areas.



43	There have already been inconvenient changes made to surrounding streets to address all of these issues. Careful drivers who will do the new 40km per hour speed limit will be the same people who drive safely now and the same hoon drivers will continue to hoon. It just creates more venue for government by fining people after implementing lower limits and confusing everyone about what speed each different road is. I strongly object to the proposed changes to speed limits (and I'm a regular cyclist who commutes as well as a resident).
44	This street is a "Court" and used to be so quiet when we moved into the neighbourhood - now the street over has a lot of new home dwellings and my street is now a thoroughfare to the street. Unfortunately, a lot of the drivers come off Frederick Rd doing 60kms and it becomes dangerous with homeowners parking their cars on the street - as there is two homes built on the original block that housed one home. When you look around the street each home has more than one car and some of these new homes cannot put a car into the garage as they have limited room in their home.
45	Traffic turning left off of West Lakes boulevard into Botting Street, easily make the turn at 60kph. Traffic then continues along Botting Street at 60kph and above (through the school zone) until they are forced to slow down at the first round about. This can make reversing out of our driveway quite hazardous, with some drivers becoming quite agitated because you have slowed them down. I can see that enforcement of the 40kph limit will be difficult.
46	Two streets from me often get hoon drivers all hours burning rubber and screeching, using the street as a race track.
47	Wattle Ave Royal park is like a race track, most days, [REDACTED]
48	Wilson Street, Royal Park, is an industrial area and not residential. Reducing the speed limit is unnecessary.

### Reasons for Non support

	Number of Responses	Percentage (%)
Ignored by drivers	28	45.16%
Inconvenient for driver / adds too much time to a trip	24	38.71%
Increases road rage/tail-gaiting	29	46.77%
Doesn't stop hoon driving	52	83.87%
Confusing (with different speed limits in the area)	37	59.68%
Speed limit doesn't match the road environment (all streets/particular streets/s)	30	48.39%
Not enforced enough	17	27.42%
Revenue raising	29	46.77%
Waste of money	33	53.23%
Little evidence to support 40 Areas	26	41.94%
<b>TOTAL</b>	<b>62</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	40 Km should only apply to narrow streets where parking causes a hazard requiring driver courtesy. Most locals are considerate. Re Hendon: restricted access or closure of Florence and Sheppard St to Paqualin St could reduce problem traffic from Hendon Plaza.
2	40km is way too low
3	50 has been the default speed limit in side streets forever, driving in other 40 neighbourhoods, most drivers ignore and do 50 anyway. All you are accomplishing is giving more opportunity for police to harass our community. With SA driving laws, a P plater who has been taught that 50 is the speed in side streets, could lose their license immediately if they are driving at 50 and slip a few kms above.
4	Absolutely no need
5	Also, I do not want ugly signs in my small already cramped suburb.
6	Another over each of an illegitimate 3rd tier government who has no legal authority
7	By dividing this survey into 4 it appears to be a discouragement. It is already confusing enough having 60 and 50 zones. I do not expect police have the resources to sufficiently enforce this. The average time to get into the city has already increased in the last 20 years, Adelaide used to be the town you could get anywhere in 20 minutes
8	Don't feel that drivers in the area speed. There are also quite a few roundabouts in the area that slow down the traffic already. Looks like most people in the area abide by the current speed limit and are considerate of others. Have not seen or heard of any accidents in the area due to speeding.
9	Except for recently 'improved' May St, roads are generally wide and safely carry traffic at 50kph. The emphasis on discouraging cut through traffic suggests it is a problem. I don't think it is. What is a problem, is the amount of traffic on major roads, which is more likely to worsen with this proposal. If it isn't broken, why is there a desire to fix it?
10	for everyone's safety more families moving into the area.
11	Glyde street in particular it would be better to add roundabouts or stop signs

12	Hate it. Leave the speed limits as they are.
13	Hoon driving in my area is usually done late in the night on Fredrick Road. To this date I haven't seen any irresponsible or fast driving on suburban streets sound my place. There are too many give way signs, roundabouts and cars parked on the side of the roads to be going fast. Also there really isn't a lot of traffic except on days when the ovals are being used for sport. This can be a problem because there is a shortage of parking at the oval. Streets surrounding the ovals that are affected are mainly Kingston, Lowe and Crown. There is a crossing on Kingston which slows traffic down. Lowe and Crown could do with a 40km zone to protect children.
14	I am strongly opposed to the lowering of any speed limits; it just wastes time and will inconvenience me and many others during my work and other trips. I also walk and cycle extensively in the council area and don't feel unsafe or have any issues. As vehicle safety technology, driver aids and pedestrian protection has improved drastically over years I was expecting limits would stay the same or look to increase. This appears to be an initiative looking for a reason, especially in the councils' communications (massive push polling). Wish the council would suggest to reduce the rates we pay by 20%
15	I believe the 40 zone will only inconvenience local residents. It will not deter any unwanted behaviour because they have no regard for the limit anyway no matter what it is. There is not enough safety risk to justify lowering the limit.
16	I can only speak to my experience in my street. It could be a necessary thing for surrounding suburbs but not here.
17	I have lived at my current address for over 30 years. In that time, I doubt we have had more than 2 accidents that I can remember. There is no need for any speed restrictions in [REDACTED] Street Albert Park or the Albert Park area as a whole.
18	I think councils have forgot about their key roles in the community, as we are currently in a cost-of-living crisis, and I think the money that would be spent on erecting signs could be spent of community support programs. Can the council please tell the rate pays how much it would cost to implement this change? As some of our community parks are run down, maybe rate relief for residents that live in the homes, community foods gardens. things that can support and bring a community together.
19	I think the vast majority of drivers observe the correct speed limit and the streets in the neighbourhood are safe as they are. There are a few idiots who scream downside streets doing 80kmph, but this is unlikely to impact their behaviour. I don't believe that the reduced speed limit would improve safety, because if it did - you'd be presenting us with the overwhelmingly positive results from doing this elsewhere. Much like the rest of our road network the main causes of accidents are inattentiveness, distraction and fatigue, which this does little to address. Perhaps these resources would be better spent improving the condition of the roads (particularly after SA Water have poorly patched up the road after their work).
20	If reducing speed limits, enforcement needs to be obvious. Speed cameras deployed etc
21	If they are speeding now when it is 50km/h, what is lowering the speed limit to 40km/h going to achieve besides frustrating local residents by having to travel slower.
22	I'm kind of ambivalent to it. I anticipate by 2030 we will all be driving at 15kmh and wearing crash helmets in our electric speed governed shuttle cars or we all ride our council issued rainbow coloured bicycles.
23	It will be confusing as adjoining council areas are not 40km/h I would understand if all council areas across the metro area were all the same, but they aren't
24	No evidence to support that this actually reduces anything. Most people go 50 in backstreets regardless of the speed limit it's just ignored.
25	NO TO 40KM/H
26	Once new speed limit is grasps people will get used to. Will get accepted and adhered to. Road rage - wrong doers, they will find a place elsewhere in another area. Once signs are up it will give drivers something to think about. if introduced, need police presence. Durham tce / cooke cres - accidents will happen there. This is where we LIVE - its a lifestyle
27	People who are already hooning and speeding are already breaking the law, having the speed limit changed means they break the law by a little more than before but slows down everyone else doing the right thing. It impacts the people actually already being safe drivers and doesn't change anything for those ignoring it anyway.
28	people would soon learn to slow down, none of the above arguments for non-support are sensible. George St has a heavy traffic flow. something needs to be done.

29	Showing traffic from 50 to 40 only frustrates locals. There is hardly any through traffic on most streets on my suburb. What is needed is better signage on some roads and I'm willing to discuss these if you have any interest in keeping people safe. I know from experience as I have been in a car accident myself in Hendon. If the speed limit was 40km, it would not have prevented my accident.
30	Stop wasting rate money school zones and roundabouts are doing the job ...
31	The road was built for cars as we pay rego! If it's about pedestrian safety, then the government should mandate that car brakes be upgraded so cars can stop quicker if it's about pedestrian safety!
32	The streets in our area are wide, and there is no safety reason for reducing the speed limit. I have lived here for over 10 years and never seen an incident due to excessive speed. The same idiots who ignore the current speed limit will still ignore the new limits, and it will just be irritating to those of us who do the right thing.
33	There are designated roundabouts which slow traffic enough if roundabouts are sufficient. I don't want my rate paying going to the cost of speed reduction, would support beautifying the streets and verge maintenance which should already be occurring on a regular basis.
34	There are few if any police enforcing side street speed zones or any other road rules, so this lower speed zone exercise is futile! Council would be better lobbying State Government for increased police patrols and council rangers to enforce local governance pertaining to parking etc
35	There have been little to no incidents regarding safety for road users or pedestrians in this area for the last 15-20 years. Anything that we as ratepayers seems to be ignored anyway.
36	this is an excellent initiative - if is passed within council the signage of new speed restriction will be critical and also policing.
37	This will not allow traffic to flow!!
38	This will only be fully effective if initial monitoring (perhaps by pneumatic hoses to monitor traffic) identifies streets where vehicles regularly speed and follow up with random enforcement (regularity based on level of traffic identified by initial monitoring) with heavy penalties imposed.
39	To be successful, it will need to be strictly enforced.
40	What kind of dumb fool thinks that the road toll can be zero? A sign cannot judge conditions, yet someone feels that everyone must be stuck and held back by driving to what the lowest common denominator is capable of. This is wrong and another sad attempt by council who seem to enjoy wasting money where it's not needed. How many fatalities has there been on these roads highlighted for 40 involving vehicles that were travelling the speed limit to warrant reducing it? Must be a significant percentage of the already very low figure of the last year state wide? Maybe stop the greedy cash grabbing and allowing the development of all these dump little quarter block size houses etc making twice as much traffic and obstructive streets with cars parked everywhere.
41	Wilson Street, Royal Park, is an industrial area and not residential. Reducing the speed limit is unnecessary.

**Neutral**

	Number of Responses	Percentage (%)
I don't mind the 40 Area	15	88.24%
*I don't mind the 40 Area, but I do/don't think it should be on a particular street or streets (Name Street/s:)*	2	11.76%
<b>TOTAL</b>	<b>17</b>	-

*Not all respondents answered this question.*

**\*Name Street(s)**

Should be 40km:

- Gordon Street
- George Street

The last question was seeking any further comments, which are presented on the next page.

## Royal Park/Hendon/ Albert Park – Other comments

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	Apart from Botting Street, which is the widest, most of the streets now have cars parked on both sides which makes the roads narrow. Most blocks that have been sold now have 2 houses on the block and 2 to 3 cars that don't fit in the garage, so they are all parked on the street. A 40kph area is a good idea.
2	Are you willing to take a 20% pay cut to fund the lowering of the speed limit of 20%? This will pay for additional signage and advertising on the new speed limits if this goes ahead. I highly doubt it.
3	AS long as there remains 50/60kph corridors on the outer edge of these suburbs or through major roads
4	Gordon Street has a big problem with hoon drivers and others travelling too fast at the Port Road end. We have the PEER carpark behind us so have uninterrupted sound from that street. As Albert Park is an old suburb a lot of the streets are quite narrow, and with people now having more than one car families and not all being able to park off street, 40kph is a very good idea.
5	Hearing hoons, skidding around. I feel there wouldn't much or any confusion if the main thoroughfare or perimeter of Royal Park would accept that its a sensible arrangement - but keeping it in the local streets. Confident that if introduced it would work in Royal Park.
6	I don't live in the Albert Park, Hendon or Royal Park suburbs, but living in West Lakes I commute through all three every day on my bicycle to get from West Lakes to the Outer Harbor Greenway, at Woodville. To get there I either have to brave arterial roads or take a maze of backstreets on which people cut me off and speed past me. We need to create an environment where our more vulnerable road users (cyclists and pedestrians) don't feel like second class citizens.
7	I have not experienced anything to warrant my want for lower speed limit. I have been in Hendon for 7 years and grew up in Ethelton.
8	Local Traffic only sign for May Street which should remove the cut through traffic (all who seem to want to maintain 60kmh plus to get to wherever they are going and avoid the traffic lights at Port Road/West Lakes Blvd. I'm not being a NIMBY. it just seems logical. A 40kmh isn't going to help (but it might raise some coin if the popo sit there every day at peak hour).
9	NO TO 40KM/H
10	Not enough is done to introducing roundabout at intersections or even better speed humps. That will definitely slow drivers, especially down Crown Terrace. That's all the residents in my location of the street want. For all our sake please do that. 40 kmh speed limit what a laugh.
11	please 40 in George Street and a pedestrian crossing on Frederick Road opposite the shops.
12	roundabout on Sopwith and Dehaviland Ave intersection - hoon down. Gordon Street needs to have traffic treatments - its ongoing with speeding cars.
13	should be on every residential street. Why cant we have speed humps on Maple Street? Myrtle Street & Maple, Crown Terrace are streets that experience excessive speed. Coming from Tapleys Hill Road, cutting through to west lakes.
14	Strongly support adding reduced speed limits to Botting St, Osborne St, Gordon St, Glyde St and Farman St. Cars are constantly speeding through these streets and roundabouts don't discourage them. Reduced speed limits and enforcement of those limits should make them think twice.
15	Thanks for involving locals. [REDACTED]
16	WATTLE AVE AND CEDAR AVE ROYAL PARK
17	Wilson Street, Royal Park, is an industrial area and not residential. Reducing the speed limit is unnecessary.

#### 4.4 Henley Beach / Fulham Gardens Feedback

The online survey was completed by 156 respondents and feedback is summarised below, which includes connection to the City of Charles Sturt and community sentiment about the 40km/hr area speed limit and traffic in Henley Beach/Fulham Gardens.

##### 4.4.1 Which of the following best describes you?

Connection to City of Charles Sturt	Number of Responses	Percentage (%)
Resident/Tenant	51	32.69%
Ratepayer/Owner	96	61.54%
Business Owner	2	1.28%
Visitor	6	3.85%
Other	1	.64%
<b>TOTAL</b>	<b>156</b>	<b>100%</b>

*\*Multiple responses possible*

#### CURRENT PERCEPTION OF TRAFFIC WITHIN YOUR STREET/NEIGHBOURHOOD

##### 4.4.2 Do you think that cut through traffic is a problem on your street?

	Number of Responses	Percentage (%)
Yes	80	51.28%
No	68	43.59%
Unsure	3	1.92%
No opinion	5	3.21%
<b>TOTAL</b>	<b>156</b>	<b>100%</b>

##### 4.4.3 Do you think that drivers travel too quickly on your street?

	Number of Responses	Percentage (%)
No	40	25.64%
Only a few hoons	30	19.23%
Yes, some drivers	43	27.56%
Yes, most drivers	41	26.28%
No opinion	2	1.28%
<b>TOTAL</b>	<b>156</b>	<b>100%</b>

##### 4.4.4 Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood (ones that are proposed to become 40)?

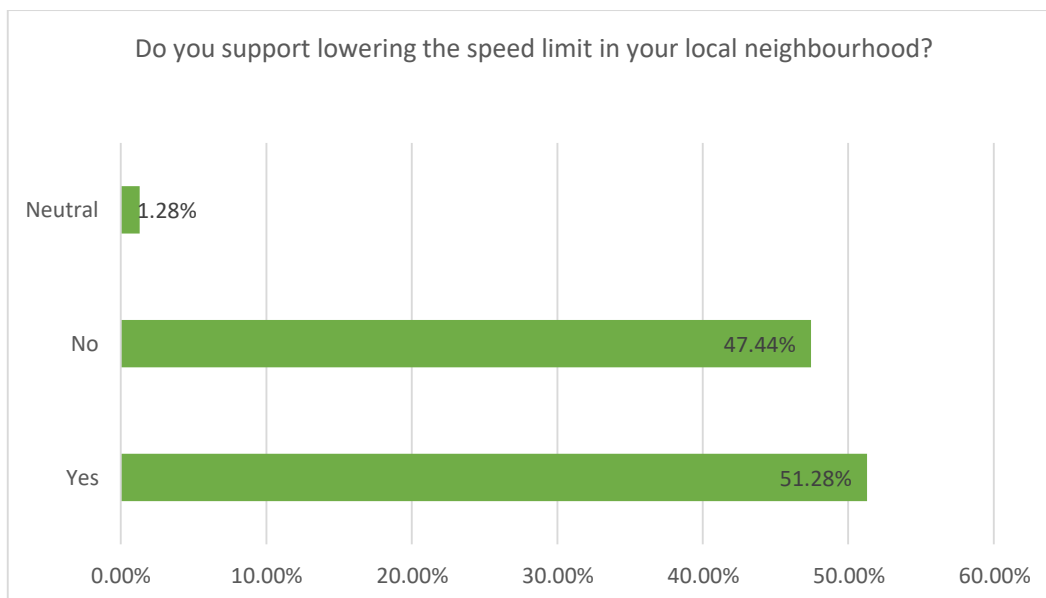
	Number of Responses	Percentage (%)
No	41	26.28%
Only a few hoons	29	18.59%
Yes, some drivers	47	30.13%
Yes, most drivers	27	17.31%
No opinion	12	7.69%
<b>TOTAL</b>	<b>156</b>	<b>100%</b>



4.4.5 Do you think that other drivers look out for pedestrians and cyclists when travelling on the local streets in your suburbs?

	Number of Responses	Percentage (%)
No	26	16.67%
Yes, some drivers	51	32.69%
Yes, most drivers	77	49.36%
No opinion	2	1.28%
<b>TOTAL</b>	<b>156</b>	<b>100%</b>

4.4.6 Do you support lowering the speed limit in your local neighbourhood?



	Number of Responses	Percentage (%)
Yes	80	51.28%
No	74	47.44%
Neutral	2	1.28%
<b>TOTAL</b>	<b>156</b>	<b>100%</b>

4.4.7 Here are some of the reasons we have heard from our community in the past. You can tick any of these statements, if you agree, or add further comments.

#### Reasons For Support

	Number of Responses	Percentage (%)
Reduces the chance of crashes	56	68.29%
Reduces the chance of injury, death or damage in the event of a crash	66	80.49%
Slows driver, improving road safety for all road users, particularly pedestrians, bicycle riders and children	80	97.56%
Discourages cut through traffic	63	76.83%
Encourages active transport (i.e walking, cycling)	39	47.56%
Improves local amenity	42	51.22%
<b>TOTAL</b>	<b>82</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	All of the above points are valid and have merit. As an [REDACTED] of 20 years, sadly in the course of my career I attended far too many road accidents involving pedestrians and particularly children. Too many of the kids sustained injuries that led to their deaths. From my observations of injuries sustained, vehicular damage, skid marks and the distance a child was thrown from impact. A lot of the cause can relate to speed and inattentive behaviours or a combination of both. Military Road may have the misnomer of Road, but it belongs to a different era, when the density of traffic was much less and the density of population was also considerably less due to then larger allotments being available as the norm.
2	All of the reasons are valid if road users adhere to the speed limit and this is not the case even now it's a 50kmph zone so dropping the speed limit to 40kmph is only successful if its adhered to by road users and policed by relevant authorities.
3	All residential streets should be reduced to 40 or in some instances even lower
4	Allows kids to play (ride bikes/scooter/skateboards) on the streets knowing that the cars should be travelling slower.
5	Already there are too many restrictions, on a weekday I go through 3 speed zones to get to the local Fulham Gardens Shopping Centre. 50km in my Street, 30km on Mitton Street, 50km on Marlborough Street and 60k on Tapleys Hill Rd. Surely, we need no more, what happened to personal responsibility? Stop messing with the speed limits and instead, get the teams out to cut the verges of many properties, particularly in places where the elderly can no longer do it themselves.
6	Any reduction in speed is a good one - due to the narrowing of Military Road north of South Street there is increased traffic that drives along the southern end of East Terrace which is a designated bike lane. I am also glad to see this covers areas where there are schools, both primary and secondary - drivers are more likely to slow down correctly to 25 km/h when only starting at 40 km/h. We live in this area and there are many visitors over summer driving around looking for parking in our streets. Visitors to the local economy employing our kids is fantastic (better than a ghost town) but making sure the visitor realise this is a residential area and to drive accordingly is a good thing.
7	As a rate payer and resident of East Terrace I strongly support the proposed extension of the 40k zone along East Terrace Henley Beach as well as all streets throughout Henley Beach and Fulham Gardens. Council needs to be made aware that the Military Road upgrade and "beautification" has resulted in a significant increase in traffic and noise along

	East Terrace Henley Beach. This has implications for pedestrian safety, road safety, and the quality of life for East Terrace Residents. The proposed extension of the 40km zone further along East Terrace Henley Beach must be supported by Council.
8	Cars cut through on wright to bypass roundabouts on East tce and cudmore tce and are all speeding this needs to be addressed before someone is hurt. 40km ph will help but roundabouts or speed humps need to be installed on wright st cars go way to fast on this street.
9	I've already chatted with Sara re the map that indicates I live in a 40km zone which unfortunately IS NOT a 40km zone & most definitely needs to be. I'm now aware that as Seaview Rd is an arterial route, it needs govt approval to make this section a 40km zone. I've resided here for almost 6 years and (am almost 70) regularly walk and use the buses. People crossing Seaview Road for buses, access to beach etc is a daily problem. In addition, I want to also mention the incredibly dangerous intersection of Henley Beach Rd & Seaview Road. The number of near misses I see with people with children, dogs & older people trying to access the beach is something that is a concern. There's often confusion with the direction of traffic at the round about as well. There are no stop signs for traffic entering Henley Beach in an easterly direction from the Esplanade. I need to provide these comments as they're related to road & community safety n this area.
10	Cudmore Terrace traffic in recent years has become like a main road. Im perplexed that on a street that has 2 major schools (Henley High and St Michaels) that there hasn't been any priority given to protecting children. 40Kmh for Cudmore Terrace should have been the first street reduced to 40kmh before worrying about the precious folks around Henley sq. And again it looks like Cudmore Terrace is being ignored. Traffic is crazy on this street. Please do something to reduce the traffic load. I would like to hear back from you as to why a street with 2 schools isn't being considered? A lot of students walk and move out of the 25km school zones....
11	Cut through traffic is also incredibly noisy, the revving of engines. The north st, badenoch, jeanes, menkens corners are treated like a racing circuit
12	Definitely support the 40 zone on Military Rd in this additional section as it will continue existing 40 along past the Star of the Sea School. The increased traffic on weekends in summer, with streets congested with parked cars and traffic also warrants a reduction of speed limit in the proposed section.
13	Drivers constantly drive to fast. They accelerate out of the 40 zone that is further along East Terrace, to a point where they go faster than 50.
14	Drivers cut through from Messenger Rd to avoid traffic lights at Grange/Tapleys Hill Rd intersection.
15	During the working week I walk from Henley Beach to Grange train station. I also walk to Henley Square and the shopping centre a few times a week. For me being able to safely walk around my neighbourhood is super important to me. I have witnessed drivers not stop at the new pedestrian crossings on Military Rd, and trying to cross Seaview Road from Marlborough St can be difficult. I totally support the proposed 40km/h restrictions.
16	Holthouse Road has become a busier road with increased traffic using the road as a cut thru from Tapleys Hill Road to Marlborough Street, thus avoiding the delay at the lights at the Tapleys Hill Road Marlborough St intersection. There are a number of children on bikes who use this road to go to the park at the end of the street and older persons who walk in the area and have a reason to cross the road as only one side of the road has a footpath. School drop off and pick up times traffic has also increased with St Michaels College expansion. Hoon drivers are also a problem on this road at times. Even speed bumps may help to deter speeding traffic.
17	Hoons will speed regardless of speed limit. 50 is the most ideal speed. Common sense prevails if there is any congestion or many people traffic etc and I would adjust my speed accordingly as required. 40 is too slow in certain conditions and the main people to benefit will be police and their radar set ups. The way Cudmore Tce has been revamped ensures a nice slow traffic of 50 when appropriate unless in school zone and it has a new speed bump in front of St Michaels College. The current 40 zone near the square etc is all that is needed.
18	I believe that a 50kph speed limit is sufficient when it is used in conjunction with other controls such as roundabouts, pedestrian crossings and school zones (but please do not use humps).
19	I believe that roadways bordering all parks and reserves should have a mandatory 40 Kph or slower speed limit for the safety of all humans and their pets enjoying park activities. As a community we should be more proactive on enforcing the speed limits on roadways adjacent to parks especially those with long straight boundaries.
20	I believe the 50km limit is adequate
21	I don't agree with reducing the speed limit to 40km/h as it only affects law abiding citizens who already drive carefully, it doesn't stop the occasional hoons who don't care regardless of speed limits. I only support 40 km/h limits for high pedestrian areas eg Henley Square. We already have too many varied speed limits, which is confusing to all road users.
22	I have lived in the area for 50 years and it is only roads like Cudmore Terrace which connects Grange Road to Henley Beach Road which experiences speeding drivers. Pole mounted speed traps should be used for streets experiencing a problem with speeding vehicles. Surrounding side streets don't need 40 km/hr speed limits.

	Your reasons for support are not supported by any statistics or studies that support your proposals for the City of Charles Sturt. There also needs to be consistency with adjacent council areas.
23	I have never heard of something so stupid. I know the council wanted this a few years ago and due to the backlash shelved the idea and has been doing it by stealth a few streets at a time. I have lived in the area for over 30 years and have not seen any issues. Where is the data about all the crashes? Where is the support for this other than a few dinosaur groups that want to turn Henley into a nursing home. Ok drop the speed around the new paths that lead to the square but the boundaries listed are completely ridiculous. From Tapley's Hill Rd to the Beach is laughable. We have such a beautiful area, how about being a bit more progressive instead of cow towing to the old cronies in the residents associations. I can only assume that is what is happening because this is not common sense but total stupidity.
24	I live on a street directly across the road from a Kindy (White Street) it also has an entrance to a high school and a community oval. I'm astonished it's still a 50 zone. My Father lives in a quiet backstreet of Findon and it's been a 40 zone for years!?! Why is this only happening now in such a busy, congested area?
25	I live on the junction of [REDACTED] primarily in the middle of the 40 km/h zone for East Terrace. The 40 km/h zone is never monitored or policed. Car regularly travel in speeds excess of 40 km/h - daily. Council is attempting to push traffic away from Military Rd (Due to Main Rd + Military Rd intersection changes) into East Terrace - creating more traffic flow. The junction for Main + East - regularly cars are tooting their car horns at each other due to excessive speeds and issues turning out of Main Street. Extending speed limits to not the sole answer - slowing traffic down in more meaningful forms should be a key consideration.
26	I stay in the area of Fulham Gardens that isn't being proposed for a 40 area & I would love to see it rolled out in our area (Belfast Street/Westminster Ave). We are lucky that the children in our street all play outside on bikes/scooters etc. and think a 40 sign reminds you to check your speed. If someone wants to drive recklessly, they will regardless of street signs, but the average person driving sometimes needs a prompt to slow down.
27	I strongly feel that all beach / coast suburbs should have an across the board 40km/hour speed limit. Not just a handful of selected roads. Having varying speed limits causes confusion for drivers. It makes for a safer community for everyone if speed limits are reduced. If people don't like the slower speed limit through the coastal / beach side suburbs they should stick to driving along Tapleys Hill Road.
28	I support the reduction of the speed limit on the southern end Cudmore Terrace. However, I am disappointed that the reduction was not extended to the entire length of the road from Grange Road to Henley Beach Road. I think the section of the road most in need of a speed reduction is that section that passes the Western Hospital the ECH Wellness Centre, the Seaside Tennis Club and the medical practices on the west side of the road. All of these facilities attract a large number of patients during the day. The medical facilities attract a large number of elderly people many of whom have mobility problems, hearing and vision issues. The area has a very large number of traffic movements during the day and the lack of on-site parking means that street parking is the only option for most, and this is quite limited. I'm also concerned that the council would not consider the safety of the large number of school age children going to and from the numerous schools in the area to catch public transport or use the Seaside Tennis Club are not worthy of consideration. As a resident (working from home) [REDACTED] of Cudmore Terrace I can provide a number of examples of instances where elderly people trying to cross the road have stumbled when panicked by approaching traffic (in two instances they have fallen), patients in wheel chairs are often seen trying to negotiate the steep camber of the road and the on-coming traffic, vehicles in search of a parking space often undertake risky U-turns and disrupt traffic flow. I urge a reconsideration of that component of the proposal and would support an extension of the 40KPH speed limit to the section of Cudmore Terrace from Marlborough St to Grange Road.
29	I will die on this hill writing to council non-stop if this passes through.
30	I would strongly suggest that the speed limit along Seaview Road from the Torrens River outlet to the square be 40km. This will make it consistent with the rest of Seaview Road. There is definitely a speeding issue along this section of Seaview rd.
31	I would strongly support the proposal as an additional measure to improve amenity of the area especially following the upgrade of Henley Square precinct. Also improves safety around schools and community generally.
32	If you would really like to make a difference to the local community. How about putting speed cameras on Seaview Road through the shopping area and the front of the Ramsgate hotel. let's face it, it's all about revenue raising, safety be damned. Every single day in summer so many idiots ride motor bikes and drive cars through the square at high speed it is only a matter of time before someone is killed. Probably a child running to get to the beach. I know no one will ever read this let alone answer, that's why people have no trust in your council your all about bs.
33	It has to be enforced. Unfortunately, there are never any traffic police around on Military road- particularly at night.

34	It's hard keeping cars at 25 kms even in a school zone so reducing to 40kms before 25kms is a good (gradual) move to slow down. I would also encourage SAPOL to be present at school zones more because people are not adhering to school zone speeds and no regard for pedestrians e.g. St Michael's College.
35	It's much better for safety reasons and families.
36	It'll only frustrate drivers to become more aggressive. And push traffic onto other roads. Agree 40km is needed around Henley square but that is enough. Leave it as it is. Don't pander to a few.
37	Keep it at 50
38	Lowering the speed limit doesn't result in compliance from those who are at most risk of being involved in an accident.
39	Marlborough Street between Seaview Road and East Terrace seems to of become busier lately. They could be avoiding the square. But also in summer there seems to be more hoon cars. Louder cars faster cars. It would be great if we could get a slower speed limit or some speed bumps. Just something to slow people down. Maybe some slow points?
40	Marlborough street has become very dangerous for drivers, cyclists and pedestrians. It is difficult to see oncoming traffic when backing out from driveway. The period when there was restricted parking on the south side did help the situation, and I was in favour of the no parking signs remaining in place. My preference is to reinstall them AND reduce speed limit to 40Km
41	Menkens Steet is a back street. We have traffic travelling at speeds up to 80-90Kmh on a regular basis. There is an urgent need for traffic calming and a pedestrian crossing for children to cross the street to attend Fulham North Primary School. The same as the one on is Cudmore Terrace which is on a main feeder road. We get both St Michaels and Henley High students using it as a race track. There is plenty of rubber on the road to prove what happens in the street. Also Badenoch Street is also a speedway with plenty of rubber on the road. This area needs 40kmh zones as a matter of urgency.
42	Mitchell Street is busy with p platers from high school and potential Trimble on streets mainly walking with dog etc. Also weekend sports venues are problem. And night time hoons doing tire burns and noise with high speed.
43	most cars travel at an appropriate speed
44	Most of my life I have lived in 40km areas with narrow roads and parking has been permitted either one side or both, those areas make sense for 40km as there is a lot of congestion. However 40km in the Fulham Gardens and Henley Beach area is ridiculous, the streets are wide, you already have roundabouts everywhere or speed slowing strategies all down North street, which all do slow drivers and that's without the many 25km areas due to so many schools zones in close proximity. I personally believe it's overkill especially down Menkens Street as it is lovely and wide and never have I seen it flat out busy with traffic of cars and children despite it being right near Fulham North and St Michaels for it to warrant a speed change. Have I noticed some [REDACTED] hoon burn out marks on the road down menkens? Yes but reducing it to 40km isn't going to stop idiots like that. It will also see so many getting confused with the speed limit with some areas of Charles Sturt being 50 and then 40. For me it's one or the other and implement it across all Charles Sturt council to avoid confusion. A road that needs severe improvement and monitoring is Tapleys Hill Road from Henley Beach to Grange Road as that is where you will find all your idiots who speed in from day to night and think it's never then who will have their car ripped in half crashing into a pole or killing an innocent driver. That road has been dangerous and not monitored as long as I can remember yet nothing had been done at all to stop it and deaths have happened on that stretch. I think your focus as a council is way off if you're not looking at that road.
45	My children walk to and from school, sport, Pt work and friends. It worries me a little as some drivers (not necessarily local) speed through the area. Wright street is of particular concern as many drivers go faster than 50km as it seems "less likely to get caught". Be great to see a little more traffic policing presence to deter drivers. Could even consider other effective means to slow drivers on Wright street, e.g. road humps. Feels like drivers use this instead of Cudmore or East to "avoid" sighting. With Covid one of the positive impacts has been children enjoying their local neighbourhood- let's keep them safe.
46	People hoon down Cheadle Street, treating it like a 60km/hr road. This is especially dangerous considering all the kids walking and riding to Fulham North Primary School. I think Cheadle Street should be 40km/hr and lowered to 25km/hr near the school (like most schools have near crossings across Australia!!!). I have seen several near misses as cars drive fast towards the school. Also, I think stopping the 40 km/hr boundary at Cheadle is nonsensical and that you can easily include all the way to the West Torrens boundary (Riverside Drive). If you are worried about the transition, then that is no different from current boundaries around Henley which are easily signed. In summary, it would be great if.... 1) support 40km/hr

	<p>2) 25km/hr, flashing lights, etc. near the school</p> <p>3) include region south of Cheadle towards Riverside as 40km/hr</p> <p>4) reduce cut-through traffic coming down Thelma Ave towards Henley Beach Road (not sure how - local traffic signs?).</p> <p>thanks, [REDACTED]</p>
47	Reduction in speed limit not required, 50 km zones are all that is required!
48	Residential streets are places that people live. Having the speed limit at 50 means that cars dominate these streets, and push people inside. Reducing the speed limit will help reduce the domination. The increases in travel times will be minor given the distances that are travelled to arterial roads. We live in a beautiful area. Let's get outside and enjoy it without being dominated by traffic.
49	Road traffic has dramatically increased and impacted our street, East Terrace Henley Beach and residents/ratepayers since the commencement of the Military Road Upgrade Project commenced. Drivers do not adhere to the current speed limit. Despite this Project being completed and Military Road reopening, sadly East Terrace still has high road traffic volumes. We have a high number of elderly people crossing our street to the local shops and also exercising across our suburb and adjoining suburbs. We also have young children, kindergarten and school children walking to school and crossing our streets during their journey to and from school and popular John's Reserve. John's Reserve located in East Tce between South Street and Henley Beach Road, this is currently a 50 km/hr speed limit area. The majority of drivers exceed the current speed limit. I don't know why but the increased traffic on our street seems to have also provided drivers with an available road space to speed through our suburb. It did not seem to be such an issue before traffic was diverted to East Terrace Henley Beach from the Military Rd Upgrade Project commenced and now the increased traffic volume and noise problem remains. I suspect this is also due to the Military Rd speed limit being reduced to 40 km/hr which has forced drivers to choose travel down East Terrace rather than Military Road as it is a faster and less complicated travel route to drive. It is only a matter of time before a pedestrian is hurt or worse, killed by a driver who is driving too fast. I would welcome 40 km/hour speed limit in our street, East Terrace and in fact across our entire suburb of Henley Beach. Having 40 km/hour speed limits across our suburb may also assist in preserving the relaxed feeling of our old beachside suburb and assist in supporting everyone's good health and well-being. Thank you
50	Should have more policing of hoon drivers and monitoring noisy vehicles on the beach front and cafe areas
51	Speed bumps and or speed camera/consistent monitoring and fines will be more effective In tackling speeding, safety and noise pollution from revved engine issues
52	Speed limit signs are only an administrative control. Engineering controls should be put in place such as traffic calming infrastructure like narrow streets, chicanes, tighter radius on intersections, one-way street, protected bicycle lanes, zebra crossings, wombat crossings.
53	Strongly support lower speeds. Noise reduction and safety for all road and footpath users are the main reasons. North Street is used as a race track on weekend nights, which may not be stopped by lower speed limits but which will allow higher penalties for those doing the racing if caught.
54	The boundary for the proposed 40km zone is Marlborough Street. I do not know if it includes the street. If not, it needs to include this street. There are four schools (one at the end of the street), increased summer traffic who do not park in the Square anymore due to lack of parking and traffic restrictions, locals who now use Marlborough St rather than drive through the busy Square, trucks, delivery vans who use the street due to it being the only through street from Seaview Road to Tapleys Hill Road. Visibility in the street is very bad due to Norfolk Pines, school pick ups and lots of parked cars in the street (apart from school drop off and pick up times). With cars parked either side of the street 2 SUV's cannot pass each other and some try to doing 60km! Cars need to be re-directed onto wider streets such as East Terrace, Cudmore Terrace. Military Road would be ideal but since the re-development the road has been narrowed considerably. Summer crowds need to be aware of the dangers by slowing them down to 40km.
55	The changes to military road (excessive amounts of zebra crossings and road humps) have resulted in a lot of traffic diverting to East Tce. The annoyance related to this has meant drivers speeding on east terrace.
56	The current speed I believe is excessive particularly given that the bend in the road near Johns lane is the scene of many near misses as the road is quite narrow at this point with cars generally parked on either side of the road. Now with the development of military road north and south streets many cars are travelling at elevated speeds once they get through the roundabout at south street heading south on military road
57	The development of the square/main st has been largely positive but the noticeable diversion of traffic down East Tce has been problematic. This is not just for residents but for cyclists and pedestrians. East Tce is a published cycling thoroughfare with dedicated lanes. It also must be crossed if moving from any of the schools, kindergartens and sports clubs when walking to the square. Whilst it shares the same speed limit as it's parallel streets of military and Seaview rd in the 'square precinct', it is a wider street and thus, quite

	appealing from a 'cut through' point of view. The proximity of the trees to the street combined with the increased traffic and confusion over speeds (east tce has 3 different speed limit zones) should be flagged as a safety concern. I would personally support any number of speed lowering initiatives on East Tce that would improve safety.
58	The heavily pedestrian areas are already 40, if not lower with all the tight new roundabouts, humps & zebra crossings
59	the Henley Grange oval has significant amount of traffic, esp during the footy season, with kids coming to training. The youth/young drivers are often arriving and leaving at unsafe speeds. Whilst some traffic calming features have been created, there is still a significant sections of straight road that allow cars to get reasonably fast. Both Atkin and Cudmore are high pedestrian use streets, with 2 schools, tennis courts, netball courts, and the Henley /Grange Memorial Oval attracting a lot of foot traffic. This is excellent. But a slower speed limit would be welcome.
60	The map showing the intended 40km/hr, in my opinion, will cause confusion. Why not select ALL main thoroughfares like Cheadle, Marlborough, Valletta, Seaview, Trimmer, The Boulevard, North and East Tce and then to all other council areas in this survey and then retain them as the 50ks and reduce ALL side streets. This would then discourage short-cuts and really, the side streets usually require a lower speed anyway. IF COUNCIL adopted this approach throughout the council area, then in my opinion there is some consistency throughout, rather than a what appears as a arbitrary selection of areas and road boundaries. I support reduced car speeds and bicycle paths and lanes and as such the council is heading in the right direction but not tough enough.
61	The map you have included in this survey makes it looks like Seaview Road, north of Star of the Sea School up to Grange Road is already a 40 zone. It is not. It should be changed to 40 however.
62	The only thing I am disappointed about is you did not extend the area all the way to Grange Road. My street missed out, again.
63	The reasons for supporting lowering the speed limit are technically correct and not open for debate. However, using the same arguments outlining the advantages of lowering the limit to 40 km/hr could continue to be applied to lowering the limit to 25 km/hr, or even lower. There has been extensive discussion amongst safety practitioners about attempting to achieve "zero harm". The goal of zero harm (in this case, zero road accidents) is admirable on a superficial level, but in practice, it pushes unrealistic expectations. Indeed, it often leads to negative consequences and dissuades people from trying to do the right thing. A threshold needs to be applied, and 50 km/hr is in my opinion a suitable limit. In the street identified, in general, most drivers do not achieve 50 km/hr when driving safely anyway.
64	The reduction of speed limits in the Henley beach area will not help the reduction in traffic or improve safety on the roads. The introduction of a 40km/h speed limit will only frustrate the residents that live in the henley beach area and have to commute around the area.
65	The section of Military Road from the South Street roundabout to the Henley Beach Road roundabout should be 40km/hr. Coming from the North it is 40km/hr already, and then on the tightest section of the road it goes back to 50km/hr. The bend just before the United service station is a blind spot for crossing pedestrians and on a busy day it can be difficult to cross the road. Really, I'm saying all this because I think people drive way to quick past my house and it's annoying, but I also believe it would be much safer. In addition, there is a playground along that section of the road where kids could run out.
66	The speed limit in our street is currently 50km/h. That limit is in my opinion too high and many drivers don't comply with that limit. We have a give way sign adjacent out property and a 'speed hump' which assists in lowering the speed of the traffic but many drivers travelling in the opposite direction do not slow down. I would like to think that by lowering the limit from 50 to 40km/h drivers would slow down but I remain sceptical.
67	There are a number of playgrounds and reserves in this area. There are high volumes if children and dogs in these areas, especially on Sunningdale Road. There are no fences. It is so dangerous and risky for the cars to be driving at this speed given the number of children and foot traffic. The noise of hoons is disruptive to families and places fear into my children and myself. I am disgusted that Sunningdale Road will not be included in the 40km zone.
68	There are about 5 schools in the Henley Beach zone so this should be done for the safety of students, and pedestrians in general. It would also be good for the environment overall. Other neighbourhoods such as Grange already have 40 zone and it works. With the 40 zone near Henley Square and new cross walks, we feel much safer walking in this area. It makes a huge difference! The new crossing/speed bump on Cudmore near St Michael's is excellent. We wish there could be one on North Street.
69	There are schools on Cudmore Terrace. 50 is too fast for this street. The traffic is high as a result of the schools. Often faster cars are more often occurring than necessary. Weekends it's far worse, with drivers speeding past the ovals whilst young people gather to play sport. Change the speed from 50 to 40. DO NOT instal humps etc as they increase the noise pollution of cars braking swiftly then rapidly speeding away.



70	<p>There have been tyre marks on Menkens street for years. I don't know that 40km would help though. We are blessed to have a park with lots of birds on Menkens street and every day I slow down for the birds. They often get hit there and Jeanes st. Road users coming out of Gale Street onto Menkens street are often careless and I've had a number of near-misses there. The corner of holthouse rd and Menkens St is always being cut off by road users. Once the vacant land is developed on Menkens street it will be difficult to sustain a 50km/hr. It's rare to be able to do 50km through there with all the parked cars and there will only be more in time. I have friends that live on Military Road and reversing out of the driveway on the bend is difficult at 50km/hr.</p> <p>People always speed on Military Road between Grange rd and Marlborough St. I do feel these changes would be ignored by many as the demands of daily life are stressful. Also, in Menkens street being surrounded by 50km/hr streets does create confusion. I'm not sure what it costs to implement but overall in terms of safety it's best to try 40km/hr. I trust the people living in those streets that if they have concerns, we should all support their concern and change it to 40km.</p>
71	<p>There have been very few deaths of pedestrians in our area. The roads are ridiculous with the different speed limits, all it does is create confusion and also great revenue for the police. A standard 50km should apply. The new developed Military Rd is a danger zone, being SO narrow. There is no room for cyclists, buses, or trucks. Lowering the speed limit is not going to fix the poorly designed road. I think it is trying to deflect from the real problem of the road being too narrow and the design so poor. This is what is going to kill cyclists or pedestrians, not the speed limit</p>
72	<p>There is a hill on my street which drivers like to speed down I don't think a 40km speed limit would change this, a roundabout at the end of Wright St would be more suitable. I think the 40km zone already in place in Henley Beach is sufficient.</p>
73	<p>There is a significant amount of traffic using Henley Beach roads which includes cars, buses, trucks, motorbikes and bicycles. There is also much more on street parking due to infill. All this is impacting on road safety and makes it harder for pedestrians and cyclists. In the absence of other traffic calming options, lowering speed limits is the only way to make our roads safer. Calming options have been implemented on military road and I suspect this will only push more traffic onto Seaview Road, East Tce and others. So extending the 40 zone on Seaview Road should make it somewhat safer.</p>
74	<p>There is no formal evidence for these reasons.</p>
75	<p>This is a bad policy. The graph above of impact vs fatality is not accurate or to scale. By 40km/hr the probability of fatality would already be much closer to the diminishing returns. Firstly. The problem is already a few vehicles speeding, due to impatience. Not a generic everyone going the current limit is an issue. I live [REDACTED] [REDACTED] The roundabout blocks up due to poor overall planning and further restrictions on military and Seaview. This causes the "impatient" people to cut through White Street as they are impatient. They speed. What is needed is traffic calming installations. Choke point near street entry at Henley beach road and a raised zebra crossing. Also what was needed was to decide actual vehicle corridors and build them with capacity. Instead, both Seaview and Military have been choked by council development and designs restricting the north south flow and making cut throughs appealing. Making the limit 40km/hr won't solve any of the community problems. The problem drivers are already going faster than the current limit. There maybe specific places where 40km is warranted. However, blanket for the community is bad policy. Henley has relatively wide streets, good footpaths. How many pedestrian incidents have actually occurred where 40km limit would have changed the outcome? My guess is zero incidents where people traveling the current limit. And more likely speeding already (won't change their behaviour as they already ignore the limit) or reversing, Turing out etc (not limit linked causality). Creating multiple limits in an area 60km then 50km then 40km will only serve to make low range criminals of average citizens not presenting a real and present risk and feeding the state government's tax coffeers.</p>
76	<p>This is an encouraging move by the council to reduce speed limits to 40 km/hr in the proposed areas. However, I am quite disheartened to read that the area surrounding Westminster Ave has not been included to be part of the proposed reduction due to a previous petition. It is really disappointing to see that Council voted to exclude this area and feel that this has been superseded by the State Govt report into the benefits of reducing the speed limit. Specifically, around this area, when talking about cut through traffic and the area that would benefit most from speed restrictions to 40 km/hr would be Devonshire Ave, Lancaster Ave, Murray St and Westminster Ave that tails from the surrounding main roads. Frankly, I am unsure how this decision was made as reducing the speed limit is a sensible, cost-effective approach for safety in the community and I am unsure how a petition counteracting this remains valid in these circumstances. I will also try and contact the Council to see what other action we are able to take. Please drive down Westminster Ave during peak hours and observe how safe it is to travel at 50km/hr, I'm sorry it is not safe, particularly for pedestrians, children and cyclists.</p>
77	<p>This street is notoriously bad and it's a miracle to date no one has been killed. Our entire neighbourhood do not understand why this hasn't been actioned given we have a local primary school &amp; elderly who utilise the street heavily let alone children walking daily to Saint Michaels and Henley high. Every night people speed through the long street let alone continued damage to car mirrors/side swiping and near misses weekly.</p>

	This street is a death trap unless action occurs. It's one of the most used thoroughfares from/to Tapleys hill/Henley on a straight long route. The amount of development and additional traffic continues to create further risk. Should be a priority for council.
78	Traffic in Whibley Street has increased dramatically in recent years. It is used as a cut through 7 days a week from early morning to late night. Students from Henley High use Whibley street as part of their route to and from the student carpark in Mitchell Street. These drivers in particular ignore speed limits. When vehicles are parked in the street, drivers do not modify speed thus ignoring the possibility that their peripheral vision may be obstructed. These are narrow residential streets, limited to one lane of traffic when cars are parked both sides of the street. I totally support the proposed increase to the 40 area in Henley Beach.
79	Traffic volume appears to have increased in Marlborough St since Henley Square renovations in 2022 presenting a street more dangerous for vehicles, parked vehicles, pedestrians, cyclists, pets, native wildlife and school children. A lowering of the speed limit will help safety concerns and perhaps discourage unnecessary traffic volumes. We and visitors and neighbours have suffered vehicle damage recently on Marlborough St from flow through traffic. Perhaps some form of traffic calming will reduce the dangers outlined.
80	Travel times are not significantly lengthened by a 10kmh drop in speed limits - it is only drivers' perception.
81	Useless unless enforced. Cars and bikes regularly ignore 40k limit on Seaview Rd adjacent Henley Sq. My neighbour recently beaten up by speeding driver when he raised issue. Cars often ignore pedestrians on crossing. Need permanent speed cameras. Noisy vehicles also terrible. Should get decibel triggered cameras as used in UK. Or just get SAPOL to enforce existing laws.
82	We are positioned currently on the other side of a 40km road and so people put their foot down in our section of the road to go well over the 50km limit. Speeding and loud.
83	We get many speeding drivers in Holthouse Road.
84	We get students from St Michael's speeding on holthouse st the 40 k limit will help
85	We have a lot of schools and children in the area
86	We have lived here for 5.5 years and outside our home we have seen 5 accidents, one car knocked down our next-door neighbours brick wall causing a lot of damage. Person knocked off his bike and numerous car accidents. We live [REDACTED] Have contacted police and council. We were told by police to collect signatures regarding accidents etc. 40 speed zone finishes at East Tce then cars speed recklessly past our home, many accidents, drunk driving. We have grandchildren and worry about them also. We would absolutely love the 40-speed zone implemented here and a zebra crossing by the reserve crossing North Street to Henley Oval, very dangerous at this stage. A zebra crossing was built on Marlborough Street which has decreased speeding along Marlborough Street dramatically. Thank you for being such a good council and caring about residents well being.
87	We have young Children in our streets and they often play together it's not safe to let them walk between our homes with the speed that most drivers use down Westminster Avenue.
88	We live [REDACTED] and some drivers speed down our street at school pick up and drop off times. When I say speed they travel at 50 mph which is too fast with children around.
89	We live near the beach and expect extra traffic in summer. Most drivers are good. Not enough enforcement of speed limits, the hoons remain the main problem
90	We live on a 40km street and cars frequently travel faster than that. I think if it was signed at 50km people would drive 60km! We have 2 small children and like to walk to the beach and school. Our daughter [REDACTED] and it would be helpful to lower the limit for the safety of everyone. May I also suggest a speed hump or traffic calming device on the roundabout on North Street and Military Road heading south on Military Road. Drivers approach this pedestrian crossing at high speed and often do not stop. I am deeply concerned we will have a fatality there and if you ask my neighbours they would agree. We are crossing with our small children, and we have already had close calls. I hope that this gets the support to be implemented. No one needs to be driving fast in urban areas that aren't major thoroughfares.
91	Whilst I support reducing the speed limit in some key areas, many drivers blatantly ignore the 50km/h speed limit as it is, without repercussions. I don't expect changing the speed limit to have a huge effect. Instead, installation of speed bumps and/or other deterrents would be advisable.
92	White Street is narrow and the number of accidents seems to have increase. Many drivers are speeding down this road and reducing the speed limit would help keep the street safer.
93	Would also like to see more traffic calming and/or creation of dead ends to stop cut through traffic.

### Reasons for Non support

	Number of Responses	Percentage (%)
Ignored by drivers	37	43.53%
Inconvenient for driver / adds too much time to a trip	46	54.12%
Increases road rage/tail-gaiting	44	51.76%
Doesn't stop hoon driving	68	80%
Confusing (with different speed limits in the area)	67	78.82%
Speed limit doesn't match the road environment (all streets/particular streets/s)	53	62.35%
Not enforced enough	30	35.29%
Revenue raising	41	48.24%
Waste of money	36	42.35%
Little evidence to support 40 Areas	45	52.94%
<b>TOTAL</b>	<b>85</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	40 is absolutely ridiculous and will do absolutely zero to stop drivers, especially motor bikes, doing well over 100k's an hour on Seaview Road which is a regular occurrence especially at night! 50 is definitely slow enough for residential areas and the biggest issue is drivers on the road with absolutely no driving skills! The speed limit is 40 NOW in front of my home, and my PARKED car and 2 other PARKED CARS were written OFF by a distracted motorist and the number of inattentive drivers has definitely INCREASED NOW because people are driving so slowly now they don't pay attention. We had far less issues when the speed limit was 50! I must add the pedestrian crossing at Henley square is INFURIATING and causes traffic jams every weekend resulting in residents NOT BEING ABLE TO EXIT THEIR OWN DRIVEWAYS because the cars are banked up to Henley beach road! The lights should change quicker moving the traffic and considering the pedestrian walkway is extremely wide it caring to dozens of pedestrians at a time, the timing of the lights is a real issue! Please do not reduce the speed limit to 40 but I feel I am not being heard or valued and it wouldn't matter if everyone said no to 40. you won't listen.
2	50 is slow enough. 40 in places such as Henley Square makes sense but not on places like Beach Street or other low pedestrian areas. 40 is very frustrating - and there are too many inconsistencies in the council area.
3	A decrease in speed limit results in an increase road rage/tail-gaiting, this is due to drivers being more comfortable/in control of their vehicle at 40km/h vs 50km/h or 60km/h. Drivers still experience road rage and tail gate due to drivers doing the speed limit at the moment. A more appropriate measure would be to implement measures for drivers to slow down (such as shallow speed humps) on long stretches of relatively straight roads. These measures have been shown to create a decrease in speed as typical hooners or people with nicer cars typically don't want to damage their 'pride and joy'. Drivers that live within the western suburbs are aware of 40 zones and choose to abide by this (or not). Decreasing the speed limit only increases revenue and frustration to the drivers that do the right thing. I am all for increasing pedestrian safety and reducing road casualties, although I do not believe a decrease in the speed limit is the better solution.
4	Absolute waste of time and money, especially when there are so many other more pressing problems in the area the council should be looking into/fixing, ie complete ruin of Henley Square traffic for locals - unable to turn off Seaview Road to get home, pedestrian crossings over roundabouts causing confusion and traffic blocks. Or the complete lack of any sort of customer service when contacting the Council. How does this Council propose paying for all the new signage, education campaigns etc, because I am sick of rate rises!

5	All of the above. It is a nightmare to even be a pedestrian let alone driving in the area. Around the Henley Square because of the pedestrian traffic and street confusion I think 40 is appropriate. But East Terrace and Cudmore Terrace is causing unnecessarily confusion and should be 50 speed limits. Some drivers are driving 40 in a 50 zone and 50 in a 40 zone on these roads causing anger from other drivers who just want to drive within the speed limit.
6	As above
7	As above
8	As your previous survey a few years ago indicated, there may be an incorrect perception of danger but there were NO actual increases in accidents. I do not think that you as a council should pander to false perceptions in order to appear 'busy' or successful. I am, however, concerned about e-scooters, having recently seen one young man over-take a car in a 50 zone. The scooter operator wore a helmet but was travelling far too fast and in the centre of the road where he put himself in danger.
9	Current limits are not enforced so what is the point of this. Also I note that an area bound by Marlborough, Grange, Mitton and Tapley's is exempt by resolution. What in the world could excuse this area other than it inconveniences some people. Very inconsistent
10	Does not address people taking responsibility for their own personal safety. A further reduction of speed limits on major roads will increase the difficulty of doing right hand turns from side streets onto those roads (increase of accident risk). Alternative signage to warn drivers that children are present near schools, parks and playgrounds. I would encourage the Council: to lobby the Government to police the current speed limits and provide a visible presence to discourage hoon behaviour and spend more on ongoing maintenance of road infrastructure (fix potholes).
11	For most of these streets, if a driver is driving safely to the conditions, they often will not exceed 40 km/hr anyway. However, setting that as a strict limit will not prevent drivers from travelling faster if they deem it appropriate. Neither limit prevents hoon drivers, which are a much bigger concern and far more likely to lead to serious injury. Most critically, a 40 km/hr limit will make drivers susceptible to speeding fines when they are driving quite safely.
12	Hoon driving and racing and e-bikes and e scooters over 30 mph by uneducated fun seekers-is more of a danger on the esplanade to elderly residents: motorised vehicles should only use the road. The esplanade is an exercise route for ambulance people not motorised fun
13	I absolutely do not support a reduction to the speed limit. This will only increase cut through traffic on other streets. Road safety can be improved in other ways by providing better bicycle access, improved pathways for pedestrians, improved traffic light technology and considering where best roundabouts can be built
14	I also object to the cost involved with making new speed signs, please use our money more efficiently.
15	I am happy with the current reduced speed limits of 40KM near the Henley Square area but don't think we need any more. There are already a lot of drivers that do well below the 40KM limit anyway.
16	I believe the 50km limit is adequate
17	I can understand the need for lower speed limits in very specific locations. My frustration with the speed limits is that they change too often. For example, from Seaview Rd travelling east down Grange Road to the intersection with Cudmore Terrace, why is it necessary to have a 50km zone? There is nothing unusual or special about this section of Grange Road. The sections of Military Road south of Trimmer Parade is littered with roundabouts, so slowing down is necessary anyway. The constantly changing speed limits are yet another distraction for drivers because of the need to check the speedometer. In some situations, the speed limit signs are not obvious, adding to the confusion. I also firmly believe that the changing and lower speed limits provide an opportunity for fines and revenue raising. If anything has to change, just make it consistent! Something else I wish to add but is not related directly to the 40km limit: there exist roundabouts in Henley Beach, near my home, which have large trees in them and also shrubs around the base. These shrubs are too high and make it almost impossible to see what the oncoming traffic is doing (i.e. cannot tell if they have their indicator flashing). This is difficult even at night. Examples: intersection of Cudmore Terrace and North Street; intersection of Military Road and Beach Street.
18	I do not support these proposed 40 areas. I have been a resident of this area for over 10 years. My experience with the areas already changed to 40 is that the dangerous drivers do not observe the speed limit, increasing road rage and tailgating. It also has meant that many drivers don't drive 50 when the 40 area ends which increases the problem. Further, many drivers drive doesn't reach speeds of 40 for some reason, making things even slower. It also banks up traffic in these areas, lessening traffic flow (particularly around Henley square on Seaview Road. This whole section of road is horrible to drive on most times of the day). I drive from west lakes shore to west beach (along Seaview and military road) almost every day and this would impact me significantly in terms of the ease of the drive and time. I also drive this route at hours when there are almost no other cars on the road or pedestrians around. It is really frustrating to have to drive 40 when there is no one around. That is just unreasonable. I would not want to live in a suburb where 40 is the dominant speed limit.

19	I don't think it's necessary. I have never noticed any issues with the speed limit currently.
20	I have seen no evidence of improvements to amenity or safety by reducing speed limits. I would support 40km on particular narrow streets where it is obviously higher risk or immediately adjacent schools and playgrounds but not a blanket reduction.
21	I often drive through Grange, Henley and Fulham Gardens .... If the proposed speed changes are implemented, I would find it extremely annoying having to change from 60 to 50 then to 40 then to 50 again, then 40 and 50 before I go back to 60.
22	I will be arranging a petition to include Sunningdale Road in the 40km zone and speed humps. It is now OVER 5 years since the previous petition. It is not relevant there are greater number of children on this street. For example, [REDACTED] of this road now have 6 children under 3 years old between them.
23	I'm confused why this wouldn't translate over to the other side of Marlborough St, because we still have the same problem on this side as we are still under Charles Sturt City Council- especially Lancaster Avenue and Mitton Avenue. I think then yes it would be very confusing if one side of the area is 40 and the other isn't. Yet the side that isn't going to be 40 is still 40 near the beach and also in parts of Grange.
24	In my opinion, this is nothing more than a revenue raising exercise and makes roads more dangerous as drivers are concentrating too much on their speedometer than the road. There are too many speed zones as it is without confusing people further.
25	Is there actually an issue with accidents in this area? If not, why make a change that will extend travel times, confuse drivers about what the speed limit is on individual roads/streets and possibly redirect police resources from more important issues?
26	It is an insult to my driving ability as I can adjust my speed as required in accordance with the road environment. Too regimented. Use speed humps if a particular street has an issue. At least that measure will deter hooners. Police and their radars are the only people who would benefit the most. Good luck pinning a fine on a person driving a stolen car which is more common and they don't care what speed they go. Noisy motor bikes are more of an issue and speed signs won't change anything there in fact they will rev more when held up.
27	It needs to be enforced- I HATE speed cameras but how else can speeds be enforced as police are not present.
28	most drivers are driving slower than the limits which will only make matters worse if lower speed limits are introduced just because a minority of people think it will be safer this is an illusion to think that it will be safer as there will always be drivers who will drive fast and be a risk to themselves and others. If we go any slower than we already are we may as well go back to horse and cart and bicycles and of course that won't work as we need our cars. This obsession with this so called safety is creating more problems and frustrations than any positive benefits and forcing drivers to overtake, tailgate and abuse the driver who is driving too slow due to fear and lack of common sense, and these are the kind of drivers that this safety and lower speed limits has created. Council needs to stop over controlling its residents and treating them like children.
29	Moves traffic from one rat run to another. Drivers tend to drive to the conditions regardless of the speed limit.
30	No necessary any more than current
31	None of these reasons are valid. In fact, with East Tce towards the beach becoming 40kmph, its now more confusing than ever, and also does cause traffic to cut through Atkin and Cudmore Ave.
32	One of the issues not mentioned is the increase in on-street car parking from increased population density as a direct result of allowing small blocks of land. In almost all cases a car or two for each residence is now parked on the street making cycling more dangerous and making it difficult for oncoming cars to pass. I'm a cyclist. How long before 40kph is too fast? In 15 years to speed limit will be 25. The issue is inappropriate town planning. Another issue is the lack of appropriate school drop/off collection infrastructure. Try getting into Slipper court at 8:20am or 15:00. A speed limit of 5kph would be too fast. Same with North St by St Michaels High School. It should be mandatory for schools to have off-street drive through collection lanes. Military Road should be treated as a major North/South thoroughfare and developed as such complete with underpasses / overpasses parking & cycling lanes & a speed limit of 50kph. The next major road (Tapleys Hill) is too far east. One of the most unsavoury aspects of the 40kmh proposal is that the penalty for breaking the law "inadvertently" in this state is disproportionate to the crime. If it was a few demerit point then OK - however the fact that money is involved shows that it's just revenue raising. In 10 years' time cars will be so smart they won't be able to have an accident. Problem solved.
33	Per my comments above. This is an extremely dangerous street & getting worse.
34	Please see above, please reconsider and look at the few streets that could do with it, this massive area is totally stupid and definitely cannot be justified. Where is the crash data...? Don't have any? I didn't think so, this will cost a lot of people money in speeding fines and the only one to gain is the government coffers. Whoever's picked that massive area in Henley lacks any common sense.

35	Prefer people drive to conditions rather than enforce slower speeds. If slower speeds is required in a area passive safety measures should be used first to encourage slower speeds. In the past I have been fined for going 59 in a 50 or 48 in a 40 zone when I was not aware of the change to lower speed. In both instances I was driving on a wide road with good visibility of both pedestrian and cyclist traffic. If we require drivers to spend more time looking at the speedometer than the road I do not think this will create safer environment but will come at a cost, to the driver in terms of time and fines. This policy will punish those doing the right thing, driving safely according to the conditions of the road, weather, amount of traffic (both on the road and foot path). It will not stop people who intend to use the road for their own sport, racing on local back streets. In addition, there is a risk that drivers are forced to drive at such slow speeds will see higher rates of inattention and distraction.
36	Problem in Fulham Gardens is drivers in 7-9am and 4-6pm timeslots using side streets (eg. Norfolk, Devonshire, Lancaster, Shaftsbury, Lincoln) to avoid Grange/Tapleys intersection, and also avoid Marlborough and Mitton streets due to schools, children and radar. Thus, do what West Torrens Council has done near Sir Donald Bradman, Marion Road, airport side-streets - they put in No Left Turn limits in morning and afternoon AND enforce them. Council should act against the minority, not penalise the law abiding majority! A few radars on Shaftsbury would also help.
37	Read above.
38	See above
39	See above comment
40	Speed bumps and or speed camera/consistent monitoring and fines will be more effective In tackling speeding, safety and noise pollution from revved engine issues
41	Speed limit signs are only an administrative control. Engineering controls should be put in place such as traffic calming infrastructure like narrow streets, chicanes, tighter radius on intersections, one-way street, protected bicycle lanes, zebra crossings, wombat crossings.
42	That is both unnecessary and purposeless. reducing from 60 to 50 was a challenge in itself but making it consistently 50 when off the main roads/only for between streets, made sense. But reducing further to 40 would not be of any benefit. I am firm in opinion that is not beneficial. unless you can SHOW me and all other local residents, your supposed petitions from local residents that there is a 'want' to reduce the rate to 40; AND also SHOW me formal research that is evidence that reducing the speed rate to 40 reduces all the safety risks then this is very unnecessary suggestion. Sadly, Money is the only way how local government will benefit; made worse because the 'confusion' factor.
43	The area near the beach is already 40 where there are lots of pedestrians. Speed is not generally an issue elsewhere in the area. Those who disobey the speed limit will continue to do so regardless of whether the limit is 40 or 50 - those individuals simply ignore the law regardless of what it is so changing the speed limit is a waste of time and money. There's little difference between 40 and 50 for a driver who is already doing the right thing. Those who are doing the wrong thing are travelling above 50 anyway. Also, I'm not aware of any incidents that have occurred in the area so I'm not sure what we're trying to fix. Pedestrians and cyclists should be aware of traffic at all times and not rely on a speed limit to keep them safe. The only issues I've faced is people not staying on the correct side of the road when they're turning into a street, or children who dart across an intersection on their bike without looking. People already slow down at an intersection to below 40 so the speed limit adjustment will not address this.
44	The dangerous drivers in the area aren't doing 50 - they're doing 60. Plus you guys said it yourself - dropping areas down to a 40 only resulted in a 4km/h slower average. It's a very poor idea overall.
45	The difference between 40 & 50 zones has little data available to make educated decision
46	The state government mandated 50km speed limit in suburban streets that was done to reduce all the things that a 40 km will do and yet the push to reduce the speed limits does not show the figures and reduction of deaths and serious injuries that have taken place since changing from 50 keto 40 km so can you please supply these important documents.
47	The street I am most concerned about is Cudmore Terrace. In this day and age, there should be automatic pole mounted cameras to capture speeding drivers. Although they do occur during the day, the problem is mostly at night.
48	There is insufficient enforcement of ALL speed limits in my area. I cannot remember the last time I saw a speed camera anywhere around Fulham Gardens. Additionally, motorists almost always disregard the 25 kph areas around schools. As soon as they have driven past a School Crossing, most vehicles immediately increase speed to 50 kph, or more, even when they are still within the 25 kph zone.
49	There should be UNIFORM speed limits in areas. The only exceptions should be school crossings
50	This council has done an exhaustive development in the square which has created congestion and reduced parking and pushed more traffic and parked cars back deeper into the residential zone and now wants to frustrate residents even further by extending these ridiculous restrictions. I live and work in the area and have seen no rampant increase in pedestrian injury or fatalities, scarce accidents and rare "hoon" driving which would not be affected by the change anyway. You have narrowed the streets, reduced safe bike

	lanes or eliminated them altogether, ridiculous walkways and plantings to make it more difficult to drive through the area (and let's not start on the buses and trucks that get stuck on the roundabouts) and now you think to increase the over policing, grandma state that we already live in because you've created the problem of frustrated drivers who now need to seek other roads to access anywhere!!!! Seriously. Be a council. Mow the nature strips and public pathways to parks early (on our third grass seed removal for 2022/3 summer), empty the bins, clean the streets and stop creating more frustration for residents and business owners.
51	This is simply going to increase traffic in an area without many thoroughfares to begin with. I do not believe the proposed changes serve any positive purpose.
52	Totally against
53	Waste of time and money, 50km quite reasonable. Changing limit will not affect the drivers that will speed anyhow. Just causes more frustration and slower drive to destinations causing more pollution. I believe council has been very sneaky in other areas by introducing changes to speed limit. Seem to be introducing small areas at a time so residents don't notice. Leave limits alone! Make people responsible for their own actions!
54	We voted against the reduced limit. Revenue raising increased for our visitors. Does not affect the past limit of 50. Still the same challenges and incidents. Absolute failure. However, road design significant improvement in less crashes. Seaview Rd outside Ramsgate an absolute failure to seed limit take-offs. Obviously, police free for last 10 years. <span style="background-color: black; color: black;">[REDACTED]</span>
55	Where is the local data supporting this within the council area? Looking for the number of accidents, number of accidents involving an injury, number of deaths. I don't believe it's good enough to simply reduce the speed limit in an area because another government agency provides a policy position that suggests this. Back it up with your own data, share data.
56	Why not go all the way and reduce it further, ie, down to 25 k/hr ? then it will not pay to have a car and it will be just as quick to walk or shall we revert to the horse and buggy days? I have been driving for 60 years and have noticed the MAJORITY of drivers are NOW driving 5 to 10 kilometres UNDER the current speed limits, ie, where it is 60, or 40, they are driving up to 10 k/h under, So why reduce the current speed limit? One of the main reasons is that modern cars speedometers are calibrated UNDER the current speed limits. My wives 2011 SUBARU is calibrated 7 k/h UNDER the speed limit of 60k/h, so she is driving in a 40 zone at 33k/h !!!! MY 2017 Toyota is calibrated 4 k/h UNDER the speed limit so i am driving at 36 k/h. No need to change, just educate the drivers .



**Neutral**

	Number of Responses	Percentage (%)
I don't mind the 40 Area	12	80%
*I don't mind the 40 Area, but I do/don't think it should be on a particular street or streets (Name Street/s:)*	3	20%
<b>TOTAL</b>	<b>15</b>	-

*Not all respondents answered this question.*

**\*Name Street(s)**

Should be 40km:

- Messenger Road
- Jordan Ave
- Murphy Street
- Menkens Street
- East Terrace

The last question was seeking any further comments, which are presented on the next page.

## Henley Beach / Fulham Gardens – Other comments

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	30k limit (ENFORCED) would be more appropriate for Seaview Rd adjacent Henley Square.
2	As a rate payer, as well as a resident (of more than 10 years), we strongly support the 40km/hr, especially on East Terrace. There would be huge ramifications if the speed limit in the Henley area did not reduce. 50km/hr is too fast for local traffic. There are many children who are pupils at the local schools (primary and high) as well as the kindy, who often walk or ride. The streets are not safe for 50km/hr. We have noticed council have reducing the width of our streets (widening the kerbs), which has resulted in many streets becoming by default one way, as people are parking on both sides of the street. This is quite common around our local school area. Because of this, drivers are speeding and becoming distracted on these streets, which poses a risk to the young children who are walking or riding. By reducing the speed, it will enable both the driver and pedestrians/cyclist to have more reaction time and less chance of injury.
3	As above
4	As the research shows, our existing 50 km/h limit is one of the highest in the world. In my opinion, having a 50 km/h limit in suburban streets is seriously behind the times. For example, most of Melbourne's main roads are already 40, with many backstreets at 30. appreciate the survey but suggest just laying down the law and make it all 40 or even 30 regardless of opinion. Time difference is negligible. Also, a massive problem are the hoons who will always speed, not to mention the burnouts which litter our streets. Tough problems to solve but I suggest more police and monitoring cameras.
5	Backing out or into our property is currently a nightmare with people regularly expressing their dissatisfaction at being held up for a maximum of 20 seconds. If the proposal of reduced speed limits to the nominated streets and roadways are successful, then there will be a need for the areas to be regularly under radar surveillance to ensure compliance.
6	Bill
7	I believe the 50km limit is adequate
8	I don't live in the area but would only occasionally cycle there. However, I think this is a great way to improve the liveability of the back streets and encourage active transport. Holdfast bay recently did a similar survey and decided not to reduce the speed. Which I was disappointed with because of all the positive reasons that you have provided. Just to be clear I also drive a car, actually more that I ride a bike.
9	I like the 40 zones around Henley square area but think it is enough
10	I think it would be better to add some slow points. Some deterrents rather than slowing the speed limit because people will still speed.
11	I think more signage for the pedestrian crossing out the front north of Henley Square could be good as many drivers and cyclists do not slow down there!
12	I would like a response but won't be holding my breath
13	Leave speed signs as they are. We already have enough 40 zones. 50 is a comfortable safe speed in our area and there is ample time to stop in an emergency. A proper driver would always go a slower speed when approaching a corner or blind area. Let the driver use their common sense to drive safely.
14	Please make suburb wide! Why do I live in the only high-speed section?
15	Please reconsider boundaries and put into the small area near the square.
16	See above
17	Signage needs to be well placed if the limit is changed. Military road has many roundabouts already and in Henley this initiative could end up just increasing traffic on Seaview Road ( Henley) or Tapleys as people avoid the 40 zone.
18	Slow the traffic on the streets around Henley square and the beach where there is a lot of foot traffic. I think the speed limit at the square should be 25 kmph.
19	Speed limit signs are only an administrative control. Engineering controls should be put in place such as traffic calming infrastructure like narrow streets, chicanes, tighter radius on intersections, one-way street, protected bicycle lanes, zebra crossings, wombat crossings.
20	The Council have a duty of care to implement 40km zones where there are homes directly opposite playgrounds, such as Sunningdale Road. Playgrounds are for children! Roads directly adjacent to a playground, with no fencing, are extremely dangerous. There are so many hoons on this road, as demonstrated by the number of tyre marks left. I refer the Council to the South Australian Civil Liability Act.

21	<p>There should be consistency with all council areas and I strongly disagree with Councils doing their own thing. Take the foreshore road from South Street to the Outlet which is 40 Km/hr. The North and South foreshore roads at Glenelg are both 50 km/hr. There is constant variation in speed limits and this is what I believe is unacceptable. These days most vehicles are fitted with GPS equipment, and I know in one of my vehicles it constantly tells me when I am speeding!</p> <p>Please Email me a copy of submission for reference.</p>
22	<p>Traffic calming installations in key locations would be more effective to achieve the desired policy outcomes. Blanket speed reduction is bad policy and won't effectively achieve outcomes and will have many negative extraneities.</p>
23	<p>When canvassing a proposal such as this it would be helpful to provide maps showing:</p> <ul style="list-style-type: none"> <li>a. streets already designated as 40 kph</li> <li>b. streets proposed for reduction to 40 kph</li> <li>c. boundary streets - presumably these will remain as 50 kph?</li> </ul> <p>That would enable a more informed view of how the proposed changes are likely to affect the local areas.</p>
24	<p>Why only in western side of Tapleys Hill Rd?</p>

#### 4.5 West Lakes Shore / Semaphore Park Feedback

The online survey was completed by 185 respondents and feedback is summarised below, which includes connection to the City of Charles Sturt and community sentiment about the 40km/hr area speed limit and traffic in West Lakes Shore /Semaphore Park.

##### 4.5.1 Which of the following best describes you?

Connection to City of Charles Sturt	Number of Responses	Percentage (%)
Resident/Tenant	63	34.05%
Ratepayer/Owner	118	63.78%
Business Owner	0	0%
Visitor	2	1.08%
Other	2	1.08%
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

*\*Multiple responses possible*

#### CURRENT PERCEPTION OF TRAFFIC WITHIN YOUR STREET/NEIGHBOURHOOD

##### 4.5.2 Do you think that cut through traffic is a problem on your street?

	Number of Responses	Percentage (%)
Yes	49	26.49%
No	129	69.73%
Unsure	6	3.24%
No opinion	1	.54%
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

##### 4.5.3 Do you think that drivers travel too quickly on your street?

	Number of Responses	Percentage (%)
No	89	48.11%
Only a few hoons	27	14.59%
Yes, some drivers	40	21.62%
Yes, most drivers	28	15.14%
No opinion	1	.54
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

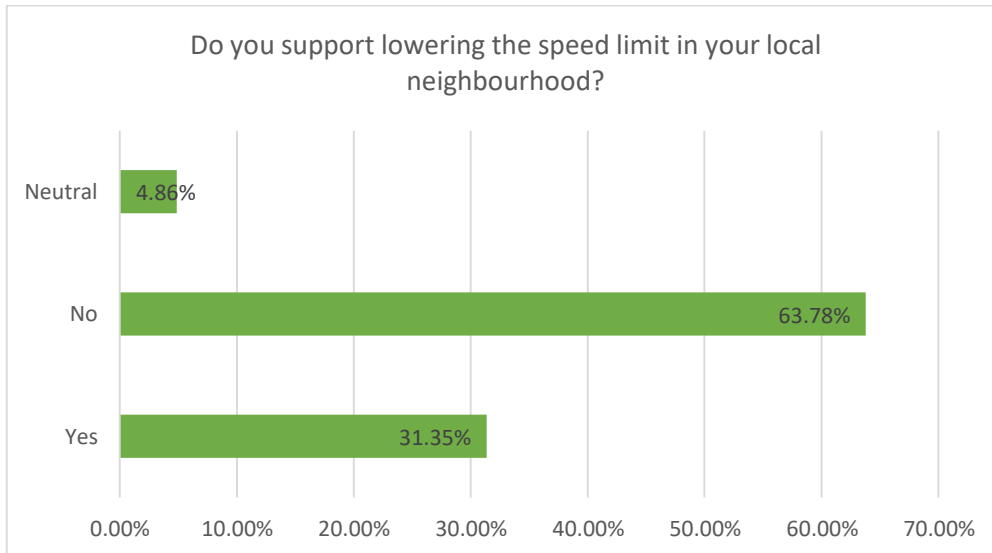
##### 4.5.4 Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood (ones that are proposed to become 40)?

	Number of Responses	Percentage (%)
No	87	47.03%
Only a few hoons	34	18.38%
Yes, some drivers	43	23.24%
Yes, most drivers	15	8.11%
No opinion	6	3.24%
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

##### 4.5.5 Do you think that other drivers look out for pedestrians and cyclists when travelling on the local streets in your suburbs?

	Number of Responses	Percentage (%)
No	21	11.35%
Yes, some drivers	34	18.38%
Yes, most drivers	128	69.19%
No opinion	2	1.08%
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

#### 4.5.6 Do you support lowering the speed limit in your local neighbourhood?



	Number of Responses	Percentage (%)
Yes	58	31.35%
No	118	63.78%
Neutral	9	4.86%
<b>TOTAL</b>	<b>185</b>	<b>100%</b>

4.5.7 Here are some of the reasons we have heard from our community in the past. You can tick any of these statements, if you agree, or add further comments.

#### Reasons For Support

	Number of Responses	Percentage (%)
Reduces the chance of crashes	45	65.22%
Reduces the chance of injury, death or damage in the event of a crash	52	75.36%
Slows driver, improving road safety for all road users, particularly pedestrians, bicycle riders and children	59	85.51%
Discourages cut through traffic	32	46.38%
Encourages active transport (i.e walking, cycling)	23	33.33%
Improves local amenity	30	43.48%
<b>TOTAL</b>	<b>69</b>	<b>-</b>

*Not all respondents answered this question.*

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	100% support this. Bower Road should be at the very least 50km an hour with it being such a busy area since new developments have been completed. Having it 60km an hour is dangerous. Also, no one seems to do the speed limit which is very concerning entering and exiting our driveways. Most cutting through that are speeding are not from this area.
2	40 is too slow. As it is, people are afraid of speeding fines and generally already travel at 40 in a 50 zone. In 40 zones they go 30 which is way too slow. If you're not paying attention at 50 you are certainly not going to change that habit by being forced to do 40.
3	40km is too slow & just ridiculous. If there is an issue, local residents shouldn't be punished. people should be more aware. Do not agree to the 40km change. What a dumb idea. The cbd has 40km areas because of the amount of people. You cannot justify such a slow speed for such little traffic & pedestrians.
4	40kms is not observed by the majority of drivers so it's pointless. What council should be doing is making streets like Sansom Road unattractive to cut through school traffic by adding speed humps, bike lanes, median strips and clearway bike paths during school morning and arvo runs to encourage kids to ride to school in a safe manner which ATM isn't. Traffic to drop kids to school should be diverted to military road and not Sansom but 40kms will do little.
5	40kph good for southern end of Bartley Tce to protect parents & children accessing the soccer grounds and other sporting venues in that area, especially on weekends when on street parking on Bartley Tce is very hazardous to pedestrians and drivers are like
6	50km is slow enough
7	Although our street is a short street some people still manage to drive at a speed that we don't think is safe.
8	As pedestrians, crossing military road near Mirani court to take my two kids to West Lakes Shore school is a challenge both in the morning and in the afternoon. Based on four year experience, traffic is quite heavy, cars tend to drive at speed limit or above, drivers don't seem to care about pedestrians, would they belies or dogs. I can foresee an accident one day or another. In other streets however, I don't see the problem. Thanks.
9	Bartley Terrace is a commonly used road giving access to many of the sporting facilities in the area. Lowering the speed limit to 40km will benefit many as Hawkesbury Reserve has many soccer games held there with children of all ages. The Smosh oval is used for sport throughout the year & this would also be a huge benefit for the children & parents.
10	Believe that proposal will greatly increase safety within my local area.

11	DELFIN ISLAND PLEASE REDUCE TO 40 KM/H
12	Edwin Street is becoming increasingly congested, and traffic has increased significantly since the opening of the dog park. I have huge concerns for speeding traffic especially on school days with children present. The school zone on Edwin Street is only a very small section and this needs to be extended down the length of Edwin Street to the dog park. A reduce speed zone is essential alongside the school in Edwin Street.
13	Great supporters of this safety initiative! People cut down Sansom Rd all the time plus lots of people accelerate hard after the roundabout then speed. Would stop the hoons in the area maybe we won't wake up to hoons doing doughnuts in the intersections
14	Hawkesbury Oval West Lakes Shore has many sporting activities that involves children and there is a school nearby where children ride their bikes to and from both. There are elderly people who walk to Foodland Shopping Centre for Drs appointments, shopping etc and the road is used as a walking path as the footpaths are so badly deteriorating that the road is a dangerous options, So yes the speed limit needs to be reduce for safety for all and everybody's lives. Also, the Roads are in desperate repairs at Ashburton Avenue. West Lakes Shore and surrounding suburbs. Thank You.
15	<p>Hi, I live [REDACTED], and I recently received a card in the mail about the council lowering speed limits in the area to 40Km. I object to this on the following basis. It will increase pollution, as car engines are not optimized for fuel emissions to 40Km / hour. It will use more petrol as the engine will rev higher at 40Km than at 50 Km, as the engine will be in a lower gear. There is no evidence to show that there have been any significant accidents in the area warranting such a move. You should note that many of the proposed measures supposed to increase safety actually decrease it. For example, in the Henley area on Military Road they have put in numerous zebra crossings going into and coming out of roundabouts, and it is clear this has significantly increased the danger to both cars and pedestrians, as it means there is much more information that drivers and pedestrians have to absorb to determine if it is safe to go or not, and this greatly increases the risk of an accident, especially for cars trailing cars going into one of these roundabouts, to whom it may appear that the car in front is not going to stop, as they cannot see the crossings in their position. And the same with the speed bumps they have put in, where they keep trying to slow people to 20 Km, which is a ridiculous thing, as drivers then speed up, likely higher than 50Km in between the bumps to compensate for them. Just because one or two residents in an area, likely without cars, want to see the limit reduced, this is not a good argument to do so. It is a waste of money to have to stick in all the extra signs to manage 40 KM and this then also means people are constantly having to monitor and change their speed, rather than going at a constant speed. Most importantly from a safety viewpoint, it is clear that the slower you have to go, the longer your eyes are away from the road and on the speedo, in order to ensure that you keep to the lower limit. This is best illustrated by the 25Km areas, where it is such a stupidly slow speed that you spend most of the time looking at the speedo, occasionally looking at the road. If you do not believe me, do the tests on the road. Common-sense should be factored into road safety decisions, and this 40Km scheme clearly fails in this area. The council should have a bit of common sense and keep the speed limits in the Semaphore Park area as is. I do not want my council rates wasted on this project. Regards</p> <p>[REDACTED]</p>
16	I believe only the smaller roads should be 40. Eg Hawkesbury (which was changed according to what the council wanted - don't believe consultation resulted in the horrible outcome)
17	I do not agree with any of the above.
18	I do not support this 'blanket' speed limit. Other alternatives are far more advantageous.
19	I do not think a further reduction to 40km/h in our area is warranted. Leave speed limits as they are.
20	I don't care if the street speed is dropped to 40kms or not, as I think a speed change only affects "honest" drivers that pay attention. However, I don't think Bartley, Fairford and Sansom roads should be made 40Kms/h. That said, we have the most trouble with idiot hoons who drive WELL over 50kms/h on West and Lower Street around the primary school, this is especially worse at pickup and drop off times, as the street is too narrow for cars to pass each other, while cars are parked either side. So, people tend to speed up down the street at these times before an approaching car is too close. Given these events, and it's all little kids in the area, I think these 2 streets need speed bumps.
21	I don't support 40 kph at all, it's too slow
22	I don't support changing from 50 down to 40
23	I feel the current speed limits provide a safe environment for all users. I feel further reductions will see driver frustrations and will not promote further safety initiatives.



24	I feel the idiots that speed and/or drive recklessly will do so no matter what the signs say. Leave the speed as it is for built up areas
25	I have experienced driving behaviour in my street that was dangerous and could have been catastrophic as I had my grandchildren with me. A vehicle executed a left hand turn into Nambour Crescent from Bartley Terrace and in doing so took the corner too quickly. The driver lost control of the vehicle as it made a 180 degree slide on the roadway. It came to a stop facing in the opposite direction near my grandchildren. There have been at least two other accidents on the corner of Nambour Crescent and Mooloola Way West Lakes Shore in the last 2 years. Both have caused damaged to vehicles and a caravan.
26	I have reported this problem of speeding down my street from where the lake is and the hoons that come flying around the corner from Egret st., thinking it's necessary to put their foot down and fly around the corner. I think being a long street from the lake to Bartley Tce a cpl of speed humps would slow them down a bit as I don't think speed matters to them.
27	I hope the 40 km/hr will slow the already speeding traffic along the Semaphore Park end of Fairford Terrace (Recreation Parade to Bower Road) and stop the cars speeding through the School Crossing when it is active. Hopefully speed limit signage will be erected on the street at the Bower Road end to enforce this. I also agree with the above reasons for support.
28	I live [REDACTED] There are drivers doing burn outs on this most days. Sansom Road goes right through to the local primary school, there are a lot of children in this area. Car's are constantly speeding even when they have children as their passengers.
29	I strongly "DISAGREE & OPPOSE" this proposal to reduce speed limits to 40km/hr!!! It's REDICULOUS....if people can't drive safely @ 50km/hr they shouldn't be on the road in the first place (they should walk!🚶) The problem is NOT the speed limit nor is it the solution to reduce the limit! NO, NO & NO!!!!!! 😞😞🚫🚫🚫 it's "incompetent drivers" that shouldn't be on the road in the first place. People can't even do 50km/hr as it is. From Bartley Terrace shops heading South back towards West Lakes Boulevard along Bartley terrace the limit should be "INCREASED" back to 60km/hr (NOT 50) the road is wide enough & there are no driveways backing out on to them from residential houses. You will "NOT IMPROVE SAFETY" all you will do is "INCREASE TRAVEL & COMMUTE TIMES & INCREASE ROAD CONJESTION" to get from A to B. (Adelaide is bad enough as it is thankyou) Population increase on roads will continue to climb & all you will do is CONGEST ROADS even more! 😞🚫 I can't emphasise my opinion & view on this enough!!! The council has just "WASTED" my council rate money upgrading Fairford Terrace "supposably" 200 metres from my house! DISGUSTING!!!! 😞🚫 the road is straight & perfectly safe to drive along at 50km/hr. The road has just been narrowed supposably so residents have off street parking!! What a load of "WANK" (the residential houses along there have driveways just like all houses) the council has just used this excuse to try justifying to reduce the speed limit to 40km/hr because some elderly people don't like people driving at 50kms/hr!!! TBH some elderly people shouldn't be driving on SA roads as it is!! You don't have to be Einstein to figure that out I will be organising a protest & signature partisan "AGAINST" this stupid idea & forwarding it to the mayor of Charles Sturt Council & the Manager of Developments & Planning for our council area!!!!
30	I support improving conditions for pedestrians in the area to make it more enjoyable for people to use active methods of transport. One of key barriers to walking around is the lack of shade from tree canopies along walking routes. Full sun, pavement and dust in summer can make for a bleak experience if you choose to walk around here. Many of the trees the council have been planting are coastal banksias that do not grow in a shape that will shade the streets, as they are spindles.
31	I would rather military rd to 50kms and a fixed camera out front my home as military rd is a race track most times especially since we see and hear well over 80kms speed often. We also suffer by having a bike lane therefore no street parking unlike grange north military rd new set up. And most semaphore park side streets here are huge 40kms Not warranted
32	I wrote to council some 12 months ago requesting this type of speed review and implementation of speed reduction devices. Since our local area has seen significant infill of housing, increased traffic flow has steadily become a problem particularly with traffic speeds (some people do more than the posted 50km/h speed limit regularly). For those new subdivisions on both sharp bends at the northern and southern end of Newcombe Avenue, visitors and resident parking on the bends has increased the risk of a head-on collision and my wife and I have experienced this hazard on several occasions (we for some time now only do about 30km/h rounding those bends anticipating speeding drivers coming from the other direction which often happens). Also, reversing out of our driveways is now very dangerous with the speeds that vehicles travel into these bends and I have seen vehicles overtake on the wrong side of Newcombe Avenue travelling through the Heyzen Circuit junction at speed. My previous letter to council outlined all these issues! I had 28 years service [REDACTED] so I consider I am well experienced to comment on such matters.
33	I'm responding on behalf of my mother who lives on Kingfisher Drive, Semaphore Park. I visit her almost daily and there is a lot of hoons who either come from the lake or egret street and drive at dangerous speeds as if the street is a drag road. I'm highly concerned about the pedestrians of all ages, especially young kids. This street REQUIRES speed

	bumps to prevent these hoons from driving recklessly as one day they will injure and / or cause death to other drivers and pedestrians. This street needs IMMEDIATE ATTENTION! The council had been notified but nothing has been done! It's only a matter of time until someone gets hurt but only the council can prevent this from happening!!!!
34	If we (humans) are to escape the looming environmental crisis we must, among other things, encourage alternatives to the car for urban transport, while cutting the injury and death toll cars have created
35	In general terms I support the broad principles of lowering many suburban streets to 40 km/hour to counter the increased extent of car speeding in society. We have observed this in Newcombe Avenue which is only 1 km in length primarily serving local residents as any through traffic would take Bartley Terrace which runs parallel to Newcombe Avenue. I wish to concentrate this submission on the specific circumstances and issues relevant to Newcombe Avenue which I consider justify lowering of its speed limit. While it is only 1 km in length and primarily relevant to local residents it has 8 intersections from cul-de-sacs and side roads ie on average an intersection frequency of only 125 metres apart. It comprises 2 major (90 degree bends) and smaller curves which can make line-of sight of other vehicles and intersections difficult, particularly when cars are parked on one or both sides of the road. Presumably based on a previous review recognising concerns, it is notable that there is a "yellow" speed advisory sign of 45 km/hr at the entrance from Bartley Tce. In relation to the increase in traffic density, over the past 4-5 years, and with an accelerating trend, of the original 60 single house blocks on Newcombe Avenue 19 (approx 30%) have been replaced with 2 residences, with associated increases in the number of residents and cars, and particularly more cars parked on roadsides due to narrower blocks and garages. In addition, this similar building trend is occurring on the side streets and cul-de-sacs further increasing the total car traffic and intersection activity along Newcombe Avenue. With regard to the increased car parking on roadsides, in addition to the inherent "line of sight" issues the width of Newcombe Avenue is only 7.5 metres gutter to gutter making it virtually impossible for two on-coming cars to pass if 2 cars are parked roadside, and if only one car on the road side, it requires an car to traverse beyond the centre road line. From a personal point of view although our house faces Newcombe Avenue we also have a side driveway on Lambert only 20 metres from Newcombe Avenue housing our car and I must admit great concerns when exiting from the driveway with cars turning into that side road at excessive speeds. In summary, I consider that these specific issues relevant to speed limits be evaluated and if necessary I am happy to discuss and elaborate further, not only from a personal concern but on behalf of many neighbours who have very similar concerns Thank you.
36	In the 20years I have lived on this street have never seen a accident or a problem with the current speed
37	Instead of crashes resulting in death, you end up with crashes ending up with people paralysed or otherwise crippled. What a way to keep people alive!
38	It actually encourages ppl to take risky behaviour and overtake in dangerous situations putting lives at risk. We have enough issue of ppl that sit well 10kmh below the posted speed limit angering many others. The length of time that roadworks are taking is more of an issue than speed. Cutting roads off every day for months. Disruption of traffic including truck to the shops. Them trying to turn around in a back street while impatient angry drivers just sit behind them while reversing into position. All this just due to slow speed limits and roadworks cutting roads for months at a time. I don't like driving near my house due to these issues and the now increase of speeding traffic through the side streets to get around these roadworkses and the risky behaviour. I have a man hole cover That has been reported years ago and the rd that has slowly drooped beyond safety that was promised fixing Causing my driveway to be replaced years ago. The manhole cover has damaged many cars and my gutters are cracking again. Due to the roadworks we have more traffic including trucks damaging this rd.
39	It will not change people's habits. On Sansom road the current speed limit is 50, during school pick up and drop off many cars are doing faster than this. If speed limit drops to 40 they will do 50 or 60. Outside of school times there are many other drivers who flaunt the rules doing excessive speed and sometimes even burnouts around the roundabout on Recreation parade and the corner of First Avenue. Reducing the speed will not change these habits.
40	Jubilee Oval with sporting facilities is a horrendous with parents driving on soccer Saturday mornings. Fifth Avenue - Military Road corner is so very, very dangerous. Coming out of Fifth Avenue it is a concern with the bike lane, shops with signs out, cars parking on Military Road outside shops makes visibility extremely dangerous.
41	Let's be honest here. The police already camp out on Samson Road to nab drivers who are slightly above 50. The majority of residents in Semaphore Park (I've lived here my whole 35 years) are not interested in a 40km speed limit or in an additional money grab. Pack it up boys - leave it at 50km.
42	Living on Bower Road with small children I am frightened by the amount of drivers that speed. We have many pedestrians using bower road due to the school, a childcare, cafes and there is no safe crossing areas. Trucks speeding are a serious issue also. We have many drivers nearly rear end us as we enter our driveway. High likely we would look to move from the area for our children's safety because of the traffic.

43	Local streets within our area are not a problem and should not be lowered to 40kph, however, something definitely needs to be done about daily/ nightly speeding along Military Road. There currently is a major issue with hoon between West Lakes Boulevard and Bower Road which needs either police or a physical deterrent such as rumble strips. Speed limits without control do not work.
44	Long term cyclists. Some very near misses.
45	Lower speeds will reduce accident. Hybrid cars and electric cars are quieter and often unseen or unheard by walkers and other road users.
46	My opinion is that Bartley Terrace should be 60 as many drivers get irritated if I stay at the speed of 50km, by the Golf course and the sports field should be about 40, the side roads should also be 40.
47	Newcombe Avenue runs on a bend with some blind spots, it is safer at 40kmp than the present 50 kmp. There is much building activity in Newcome avenue and off side streets which incorporates many trucks and builders vehicles, Bartley Terrace is 50 kmp and is a straight road, this is also a reason that Newcombe avenue should be reduced to 40 kmp
48	None of the above Some of these streets used to be 60km/hr & others 70km/hr The lowering of 60km/hr to 50km/hr & 70km/hr has only frustrated some drivers, especially on Bartley Terrace. 40Km/hr will only frustrate them more & lower speed limit will increase tailgating & speed limit being ignored. Due to a blind corner within Drysdale Court, I asked for a lower speed limit for safety but this was deemed unnecessary by Council.
49	None of the above. If the Charles Sturt Council stop narrowing streets you wouldn't think about reducing the speed limit. Do not go to 40km/ph
50	None of these reasons to support the lowering of the speed limit are valid. The speed limit does not need to be lowered.
51	Nursing home at the end of the street, on road car parking for employees is increasing, tight corner on Military Road into Recreation Parade. Cars travel more than 50 on a regular basis as it's a straight road with no speed bumps. Often hear cars at 4am going in the direction of the nursing home exceed road limit. Have seen 2 accidents, one into stobie pole and one into a tree, both travelling at high speed. Get the fair share of hoon drivers turning from Samson Road trying to use Recreation Parade as a speed track.
52	On Dunstone Road in winter on Saturday mornings when soccer is played in jubilee oval parking on both sides of the street is so dangerous. and as a main thoroughfare parking should be restricted to one side of the street theirs only room for one way traffic. I've seen kids run out from between parked cars. fortunately, no been hit to my knowledge but its only a matter of time
53	██████████ adjacent to an oval and playground, therefore important to reduce the risk in general particularly during weekend sports events.
54	Our street and connecting streets are not in your proposed areas but can they be added please? Old Port Road is a popular spot for breath / drug testing and quite a few drivers come through Lord Hobart Way to avoid them.
55	Plover Grove is a nightmare of hoon drivers, speeders, burn outs and drivers who ignore road rules, parking restrictions and fire hydrants.
56	Quite a few original houses in my street have been knocked down and replaced with (often double storey) units or townhouses, with two or three dwellings standing where once there was one house. Not only are there likely more people living in my street these days but the garages of new places are mostly used by occupants for furniture and other storage with no room to park their car. So, their cars are typically parked in their driveway and out in the street. The street parking means the road is effectively reduced in width such that it is not possible for two moving cars to drive past each other. Drivers are generally courteous though, e.g. one will give way to an oncoming vehicle by slowing or stopping to let the other pass. Every now and then though there's an idiot who barrels down the road with a view to have nothing impede their progress. For a few years now I have been driving at 30-40kph in my street because it's just safer to do so, not only to 'negotiate passage' with other cars but also because you never can tell when an adult, child or dog might suddenly appear onto the road from in between parked cars. Also, when I'm reversing from my driveway, the proliferation of street parking makes it very difficult to see whether another vehicle is coming down the road. And even if they're doing 50kph, it makes it quite dangerous. So, yes, I support 40kph limits in streets such as mine. And while you're at it, the frequency of hoon driving on Military Road requires action. There's so much speeding and 'pack driving/riding', especially on weekends and after hours. So noisy and dangerous! It's also common to encounter speeding drivers on Sansom Road.
57	Reduces noise for those of us that live on Military Road which is often used as a racetrack especially after coming around the Bower Road roundabout then speeding up once on the straight right outside of my house.
58	Sansom Rd has a high degree of cut through traffic-drivers avoiding Bower Rd Military Road round about. Also, Sansom Rd has no 50 K/Hr signage, therefore some drivers assume the limit is 60 K/hr. The roundabout at Sansom Rd and Recreation Parade intersection is also seen by some drivers as a driving skill challenge and slow minimally then exit at excessive speed. Given that a primary school is situated at the south end of Sansom Rd a 40 zone is urgently required.

59	Sansom Rd itself definitely needs some safety measures. Cars are always travelling too fast along this residential street, which also has a primary school and kindergarten and lots of residents walking. We also get lots of hooligans driving exceptionally dangerously and often doing burn offs and the like, as evidenced by the tyre marks on the street. Lowering the speed limit on Sansom especially is a good idea but enforcing it may be difficult. I feel that Sansom also needs a roundabout near our end or speed bumps to properly lower the speed and chance of people doing burn outs etc.
60	Seems like an unjustified revenue raising objective pushed through the agenda of public safety
61	So close to school and garden and so much traffic, many speeding and wending through parked cars. 7 years ago my cat was killed by a car that didn't stop. One day it'll be a kid.
62	Some of the above statements are stated as facts. Without sources or relevant authority on the matter, interested parties ticking the above boxes does not constitute fact and rather opinion.
63	Speed limit signs are only an administrative control. Engineering controls should be put in place such as traffic calming infrastructure like narrow streets, chicanes, tighter radius on intersections, one-way street, protected bicycle lanes, zebra crossings, wombat crossings.
64	Speed limits only work if they can be enforced. How do you propose to enforce these limits. It will be impossible without speed cameras to enforce on most streets. Have a look at where most of the fatalities are recorded in SA, I think you will find main roads and country roads. Speed is not the only issue, what about drug driving and stolen vehicles. Do you think these people care about speed limits?
65	The above reasons are all [REDACTED] invented by Karen's.
66	The crescent, because of the circular nature of the road, is dangerous. Also, if cars are parked on the bends it is not always easy to see on-coming bike riders or cars. Reduced speed limits will alleviate some of the safety issues. Many cars speed around the crescent at well over the speed limit. It is an accident waiting to happen. There are often children on their scooters and bikes in the area as they are heading to the playground in Heyzen Reserve. Also bike riding children from the nearby school use the crescent before and after school.
67	The local West Lakes Shore primary School is at the end of our street ([REDACTED]) On school days there is a massive increase in traffic at the start and end of the school day. Many parents taking their children to school appear to speed at the same time many students are walking to school along the street. The 40 proposal is a must in my opinion and should make our community safer.
68	The unique feature of Newcombe Ave is the many frequent intersections to non through roads so fast traffic make these intersections dangerous due to the risk of emerging cars. This is compounded by the curved nature of the street which limits line of sight to emerging cars and oncoming cars.
69	There doesn't seem to be a problem to me. I move into the district 2 years ago & I not seen any extreme reason to lower the speed limits. Quite often when this is done it increases frustration resulting bad behaviour. I believe the current general 50km general limit is fine
70	There is absolutely no reason to lower the speed limit. This seems to be just another revenue raising cash grab as so many motorists will not be able to do 40 km/h! 40 is just SO slow, and not fair on everyone. PLEASE have some sense and leave things alone. Our suburb absolutely DOES NOT need lower speed limits.
71	there is changes being done in my street at the moment, however, it is going to become more like a clear runway for drivers as the car bays are recessed and will be much easier to speed as there are no cars in their way. reducing the speed may go some way to reducing this
72	there will always be the odd fast or loud hoon no matter what the speed limit-I'm not aware of any particular problem or tragedy that has prompted this-good drivers drive to the conditions, that message needs to be reinforced rather than blanket measures that just add to the frustration-I would prefer for example the temporary digital display recently outside Le Fevre high school which read and reminded people of their speed. Its not just about drivers either, all pedestrians need to be reminded of crossing roads safely-they have priority in some well-defined areas otherwise cars have priority, there has to be a clear pecking order otherwise it gets confusing and dangerous.
73	This isn't a council's problem, it should be up to state police to implement and maintain. I don't care what the speed is, being either 40 or 50k's, but I do care about consistency as I'll probably end up getting a ticket because Charles Sturt has decided they can start changing speeds to suit their own agenda despite this not being consistent across councils.
74	We back on to [REDACTED] & a 40 Kms speed limit zone in the area would provide greater general safety, especially to the children going to & from school, and also with the soccer at Jubilee Reserve, and the football & baseball at SMOSH West Lakes.
75	We don't agree on any of the above. Speeds should be relevant to the risk eg. Next to parks, schools etc. Blanket rules are lazy. Impacting majority based on a minority.
76	We have a playground on the corner of our street which makes it all the more reason to slow down drivers.

77	We have lived at this address for the past 18 months, we live in the front flat closest to the road. Drivers in general come off bower road and head down Fairford Terrace at much faster speeds than the current 50kph. This has been aggravated by the opening of a massage establishment on the corner of Bower Road and Fairford Terrace, where we constantly have up to 10 vehicles parked on both sides of the road all day. This is creating much difficulty trying to back out of our residence. Cars travelling along Fairford Terrace travel at such a speed without slowing down, they are causing a potential problem which may cause an accident. Already one of the residents fiancée has had to park out in the street and has had the external rear view mirror taken off her car causing considerable damage by a vehicle being sideswiped. I feel that dropping the speed limit to 40kph and policing the speed may prevent somebody being injured, or vehicle damage from occurring.
78	We live on a bend which has very little visibility with cars when parked around it. Cars still fly around the corner even with parked cars. Many cars do not slow down when coming around the bend. Lots of small children living around the area and I'm fearful of it only being a matter of time before an accident occurs. At least a slowdown sign by the bend would help.
79	Why is it necessary? I can find no research from the Council that it is even necessary in this area. I have never seen any sign of an accident anywhere in the area. Reducing speed limits unnecessarily frustrates many drivers, and those who want to speed will do it anyway, as these speed limits are impossible to enforce. I imagine they will be largely ignored by the majority of drivers, as they do now anyway. My contention is that the proposal is unjustified as there is no need for it and it cannot be monitored or enforced. It is just more money spent on signs of which there are already far too many speed change signs. The Fairford Terrace Development is a farce, as the road is now so narrow that before long cars will collide when travelling in opposite directions. A colossal waste of our money for little result. I am almost 84 and have been driving safely for 65 years. I drive every day
80	Will actually cause more problems in already congested streets
81	Will this take away the 50kph speed limit? 60, 50, 40 and 25 would be a nightmare. Who is going to police it?
82	You people have nothing better to do than [REDACTED] people over. You have provided me with lies no facts at all, nothing to substantiate what you claim. I don't want to be in the area anymore, thanks for nothing. By the way putting that round about on Bartley Terrace was the worse intersection to waste money on, any other intersection would have made more sense. Who the hell does your planning. I'm not going to do 40km you can forget it.

### Reasons for Non support

	Number of Responses	Percentage (%)
Ignored by drivers	52	39.69%
Inconvenient for driver / adds too much time to a trip	66	50.38%
Increases road rage/tail-gaiting	80	61.07%
Doesn't stop hoon driving	106	80.92%
Confusing (with different speed limits in the area)	85	64.89%
Speed limit doesn't match the road environment (all streets/particular streets/s)	79	60.31%
Not enforced enough	29	22.14%
Revenue raising	75	57.25%
Waste of money	78	59.54%
Little evidence to support 40 Areas	77	58.78%
<b>TOTAL</b>	<b>131</b>	<b>-</b>


Not all respondents answered this question.

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	<p>1 Cars and buses will be on the road for longer due to going slower.</p> <p>2 Cars will be in a lower gear using higher engine revs burning more fuel.</p> <p>3 Both 1 &amp; 2 above add extra greenhouse gasses, CO2 and exhaust pollutants to the environment.</p> <p>4 As the law states speed is 50kms unless otherwise signposted the cost of making and labour installing 1000s of speed signs is a waste of money.</p> <p>5 This rule of 40 kms will not change the accident rate caused by hooners and non-conformists who exceed the 50kms speed now.</p> <p>6 Making the road 40kms won't get cyclists to ride in the bike lane.</p> <p>7 If the speed is reduced to 40kms will all the roundabouts and blocks of concrete on Bartley Terrace be removed?</p>
2	<p>40 is too slow and people will exceed this limit anyway. Will take far longer to get anywhere and this concept is a complete waste of money, time and exercise.</p> <p>It won't create 'safer streets' but rather create a burden for all residents and commercial owners in the area.</p>
3	<p>40km speed change is a terrible idea and will cause more congestion and road rage. 50km is already quite slow, lowering the speed will only have a negative impact on the community.</p>
4	<p>50km/h is plenty slow enough unless the street is really narrow and congested. Crickies, next thing we will all have someone walking in front of our cars with a flag waving to warn pedestrians.</p>
5	<p>50km/h is slow enough to react. If people are speeding at 50 changing it to 40 won't stop them. Bartley Tce has minimal housing on it, I strongly oppose it going to 40km/h. The local shops will lose business</p>
6	<p>ALL of these reasons for not lowering the speed limit are spot on.</p>
7	<p>Apart from Bartley Tce, Fairford Tce and Samson streets most other thoroughfares within our area are are narrow and combined with on street parking seem to, most of the time self-limit driving speeds to below 50kph anyway</p>

8	Assuming Council is interested in improving safety, and acknowledging Council has finite resources, why not focus Council's resources on something that will guarantee improved safety? Road safety will be guaranteed to improve if drivers, cyclists and pedestrians have adequate visibility of each other. Often throughout the year drivers, cyclists and pedestrians can't see each other because Council allows the weeds on the verges and road centre islands to grow to a height where you cannot see what is on the other side. I would suggest that Council first gets the visibility issue sorted and then, if resources are available Council can look at further improvements to safety.
9	Back streets in semaphore park are wide. Why should side streets be 40, yet we are 60kms on Military Road we should be 50kms uniform with Grange and Henley
10	Bartley Tce should not be a 40 zone.
11	Bartley Terrace is a main thoroughfare for residents in the West Lakes Shore and Semaphore Park area. Reducing the speed on this road would purely be a revenue raising activity (which it already is with mobile speed cameras often positioned along this stretch of road). Please provide evidence of increased accidents along this stretch of road. To my knowledge, there have been very few collisions over the many years I have lived in the area.
12	Bartley Terrace is a main thoroughfare and should never have been reduced from 60km to 50km in the first place. This is an example of revenue raising with mobile speed cameras often located on this strip of road. The speed limit should not be reduced any further, as it will be detrimental to road users as outlined in non-support points above.
13	Bartley Terrace is a major thoroughfare with a considerable amount of traffic. I believe that most major thoroughfares are 60 even if the other surrounding roads are 50 so please do not lower the speed limit on Bartley Terrace.
14	Biggest draw back for this type of proposal is that a 40kmph roads increase emissions of all cars due to the lower gearing of engine speed. Lower road speed requires lower gear ratio, which increases the rpm of a car at any given speed, which uses more fuel to drive and keep forward momentum. This Promotes higher pollution. In a society that increasing demands net zero, this is a dramatic backwards step. On top of which most of the "major" roads in the Semaphore and Semaphore Park area are wide roads with remarkable visibility, better than most 60kmph roads in adjacent areas. The council has very low visible presence in its actions in the area and frequently let's areas surrounding road; verges, medians, parks, become overgrown. Why is an implementation of this nature made with higher priority than maintaining the council owned areas?
15	Charles Sturt Council has already gone against residences' wishes with inappropriate changes to Fairford Terrace. It is an arterial road, provides the only access for delivery trucks to shopping centre unless these trucks are supposed to do U-turns or 3 point turns to unload at Foodland etc which will cause hazards for all other traffic. Fairford Terrace is now going to be too narrow (not 6 metres wide between curbs) People travel along there in SUVs, 4 Wheel-drives and Caravans, two-way traffic in these circumstances will be almost impossible without one driver pulling over onto curb or into entrance to side street. I had to pull over to let an Ambulance, with lights flashing, through the other day. Pedestrians are already complaining they have to step onto the road to see if it is safe to cross as they cannot see past cars parked on "so called" cut-outs. This street will now become a target for "hoon" drivers, especially at night. It is straight, narrow and will have no cars parked on curb to interrupt their speed.
16	Do not punish everyone. Sort those criminals that hoon and drive drunk and or drugged. If we sort them out the whole place becomes a safe place.
17	Don't want Bartley the to be 40 as it will create more issues with traffic congestion especially when trying to turn onto Bartley the
18	Drug driving is the biggest problem and people driving without licences. These people are easy to spot driving erratically usually and need more policing to get these people off the road. Then we will be safer on the roads not lowering the speed limit that the already law abiding citizens are following the rules.
19	Education is far better than regulation. Other forms of traffic management work far better than just lowering the speed limit. Most drivers regulate their speed to conditions. eg weather, events, car parking etc. Hoons will still ignore speed limits. Money can be better spent on maintenance and other alternatives, relative to each situation.
20	Fix the roads. Speed limit is fine. Stop wasting money on the silly things. Fairford tce is a joke now. It's so narrow that elderly people get scared to pass through with a car coming at them while cars parked on the side. Instead, they choose to slam on their breaks and nearly cause an accident infuriating people which then risk flying around them after at high-speed yelling abuse. People slowing down so often just cause the rd is in such terrible condition, so they don't damage their car. The roads are the problem not the speed. When is the roundabout finally getting built on Fairford and Bartley Tce to combat that congestion?? Multiple accidents nearly a day on that corner. You don't know if people are indicating off of Bartley to go to the shops or down fairford. So people just pull out and put their foot down. Older people are too scared to move causing road rage. Multiple times I've seen people get out of their cars a hurl abuse at an elderly person scared to move causing them to just pull out in panic straight into traffic narrowly missed. It's getting worse. That round about was meant to be built in the Bartley upgrade years ago. Even that rd sat for 12mths unsurpassed. It's a joke
21	Germany has less traffic related deaths and they have the autobahns with no speed limits. Not sure where the council is sourcing their research from. Revenue raising objectives don't equal safety. Cheers

22	Having lived on the Peninsula most of my life I have seen many changes with road rules and traffic in this area over the years. Some good and effective and others absolutely ridiculous. I 100% do not support a lower speed limit of 40kph anywhere. I believe you will still have the same issues with speeding drivers but create even more issues with aggressive drivers through frustration of the very slow speed. The density of traffic is increasing all the time to the point it's almost impossible to sit on the speed limit anyway. Reducing speed limits will only limit the driver's ability to overtake or speed up to get around slow traffic or move quicker within the traffic. This will absolutely cause more frustration than the 50kph did when it was introduced, and road rage incidents will go through the roof.
23	I could not support this more; I emailed council requesting something not that long ago. Would love speed humps but this would be something at least to stop the hoons
24	I do not agree with this proposal. The speed limit of 50km/h is quite adequate as drivers who obey this limit are driving safely. If the limit is lowered those 'hoons' who currently drive faster than the speed limit will still continue to do so. It is not a deterrent. Those who obey the speed limit - lowering it further will just be annoying and delay traffic more.
25	I do not believe there is an issue with how it is now. I have not witnessed or heard of any accidents around the back streets in our neighbourhood. If it is not broken, why try to fix it. I think there are other priorities. I used to live in the eastern suburbs when they brought in this change, it seemed to have little impact.
26	I don't need any more speeding fines and you are just going to cause more frustration by going to 40km. Completely ridiculous. Try doing 40km and see the frustration build. I can't believe you even considering this. Just stick to bin and lawns for me please. Not sure if you know but the cost of living has gone up including your council rates so I don't need the police hiding in bushes with cameras detecting me going over 40km per hour. What a joke.
27	I doubt it will make a difference as it will only slow down people who abide by the speed limits. The hoons will still speed
28	I drive in a lot of areas through Adelaide and we do not need reduced speeds, we just need consistency. It's 40 on some roads, then 50, then 60, then 90 and 110 zones. It gets to be too much. Just stick with 50!!
29	I feel ...so many speed zones, not sign posted enough. Why can't speeds be painted on roads.
30	I have emailed the council previously regarding speeding drivers in Edwin Street. I would be happy to discuss this issue further. As a resident with small children, I am very concerned about this issue.
31	I have lived [REDACTED] 36 years. There are cyclical periods where children move into teenage years and there is some "hoon" driving. This seems to last for a small period and then ceases for a few years until the next crop come through. Thus for most of the time I have found that drivers tend to drive in a safe manner around our area. The council that seems to approve the demolishing of a single house and the erection of 2 dwellings on the same space [in this area] which produces extra cars on the street, due to not enough off street parking being insisted on, seems to me to increase the danger of minor accidents, road rage in stop start traffic as you have to weave in and out of parked cars due to not enough room for 2 cars to pass. Our street Ashburton Avenue is some 7.8m wide and with about 2.4m per side allowed for parking, leaves us with the impossible 3.0m for two cars to pass. This alone will reduce the street speed to below 40km/h anyway. With regard to Fairford Terrace, with the width of the usable carriage way reduced to 6.0m from the 6.76m North of Recreation Parade, people will be slowed naturally as they negotiate passing with reduced carriage way width. Already it is noticeable that at the North end of Fairford Terrace at approximately 9m wide, with the carriageway width reduced to about 4.6m from cars parked either side, that persons hesitate or stop behind a parked car to allow passing in the opposite direction. Our house backs onto Bartley Terrace and the reduction of the speed limit to 50 km/h has not limited the amount of "hoon" drivers and motorbike riders. In fact, it seems to have increased in line with the increase of persons in the area. With regard to the Bartley Terrace "safety upgrade" several years ago and the drop to 50 km/h, the resident's consensus to increase the road width for the increase in traffic expected from the rise in resident numbers rather than reduce it, was ignored and things such as the impossible roundabout at Greenfield Crescent, which buses and trucks have to drive over was implemented. The Bartley Terrace/Boulevard "upgrade" recently, now causes traffic blocks with vehicles turning left from Bartley terrace into the Boulevard. All this for the council counting cents now and not looking at the dollars to be spent in the future to fix these areas. I have no confidence that the Council will accede to the residents wishes in this case.
32	I have seen a mobile speed camera only once in four years in this part of military road.
33	I live in a dead end street which is very quiet. The West Lakes development was designed with many cul-de-sacs and this has effectively kept speeds low and most drivers drive to the conditions.
34	I ride a bike at around 30kph to 35kph and hate riding in 40km zones (eg Henley) as drivers do not pay attention to the road, are more aggressive if held up for a minute as it's harder to pass, will turn / cut in front of you, pedestrians are on their phones much more and will just step out onto the road "as it's safer" without looking. Drivers just open doors and get out of parked cars without looking. I feel much safer riding on 60k roads as drivers concentrate much more, don't cut you off, get less frustrated



	as it's easier to pass. To many different speed limits and non-local people have no idea which roads are what speed limit. There would need to be lots more speed signs placed on the roads so people can know and actually do the correct speed where they are driving.
35	I say NO to reducing the speed limit. There is NO NEED to alter the speed limit. NO traffic/drivers speed, crash, cause injury, need to be slowed and do not cut through. It will NOT encourage active transport and will NOT improve local amenity. It would be a waste of ratepayers' money. The rates are already too high and this is just another way for the council to take more money from ratepayers. The local residents are the road users and they already pay enough money to the council. Absolutely, NO REASON for the council to reduce the speed limit. The roads ARE SAFE and the road users ARE NOT at risk of injury. DO NOT DO THIS. NO! NO! NO!
36	<p>I suggest the tried and tested speed limits be reinstated across the whole of the City of Charles Sturt Council area, i.e. local access streets should be 50km/hr with Collector roads and higher road classifications signed at 60km/hr across the whole council. Reducing speeds to 40km/hr is ludicrously slow for the significant amount of traffic that uses local streets on a daily basis. Assuming 10 vehicles access/egress a residence each day, plus the commuters using the streets on a daily basis for work and/or recreation, plus the odd passer-by equates to hundreds of vehicles using our local streets every day. The mentality of narrowing streets and/or sign posting them at lower speeds than the tried and tested speeds mentioned above needs to be removed from Council as it is driving me crazy, if I am saying it many other people are thinking it! Fairford Terrace and Henley Square are prime examples of streets local residences now avoid due to the traffic management constructed or under construction. I do not experience any hoon driving within my local streets but I do anticipate road rage within the streets narrowed through Council projects as lane widths are being reduced to extremely tight widths for two-way traffic. If hooning is being experienced in local access streets the wider issue should be explored which typically stems from congestion of the state maintained arterial roads. I wish to be notified when this is planned on being discussed in Council meetings so I may join the hundreds of residences which will disagree with this terrible traffic proposal. Please feel free to contact me on my mobile number as I am happy to discuss this further.</p> 
37	I support the reduction in speed limit, but it needs to be enforced.
38	I think it's a great idea & totally support a 40km zone in my street & surrounding streets.
39	I think it's a stupid idea and you have not taken into account any factors relating to the ability of modern cars being able to stop quicker... at all. You have also not taken into account the ability to police any new laws and then if you were to police them, it would take away valuable resources we need for actual crime prevention.
40	I think the speed limit of 50 in the current area is sufficient. 40 seems like an overreach and very much impractical. There is a current problem with too many rules and regulations, and I think such a move would create division and mistrust in the community especially coming out of a pandemic.
41	I wouldn't think most people would follow new 40km/h speed on Bartley Tce as it has wide lanes and unintuitive to go a lower speed. There is generally good visibility of walker's and cyclists due to wide road curves. Prev had 40 zone between Bower Rd and Greenfield Crescent and everybody ignored until the 40 signs disappeared. So I think people would ignore again.
42	If people are ignoring 50 zones, what makes anybody think they'll observe 40 zones? Your own study suggests that reducing limit from 50 to 40 saw an average reduction of 4km/h. This indicates, at best, a reduction from 50 to 46, but most likely 55 to 51. So, what enforcement (i.e. revenue raising) actually makes this stick? People that are going to speed - and by extension, cause accidents - will do this no matter what the limit is. The last "consultation" the council ran resulted in a narrowing of Fairford terrace, introducing parking spaces, which arguably reduces visibility and makes for less safe places to cross the road.
43	In my opinion a small number of people breaking the road rules pose the greatest risk to road safety due to speed in our neighbourhood. My opinion is that these people who breach the road rules are unlikely to change their behaviour with a speed limit change. My observations are that inattentive driving and mobile phones are the greatest risk to safety and traffic flow. I observed a serious single vehicle accident on military road where a mobile phone appeared to be a contributing factor. Whilst this road falls outside the area in question I would prefer if attention was redirected to heavily penalise mobile phone use and inattentive driving. This problem is unlikely to be addressed through council initiatives and I believe the effort and funding to enact a speed limit change should be redirected to areas where the council is already doing a great job such as parks, gardens, open spaces, events and other community measures. Thank you for your consultation process and I hope that our speed limits will remain unchanged for the above reasons.

44	It should not be enforced on all streets, especially when most streets speed is not an issue.
45	It's only going to cause more congestion on the roads and more frustrated drivers resulting in more hoons and road rage. You are never going to stop all the hoons by slowing down all the sensible road users that already doing the right thing. 50 is a communal speed used in most areas everyone knows this rule. It will get confusing and if you're turning of a street, you don't always see a speed sign straight away to know.
46	It's a stupid idea - almost as bad as what they have done to Fairford Terrace
47	It's tokenism at best. It doesn't stop cut through traffic for school runs. Only thing that will do that is physical slow points like speed humps. In WA that's what stops traffic using roads as cut throughs. Speed humps still allow for public transport use as in WA one area was a major bus route and the humps didn't impact. But 40 is a joke when people don't adhere to 50kms
48	Just leave it be!! You're just trying to justify your jobs or worse still, gain revenue. And Who was the rocket scientist that's responsible for the destruction of Fairford Tec, West Lakes Shore? You have taken a lovely safe wide road and brought in so far two large vehicles would struggle to pass each other. Just stupid!!
49	Keep Fairford Terrace @ 50kms/hr or possibly increase it to 60kms!! Change Bartley Terrace BACK TO 60kms/hr!!🚧🔧
50	Lowering the speed limit only induces more frustration for drivers. Some drivers even drive 10km/h slower than speed limit, so reducing it further will create more problems than benefits. The amount of times Volkswagen Caddy speed cameras are on Bartley Tce, is just ridiculous. It's clearly raising revenue from the locals who travel the streets and not 'saving lives'.
51	Narrow streets and vehicles parked on both sides of the road means one way traffic as there is not a safe passing distance for vehicles travelling in opposite directions. Why should we be forced to take an alternative and longer route because the noisy minority would appear to want Fairford Terrace (the access road to so many other streets in the area) to become a private road for their use only.
52	Never seen anyone driving crazy. Speed limits aren't going to stop hoon driving if there was any in my area. Terrible idea!!!
53	no comment
54	Only speed humps slow the idiot hoons. Especially around the school streets
55	Please do not go ahead with the change.
56	Safety would be improved if council encouraged, improved and provided more off-street parking and discouraged on-street parking. That is a much more important issue than speed limits. As far as pedestrian safety is concerned, footpaths in good conditions on both sides of all streets and through parks/reserves are needed. Some streets have verges that are too difficult to walk on and impossible to use any sort of wheeled vehicle on, not to mention vehicles completely obstructing driveway crossovers on a long-term basis. Council should also consider any future gutter installation to be sloped so that it is less of a trip and parking hazard. Semaphore Park is a great area to live in, please don't denigrate it with an unnecessary speed limit and the accompanying unsightly and unfriendly signs.
57	Speed limit signs are only an administrative control. Engineering controls should be put in place such as traffic calming infrastructure like narrow streets, chicanes, tighter radius on intersections, one-way street, protected bicycle lanes, zebra crossings, wombat crossings.
58	Speed limits should only be imposed around schools
59	Stop wasting your time on this & concentrate on cutting the waste high grasses a little more
60	Terrible idea, why try to fix something if it's not broken???? This will only cause frustration in drivers if speed limit is reduced, and that's when safety will be a concern. Absolutely terrible idea.
61	The aging population in this area already drive too slowly. The people that do speed aren't going to slow down because it's 40 instead of 50 and the people who do 40 in a 50 zone are now going to do 30 in a 40 zone. Put speed bumps/islands on particular roads with more traffic to deter hoons from entering the area. The roads/roundabouts/footpaths and curbs in Semaphore Park need improving before this speed reduction junk is introduced. This is coming from someone with 4 kids in Semaphore Park. The 40km speed limits in Henley Beach are evidence of how useless this is like parts of East Terrace. There simply isn't enough pedestrian traffic to justify this reasoning. Half the streets in Semaphore Park have footpaths on one side! Spend the money fixing things like this instead of virtue signalling speed reductions.
62	The current 50kph seems to work well and be observed by all but the odd hoon driver. Some streets around here are so short that drivers can only reach slow speed before slowing for the T junction anyway. The main through road, Bartley Terrace, has always been a main road through the suburb and 50 seems appropriate. When cars are parked

	on both sides - during the soccer season - traffic is very slow as people take great care to avoid vehicle doors opening and children running out. On a Saturday morning during the season that section of the road slows to a crawl.
63	The current speed limits are fine. No one has ever been injured. I have lived here for the past 29 years and there has never been any problem with speeding in the area and not in my street. No one speeds. LEAVE THE SPEED LIMIT ALONE. DO NOT LOWER THE SPEED LIMIT.
64	The current speed limits are sufficient in these areas and should NOT be lowered
65	The focus should be on reducing speeding hoon drivers on the section of Military Road from Bower Road to West Lakes Boulevard. On weekends there is the constant screech of speeding drivers. A roundabout should be at intersection of Trimmer Parade and Military Road. Trying to turn right onto Military Road at peak time is so frustrating and it could reduce speeding drivers. The reduction in width of Fairford Terrace should definitely have a 40 kmh speed limit imposed. How two cars can pass each other will be a test of these never-ending road works. A pedestrian crossing should also be installed across Military Road where Wesley House Aged Care is located. The current 50kmh works well in my area. A thought could be given to reducing the speed to 50kmh on the section of Military Road from Bower Road to West Lakes Boulevard
67	The main issue is the "Pack" cyclist who ignore their responsibility on road use. Military road and Seaview Road are classic examples of this. Current rules state, they must not be more than 2 cyclist wide (not adhered to on a daily basis ) Must keep as far left as possible ( not adhered to also ) Must use bike lanes when provided ( not adhered to as well ) Drivers get frustrated by the above, also other drivers taking off to slow at the lights so if your 4 cars back in line you miss the Green and I constantly see drives go through on yellow due to this. Cars in the RHL on West Lakes Boulevard, heading west only to want to turn left into the Mall and hit the brakes to cut all traffic off and cause chaos. Happens every day. Drivers not using indicators and again causing chaos. I believe these are more important issues for every day road users.
68	The only problem with cut through traffic in my street at the moment is due to work on Fairford Tce. Usually, my street is lovely and quiet. Only hoon drivers are an occasional problem and there is nothing that can be done about that if police do not regularly patrol
69	The streets are short, lots of corners and no reason that drivers would often reach over 40km/hr. It is a waste our rates money to do this, stop making rules for the sake of rules.
70	The streets should be kept at 50km/hr. I strongly disagree with the suggestion to reduce the speeds to 40km/hr.
71	There is no need for a 40 zone in semaphore park. If anything, you could put a crossing on Bartley terrace. I will consider leaving the area and not visiting businesses in the area if 40 is enforced. The area is not busy enough with people to warrant this change!
72	There is very little thru traffic in this area. In addition, there is plenty of walkable space and footpaths and crossings, I walk extensively around the area daily and have never encountered issues with traffic.
73	This is a total waste of money and as a rate payer I'm quite annoyed.
74	THIS LOOKS LIKE ANOTHER 'GOVERNING FOR GOVERNING'S SAKE' PROPOSAL. I'VE LIVED ON THE PENINSULAR ALL MY LIFE AND THERE SIMPLY ISN'T A PROBLEM OF ANY SIGNIFICANCE WITH BACK STREET SPEED LIMITS. IT AIN'T BROKEN SO PLEASE DON'T WASTE TIME AND MONEY TRYING TO FIX IT. US SILENT MAJORITY DON'T HAVE ANY PROBLEMS.
75	To be honest, I don't care if the street speed is dropped to 40kms, but I think that only affects "honest" drivers that pay attention. I certainly don't believe that semi-arterial/link roads like Fairford and Sampson roads should be made 40Kms/h. We have the most trouble with the hoons that drive well over 50kms/h on West and Lower Street. (Although this is around the primary school, it's most often late at night or early hours of the morning). To improve safety around the school zone and further protect the kids, I think it makes most sense for those 2 streets to have speed bumps.
76	Waste of money and time. It will cause accidents and probably deaths, who will take the blame? Not the council heaven forbid, no council will just say, its what the residents wanted. Why can't you find better things to do with our money and time.
77	We believe that 40kmph is not necessary in our area. St Albans Terrace and surrounding streets are very safe in our opinion at 50kmph and have never caused us a problem. We have also observed that the work being done on Fairford Terrace will create a very narrow road and in our opinion will cause more problems than before.
78	We don't think all roads in the area need to have the speed reduced, eg Bartley Tce, Sansom Rd.
79	We totally agree on any of the above. Speeds should be relevant to the risk eg. Next to parks, schools etc. Blanket rules are lazy. Impacting majority based on a minority.
80	why instead of telling people they have to drive at 40kph they should be made to plant and look after a tree on their medium strip and if it dies they'll be fined-isn't climate change and our attitude to it more important than this Nanny State proposal-why don't we make the speed limit 20kph? even safer?

**Neutral**

	Number of Responses	Percentage (%)
I don't mind the 40 Area	7	33.33%
*I don't mind the 40 Area, but I do/don't think it should be on a particular street or streets (Name Street/s:)	13	61.90%
<b>TOTAL</b>	<b>20</b>	-

*Not all respondents answered this question.*

**\*Name Street(s)**

Should be 40km:

- Kingfisher Drive (1)
- Lord Hobart Way (1)
- Hero Way (1)
- Bartley Terrace (1)
- Hawksbury Way (1)
- Ashburton Ave (1)

Should not be 40km:

- Bartley Terrace (6)
- Fairford Terrace (2)
- Sansom Terrace (2)
- All streets in West Lakes Shore (1)

The last question was seeking any further comments, which are presented on the next page.

## Semaphore Park/West Lakes Shore – Other comments

COMMENT #	PLEASE PROVIDE ANY OTHER COMMENTS
1	A significant number of the vehicles that travel down my street are doing so well in excess of the 50km/hr speed limit. These drivers are already breaking the law and are unlikely to adhere to a lower speed limit. Try policing the existing speed limit to target the hoons who are travelling at dangerous speeds.
2	ALL OF DELFIN ISLAND WEST LAKES
3	As a resident at my current address for over 20 years, I have noticed the increased potential for death or serious injury for pedestrians (parents and children) around the Bartley Tce Sport grounds and more specifically the junior soccer grounds. While I'm neutral on 40kph in my area I would support an initiative that would mitigate risk for children attending these sports grounds.
4	As previously indicated.
5	Bartley Tce should not be a 40 zone
6	CHANGE THE LIMITS on Bartley Terrace & Fairford Terrace BACK to 60km/hr. West Lakes Boulevard change limit to 70kms/hr. Put a giveaway sign at the T-Junction of Bartley Terrace & Fairford terrace intersection NOT a roundabout (WASTE OF MONEY)
7	Councils are wrong, too much power. I never hated a council so much. At least Salisbury City Council are reasonable, not you people.
8	Due to the people around the sporting facilities, shopping centre and hotel, I believe the 40kph limit should be applied to Bartley Terrace as proposed above (similar to the Henley Square).
9	Fix the conditions of the roads. Not lower speed limit. Its safer with moving traffic than slow traffic
10	How about instead of slowing traffic, we look at ways to reduce idle traffic/parked cars on roadways. Particularly on narrow residential streets, where they're made narrower by cars parked opposite and in close proximity of each other. Cars parked opposite driveways, and cars making for dangerous passage and decreasing visibility for moving vehicles. Yellow paint is much cheaper than re-zoning, sign posting, and notifying everybody of changes.
11	I absolutely support the 40 kph speed limits proposal in West Lakes Shore. Safety is an absolute priority for drivers, pedestrians, adults and children who ride bicycles no matter how frustrating it might be for some impatient drivers. At the end of the day it is a matter of seconds drivers will save if there wasn't such a speed limit. Nambour Crescent seems to be a go through for residents who reside in the Semaphore Park area in the vicinity of West Lakes Primary. Some of those resident's disregard safety driving habits even when pedestrians are in the vicinity.
12	I don't think it should be put on Bartley Tce, it's 50km already and there's basically no house frontages to cause any harm. Have never seen the reason to drop it from 60km., besides Military Rd it's a main thoroughfare to west lakes or the Port 🤔
13	I think better enforcement of 60km/h on Military Road is more important as drivers frequently do 70km/h. I don't think reducing the limit to 40km/h in Semaphore Park will have any significant difference as most drivers are good and it's not a cut through
14	I would like to see the council instead, focus their efforts on extending the walkway from Semaphore through to Henley Beach
15	It should be left how it is. If anything, Bartley Terrace should be changed to a 60km. Zone and all surrounding streets should stay at 50km
16	Just another "glass House" proposal.!!
17	Lower speed limit on Bartley Terrace will increase traffic congestion as alternative route (Military road) is much longer even compared to 40k travel time.
18	Maybe roads such as Sansom rd could remain 50 kmh while the side streets off it could be 40 kmh
19	Military Road Semaphore Park as there is not only the caravan Park but also park and playground, horses cross in early morning also aged care home. People crossing all the time in these areas so it would be safer to have a 40 speed limit.
20	No comment
21	Not on Bartley Tce, previously trialled and public dismissed
22	Perhaps encourage SAPOL to monitor speeds on Tapleys Hill Rd first!
23	Please advise if residence wishes will be observed this time. Thank you.

24	Speed limit signs are only an administrative control. Engineering controls should be put in place such as traffic calming infrastructure like narrow streets, chicanes, tighter radius on intersections, one-way street, protected bicycle lanes, zebra crossings, wombat crossings.
25	Stick your 40km zones up your [REDACTED].
26	The sooner the 40k speed limit is introduced the better
27	yes please install 40 km/h speed limit areas on our local residential streets.

## 5. NEXT STEPS

The Asset Management Committee will review the outcomes of community engagement at their 15 May 2023 meeting, on the proposed new 40km/h area speed limit in Henley Beach/Fulham Gardens, West Lakes Shore/Semaphore Park, Albert Park/Hendon/Royal Park as detailed in this report and consider the findings when deciding on the matter.

Following a decision of the full Council on Monday 22 May 2023, all consultation contributors and project followers, will be informed of the decision through direct notification. The wider public will be notified via our online platforms including Your Say Charles Sturt and our public website, as appropriate.

## APPENDIX A - Written Submissions

Written Submission #	Suburb	Submission / Comments
1	Royal Park / Hendon / Albert Park	Good Morning [REDACTED], I reside at [REDACTED] Albert Park, and since the road has been re structured with several garden beds, unfortunately these are never maintained and weeds have outgrown any plants that remain. Also, verges are covered in same with growths of up to a metre. The rear area of Spotlight is always littered with paper & plastic rubbish, is this a Council or Spotlight responsibility. As for the proposed speed limit to 40kph, I believe this should have been implemented as soon as up dated road works were completed, with many vehicles parked on the road day & night. Many near misses have occurred over the past few months.
2	Royal Park / Hendon / Albert Park	To whom it may concern, I am writing to say I fully agree with this proposal in this area should be well SIGNED perhaps side islands alternative as well have lived here 18yrs now and seen many changes. I live off [REDACTED] Royal Park 5014 this Avenue is at certain times is a speed hazard with the Hendon Primary School there is very very concerning, Both Cars and Motor Bikes speed along there at various times. Jury Street is used as thoroughfare a lot very annoying at times needs a large STOP sign clearly marked. The roads in this area are very undulating need attention badly. The verge cutting has improved slightly good to see it tidy. The only thing in the district with modern housing living is street parking. driving is a hazard these days drive in middle of street to get through complete nuisance I was told public parking I am fully aware modern progress not good a pain when you turn a corner avoiding a parked car on occasion and a 4wd greets you ??? nearly Hm!!! Anyway, thank you for your attention to these matters of opinions
3	Semaphore Park/ West Lakes Shore	Since you deliberately made the website hard to navigate to stop people telling you to go jump, I'll email you. Stick your 40km/h zones up your [REDACTED]. You lie when you quote [REDACTED] research - 40km/h zones DO NOT make roads safer - never have and never will. why DO YOU LIE?. We reject your stupid 40km/h zones. How about cleaning up the graffiti instead? Oh sorry, that's right, that doesn't allow you to make peoples' lives hell, does it? [REDACTED]. NO 40KM/H ZONES ANYWHERE!!!!!!!!!!!!!!!!!!!!
4	Semaphore Park/ West Lakes Shore	I am writing in reference to the discussion for a 40 km/hr speed limit in semaphore park. I am not a user of Facebook and suggest you will get a distorted view since many in the area are older residents and non-users. A typed questionnaire sent to each resident may be a better method. From the Survey Site:- Question 1 - I am a rate payer / owners Question 2 - No Question 3 - No Question 4 - yes a few hoon drivers Question 5 - yes most drivers Question 6 - yes most drivers Question 7 - No Question 8 - do not agree - please supply traffic history in 40 km/hr zones to prove your points Question 9 - doesn't stop the hoons - confusion with different speed zones - 40 km hr does not match the road.- police will use the area for revenue raising - waste of money and resources - very little evidence to support this proposal. Question 10 - If you propose it , name the streets. Since you are looking at speed limits may I suggest you increase the speed limit on Bartley Tce between Fairford Tce and West Lakes Boulevard 5back to 60 km/hr. I realize this was changed after a double fatal accident some years ago, however the Driver was travelling at greater than 120 km/hr in a 60 km/hr zone. Further, I



		consider the changes to Fairford tce between Recreation Pde and Bartley tce a disgusting waste of ratepayer's money and the time taken to the currently incomplete stage of the project is staggering.
5	Semaphore Park/ West Lakes Shore	new 40km speed limit in my area YES PLEASE !!! has been a problem for the past 2 years but since FAIRFORD TERRACE has been under reconstruction speed has definitely increased this applies to vehicles coming from the roundabout on SANSOM RD as well as FAIRFORD TCE
6	Semaphore Park/ West Lakes Shore	Hi, Can you please forward this email to the appropriate person in the council. I live in [REDACTED] Semaphore Park, and I recently received a card in the mail about the council lowering speed limits in the area to 40Km. I object to this on the following basis. It will increase pollution, as car engines are not optimized for fuel emissions to 40Km / hour. It will use more petrol as the engine will rev higher at 40Km than at 50 Km, as the engine will be in a lower gear. There is no evidence to show that there have been any significant accidents in the area warranting such a move. You should note that many of the proposed measures supposed to increase safety actually decrease it. For example, in the Henley area on Military Road they have put in numerous zebra crossings going into and coming out of roundabouts, and it is clear this has significantly increased the danger to both cars and pedestrians, as it means there is much more information that drivers and pedestrians have to absorb to determine if it is safe to go or not, and this greatly increases the risk of an accident, especially for cars trailing cars going into one of these roundabouts, to whom it may appear that the car in front is not going to stop, as they cannot see the crossings in their position. And the same with the speed bumps they have put in, where they keep trying to slow people to 20 Km, which is a ridiculous thing, as drivers then speed up, likely higher than 50Km in between the bumps to compensate for them. Just because one or two residents in an area, likely without cars, want to see the limit reduced, this is not a good argument to do so. It is a waste of money to have to stick in all the extra signs to manage 40 KM and this then also means people are constantly having to monitor and change their speed, rather than going at a constant speed. Most importantly from a safety viewpoint, it is clear that the slower you have to go, the longer your eyes are away from the road and on the speedo, in order to ensure that you keep to the lower limit. This is best illustrated by the 25Km areas, where it is such a stupidly slow speed that you spend most of the time looking at the speedo, occasionally looking at the road. If you do not believe me, do the tests on the road. Common-sense should be factored into road safety decisions, and this 40Km scheme clearly fails in this area. The council should have a bit of common sense and keep the speed limits in the Semaphore Park area as is. I do not want my council rates wasted on this project.
7	Semaphore Park/West Lakes Shore	Hi there, I've just completed the consultation form regarding the 40km/h proposed limit in Semaphore Park. I then explored the previous consultation with other suburbs and was alarmed to see that the wishes of Charles Sturt residents were largely ignored. Can you please confirm what the required 'percentage' would be in order for the council to either implement, or not implement, a 40km/h zone? Clearly the answer isn't 50% as I would have assumed.
		Can you detail the reasoning behind why Kidman Park and Fulham Gardens were not changed when other suburbs were? I'm curious to know what other factors are considered given in Semaphore Park for example our roads are quite wide, the verges are clear and visibility is typically good considering the majority park in their driveways etc. And can you please provide links to the documents showing the majority support from all suburbs that have had 40 Areas installed? As that seems quite contrary to the information found on your website under the current project. Also, is there any data showing a number of vehicle related injuries in Charles Sturt? What prompted this project to begin with? Who at the council is in support and who is not?
		So what is deemed support? Is being impartial considered support? Because NONE of those suburbs listed in the meeting minutes from Monday, 18 September 2017 are greater than 66.6% in favour. The more I read the more I am actually concerned the council is implementing strategies without an impartial viewpoint as everything points to the council having an agenda and working solely towards that agenda without considering the full impact (unless geared positively towards the Council's desired outcome). There is no mention of negative impacts in any of those initial reports or meeting minutes. Were the negative impacts even considered? This is the document that I first read, dated 2020 so much more current than the information you provided. It was following the reading of this document that I actually became concerned about this project for many reasons. 20-130123-Final-Draft-Report-for-Presentation-to-Council-40-km-h-Area-Speed-Limit-Review-Community-Consultation-Report-~-Painted-Dog-Research.pdf (charlessturt.sa.gov.au) It doesn't get much clearer than this: [image of 37% support   6% neutral   55% oppose provided]
8	Semaphore Park/West Lakes Shore	SPEED LIMIT AROUND THIS AREA, CHANGING THIS FROM 50 TO 40. SHE IS AGAINST THIS CHANGE

9	Semaphore Park/West Lakes Shore	The Office of Stephen Mullighan MP has been contacted by [REDACTED] West Lakes Shore about concerns over the proposal to lower the speed limit in her local area. [REDACTED] explained that she is vehemently opposed to the proposal to lower the local street speed limit to 40 km/h in her area. [REDACTED] views that "This will not make the roads safer. It will make life so much harder for residents" and that the push for it was based on a "myth" of hoon-driving in the area. I would appreciate it if you could please investigate [REDACTED] query. [REDACTED] can be contacted at [REDACTED]
10	Semaphore Park/West Lakes Shore	I do not want to join, I just want to voice my opinion. Why should I have to join and login. I don't mind giving name address and other details, but I am not interested in joining. What about people that don't have or use computers. I am totally against the way you expect people to contribute their opinions. I voiced my opinion previously when asked about road changes to Bartley Terrace. Even though the public voices saying no were outnumbered when council decided certain contributions could not be counted. I feel no matter how many responses are received council will do what they want.
11	Semaphore Park/West Lakes Shore	Regarding: Hello Kath, [REDACTED] is against the 40KM Zone for West Lakes Shore as he advised this will cause a lot of vehicles to bank up and drive too slow. he did not want to sign the petition on Your Say, and instead wanted to speak to someone about this consultation.
12	Henley Beach/Fulham Gardens	Wants to have a 40 speed limit in Fulham Gardens, disgruntled that opposition stopped it back in 2017, and wants to know why we consult.
13	Henley Beach/Fulham Gardens	Hi, I received a card to provide a comment about a 40km speed limit in our area. The QR code wouldn't work for me so I am sending this email. We are in [REDACTED] Henley Beach. We support the move, even though the usual speeders being Henley High students and the primary school parents will ignore it. The only issue will be unsightly signs everywhere. Hopefully if this measure is implemented you can use the signs similar to other 40 zones in the area where there is a single sign stating drivers are entering a 40km/hr zone at the main entry points to the area. This will reduce graffiti and vandalism as occurs regularly around here with other signs.
14	Henley Beach/Fulham Gardens	Hi there Sara & Kath, could you please clarify something for me in relation to the proposed speed limit consultation map. If I look at your map, it appears that I live in a 40 km zone as [REDACTED], Henley Beach. Yesterday I spoke to a person, possibly at Charles Sturt reception for clarification. He assured me that the stretch of Seaview Road where I live is 40 km zone as per the map. However, I believe that this is NOT the case. If you look at the attached photo that was taken yesterday afternoon, from just south of South Street on the eastern side of Seaview Road, the sign indicates the end of the 40km zone. This sign is near 284 Seaview Road and close to bus stop 27, east side. It seems to clearly show that past this sign going south, the zone is NO LONGER 40km. Am I correct? If so, I would assume that there are implications for your consultation if the map is inaccurate. Having lived at 250 Seaview Road for almost 6 years, I feel quite strongly about this as I have previously discussed with one of my neighbours, the need for a 40km zone. As you might be aware, there are frequent near misses with people crossing to & from the bus stops in this area. Also, the intersection of Seaview Road and Henley Beach Road is a nightmare, especially for people with younger ones/dogs etc trying to access the beach. However, this is another issue that I would like to discuss separately at some stage. So for now, I'm concerned about the accuracy of the map to be used for the consultation on 40km zones. Thanks for your consideration.
15	Cheltenham	Good afternoon, I was wondering if there is a map the areas you're suggesting for the new 40km/h area in Cheltenham, in particular the side of the railway line along Buller Terrace and its streets as some of this area is also Port Adelaide and your proposal reads PAE is participating on the other side only? As for traffic cutting through, it won't ever stop along either side of the train line because when the boom gates fail (at either Cheltenham Parade or the Alberton Crossing) that's what everyone does to get to the other side and continue along their way, changing Tewkesbury St, Railway Terrace and Buller Terrace to 40km/h won't stop people racing from one boom gate to the other. Then there is the cyclists along Buller Terrace, will they be limited to 40km/h too? cos some of those men are quite pacy! 😊 thanks, [REDACTED]
16	Cheltenham	Hello My husband and I live at [REDACTED] and we would welcome 40k speed limit in our street .We would also request that you consider making our street even safer by having parking only on one side of our very narrow street as we have to navigate most days past cars parked on both sides of the road which makes it impossible to pass especially if one of the cars is a 4wd or truck! Kind Regards [REDACTED]

17	Cheltenham	Dear Ms Mardon, As a resident/ratepayer of Charles Sturt Council, I have registered my support for Council's proposed new 40 Areas on Council's Have Your Say page. I just want to let you know as a matter of interest there is an anonymous online petition against the proposal at: No Forty - No To New 40km/h Area Speed Limits I learnt about it through a leaflet in my letterbox (see attachment). I have no complaint about the petition or the leaflet – whoever is behind it has every right to do so. I just thought you might like to be aware of it.
18	Cheltenham	<p>To Whom it may concern, My apologies regarding this late email of resident's comments regarding the "Creating Safer Streets 40kph" area speed limit proposal. I have been sick and not well enough to torture a keyboard to voice my approval of a lower speed in our roadways. I have been a Cheltenham resident here at [REDACTED] since 1968 and have seen many changes over time, particularly with traffic speed which has been increasing with various people and businesses. I live one house in [REDACTED] therefore not only hearing the associated noise but witnessing speeding traffic. Stroud St South (abbreviated to SSS) is and has been used as a 'conduit road – passing through' between Torrens Road and Port Road utilising Sussex Street, Railway Terrace and Stroud St South to Port Road and very often the users are well over the current 50kph. Many years ago there was a traffic survey conducted over the space of one week in SSS and the results were what we residents already knew, more 'passing through and speeding vehicles, several recording above 80kph, some at 90kph plus and the highest 105kph ! This roadway SSS, is also part of and along with Seventh Ave, the vehicle road test route for Maughan Thiem Motors on Port Road and has been for decades, add to this some residents living in the Cheltenham area who by either motorbike or car are using the area roadways as their own speedway. A regular daily occurrence is a Seventh Ave motorbike owner who will accelerate to 80 – 90kph plus in 150metres to his residence or from SSS to Colston St and return to his residence at high speed, a Ford Mustang owner who drives the same as the motorbike hoon and the rounding of a corner by all various types of vehicle and drivers so far over on the wrong side of the road because of speed that it's just been pure luck only that there hasn't been a head on accident. I've seen it all and welcome any proposal to slow the traffic down for residents safety BUT the burning questions is how to police it! Add to this, the parking and increased traffic flow that is going to happen with the Port Adelaide Football Club Redevelopment which will cater for all various sports and community groups 7 days a week from late afternoon-early evening to late at night all year, on top of this the local SANFL football games plus the AFLW evening televised games. As you can see, we here in Cheltenham and those of us residents living in 'feeder streets' to the Alberton Oval complex and community sport facilities are going to wear a major increase in traffic. Yes, I am in favour of lowering traffic speed to 40kph in our area. Thanking you</p> <p>Regards [REDACTED]</p>

Other Comments outside of the Proposed 40km Areas		
19	Unknown	<p>Dear Engineers, The State Government receives a lucrative financial benefit from “speeding” fines, and the Local Councils get funding from the State Government. That’s therefore a vested financial interest, although it may be at arm’s length to the police and State Revenue. Driving less than 40kph will reliably raise more revenue against law abiding citizens, yet data does not firmly show any improved “safety” outcomes (via pedestrian or vehicular impacts) because driving under 40kph has adverse effects on a driver’s alertness, concentration, and response times from a human factors or ergonomic perspective, and does not improve pedestrian or bicycle or scooter or skateboard caution from a behavioural perspective. However, I must favour local area speed limits of 0kph (zero) as that should clearly reduce injurious or damaging outcomes (except for obesity, hypercholesterolaemia, mature-onset diabetes, myocardial infarction, cerebrovascular disease or strokes and depression for example). Furthermore, credibility in politicians of all persuasions is already so duly low that any further imposts on common sense, honesty, and rational thinking is at little risk of further degradation regarding stupidity, greed and propaganda. Why not try to emulate Xi Jinping or Dan Andrews until the system implodes? From a practical perspective, to avoid fines despite probably reduced safety, I nowadays turn on my cruise control such that I remain about 10kph below the (sometimes displayed) signed speed limit. Of course, there is a split second where I must actually resort to driving craft and look at the road and external environment ahead rather staring constantly at the speedometer; so, let’s eliminate such risks. I look forward to the time ahead when artificial intelligence can on autopilot carry me around without getting fined, whether walking, running, roller skates, wheelchair, bicycle, scooter, skateboard, or in some form of motorised transport... so that I can happily gaze uninterrupted at my mobile phone or laptop PC. Unfortunately, this time ahead may significantly reduce fines revenue and thus put more pressure on politicians to calculate affordable budgets and debt. Kind regards, [REDACTED]</p>
20	Unknown	<p>With your brilliant plan of reducing the speed limit from 50 to 40kms around the area to make it a safer place maybe you need to share that brilliant idea with the Alice Springs councils that might work there. How ridiculous</p>
21	Unknown	<p>Hello, Thank you for your consultation on the proposed 40km zones within Charles Sturt. What a great development for road safety, thank you. I was wondering if there was a process by which a reduced speed limit could be considered between Fort Street and 50m north of Trimmer parade on Military Road, with perhaps the addition of a light controlled crossing across Military Road at Trimmer Parade. With the upgrade to the West Lakes perimeter footpath that terminates close to Trimmer parade, the parking at the end of West Lakes off Fort Street and the cricket/football club on Grange reserve, we have noticed a marked increase in people crossing military road at Trimmer parade to get to the beach, and in the opposite direction get to the lake/path/reserve. There are also more people walking along the footpath beside military road. Often these are children or young teenagers, sometimes on bikes, with cars often travelling at 60km+ along this stretch of road. I would imagine with the development of the board walk along the Tennyson dunes linking to Henley beach and Semaphore, the number of people crossing military road to access the board walk up Audrey Street will increase - particularly people who live along the southern part of Sportsmans Drive and around Monaco crescent. Would it be possible to consider a speed reduction zone and/or a controlled crossing at Trimmer parade to improve the safety of our communities’ children when crossing the road here? There is already speed restrictions on military road only a little further south at Connaught street. Thank you for your help and any advice on how we can have this considered. Best Wishes</p>
22	Woodville West	<p>Hello, [REDACTED], and I am a part of the Charles Sturt community in the suburb Woodville Park. I was reading through the 40km/h speed limit areas initiative and what you're doing to enforce them. I noticed on the page there was a section that said - "If driver speeds aren't reduced by the 40 Area signs, we will seek to install traffic calming measures to reduce driver speeds" I live down Leslie Street East, and I have noticed since our street comes off the main road, a lot of people speed down this road. I have heard noisy cars speeding down the street, or seen them, carelessly ignoring the speed limit. I have also had situations when driving where drivers will be going so fast, they have not seen the give way signs, causing a near miss collision. I noticed that there was a speedometer sign put down a street near mine, that tracked drivers' speeds. Something like this could be implemented down Leslie Street east. I believe those who choose to not follow the speed limit in suburban areas should be aware of the consequences their dangerous driving can cause. It would be great if speeding in this area was looked into, and some prevention strategies were implemented.</p>
23	Grange	<p>Hi, I live in the Grange area and we’ve had the 40kph speed limit for some time. I think it has been a success in this area and we have noticed the benefit - for us and our grandchildren. As walkers and cyclists, this initiative improves the safety of our area, decreases traffic noise and minimises the need for intrusive speed humps. Setting the 40kph limit for a whole area is the correct strategy to minimise uncertainty and swapping between 40, 50 and 60kph zones. I’m glad the program is being</p>

		expanded to other areas and support this initiative, especially as the grandchildren are starting to ride further afield. I've not responded through the feedback link on your website as I live outside the proposed areas. But I just wanted to provide feedback on how well it has gone in our area and to offer support for other areas.
24	Grange	I would like to pass on my feedback on the 40km/h changes coming up in the area. I think it is a great idea! Will make our streets safer, I thank whoever came up with the idea and hope you can keep pushing forward with the idea! Don't worry about those with the silly petition going around. Keep up the good work!
25	Flinders Park	Dear Kath, One of your members has dropped a card in our post-box, to do with a survey by The City of Charles Sturt re 40 kms Area's. This has nothing to do with Flinders Park but refers to new areas to be created. I have stated in previous surveys that this idea will not work and true to my observations it has not. I live in [REDACTED] [REDACTED] This road is a link for drivers on Findon Road and Hartley Road to miss the traffic lights at Findon Road and Valetta Road. The average speed on Gerard Road would be between 50 and 60 kms per vehicle. This has been the case since the inception of the 40 kms limit. It is worse during school terms, when the volume of traffic mornings and afternoons is horrendous. I would dearly love to know what the intentions are of the council are in relation to this blatant speeding, especially in the light that a new subdivision is being built on the old Warehouse land opposite and I can for see the increase in traffic on Gerard Road?