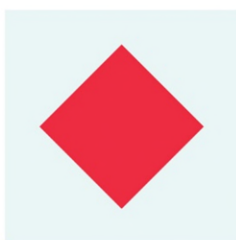


Community Engagement Report for Renown Park Living Street (Concept Options)

November 2021

Contact: Kath Mardon
Community Engagement Officer - Engineering
PH: 08 8408 1270
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1. Project Overview

In late 2019, we undertook an early round of community engagement with residents in the four streets identified in our Renown Park Living Streets program. Those streets being Wright Street, Tait Street, Bishop Street and Blight Street.

Living Streets is about reimagining the design of your street and neighbourhood to prioritise people; whether it be as a walker, bike rider, driver or to socialise with family and neighbours.

At the time we sought initial feedback from the local residents in all the streets to tell us how you felt about the street they live in and what they wanted to see.

We received many great suggestions to improve infrastructure (including stormwater drainage and road pavements), added facilities, places to meet, safer connections and opportunities to increase the sense of 'place' within the neighbourhood. The community told us they would like to see more greening within their neighbourhood through additional trees and Water Sensitive Urban Design (WSUD) style landscaping located within the verges and at intersections. whether it be as a walker, bike rider, driver or to socialise with family and neighbours.

The Proposal

In October 2021 we then presented three options for each of the Living Streets, incorporating many elements we heard from the community through the first two rounds of consultation.

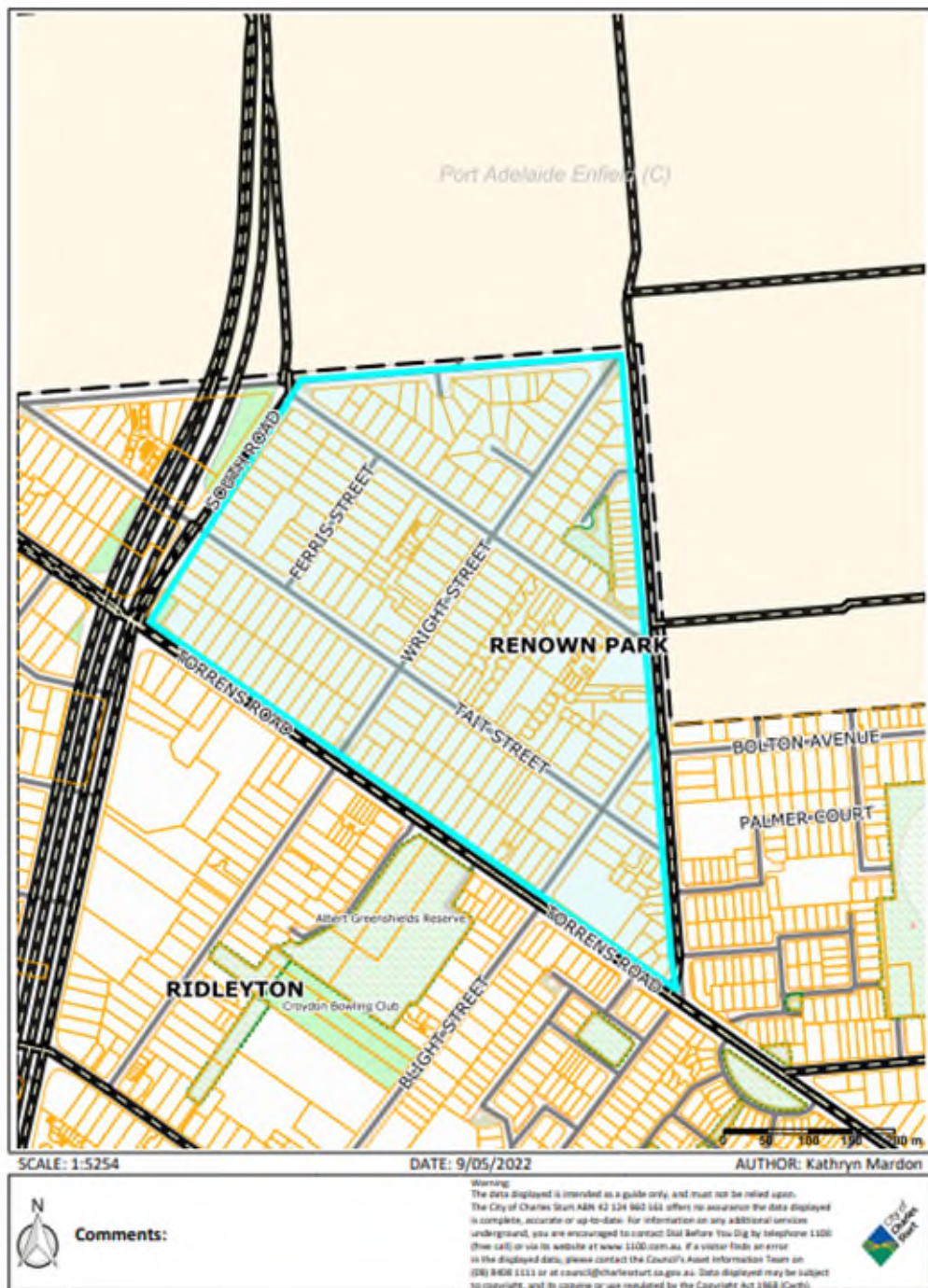
2. Community Engagement Approach

The community engagement period commenced on 1 September and closed on 30 September 2021. The community engagement process included the following communication and engagement activities and promotions.

- Mail out of the consultation package (brochure only) to owners and occupiers of the immediate locality, some 436 letters (Refer Fig 1 below)
- Engagement via Council's online community engagement website "*Your Say Charles Sturt*".
- Displays of the proposal, fact sheet and feedback sheets at the 19 on Green Community Centre, Green Street Brompton. Attended by Council staff on every Thursday from 1pm to 5pm (9 September to 30 September)
- Community Open Day to speak to the project team and view the concept in large format – Saturday 18 September 2021 from 10am to 1pm, Angus Street Reserve.
- Invitation to provide feedback online or in writing using a hardcopy feedback sheet, email, or letter response.

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

Fig 1 Consultation Area



3. Who did we hear from

Table 1: Engagement activities undertaken during consultation on the Toogood Reserve Proposal (25 February to 25 March 2022)

Type of activity	Engagement activity	Date and place	Participants
Your Say Charles Sturt online consultation hub	Renown Park Living Streets (Concept Plans)	1 September to 30 September via Your Say Charles Sturt	Open to everyone 1026 page views 187 unique visitors of the page 22 followers of the page
	Online feedback form	1 September to 30 September via Your Say Charles Sturt	Open to everyone 25 survey responses
Community consultation	Hardcopy feedback form	1 September to 30 September via mailout, 19 on Green community centre	Open to everyone 11 responses
Pop-Up Information Stand	Static display board 19 on Green Community Centre.	Every day (static display) 3 x Thursdays staff member available for questions.	Open to everyone 5 community members attended

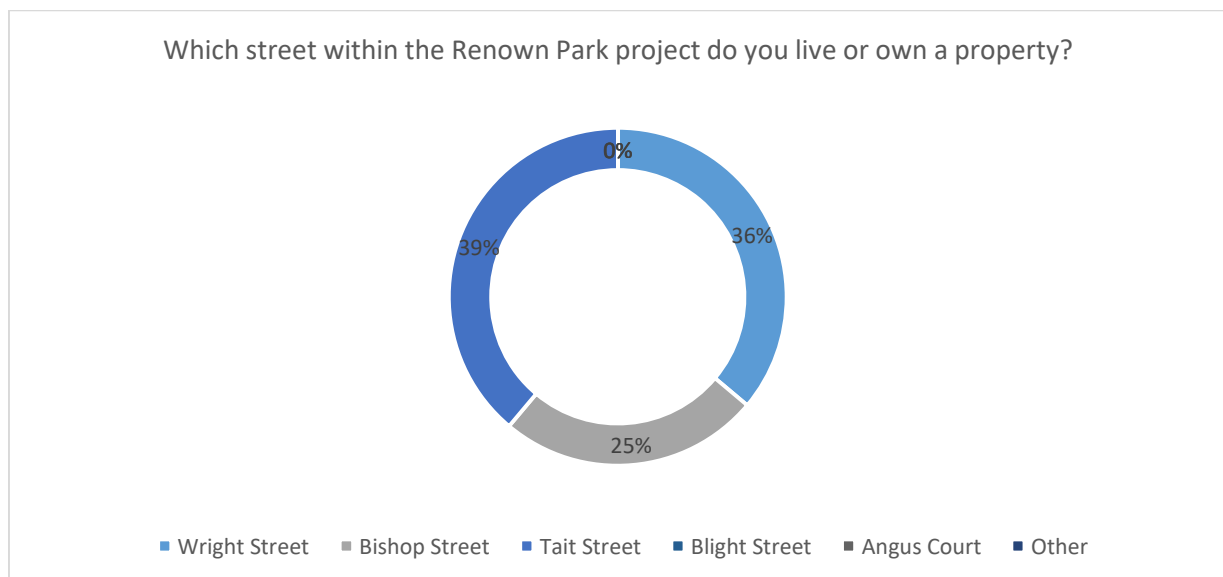
4. Community Engagement Findings

What we heard from the community

A total of 36 responses were received throughout the consultation process. This was made up of 25 responses through the online survey and 11 hard copy responses.

All feedback from the survey and any other written comments are summarised in this section. This forms **Appendix B**

4.1 Which street within the Renown Park project do you live or own a property?



A majority of the community who participated in this part of the project, reside in Tait Street (38.89%), with 36.311% living in Wright Street and 25% from Bishop Street. We did not receive any feedback from those in Blight Street or Angus Court.

4.2 Option 1 – Wide Verge

The first option proposes a narrowed 7.5m roadway with on-street car parking and large green verges.

What do you like about the concept plan?



It was identified that there was positive community sentiment (40%) towards the Wide Verge concept plan, with (40%) being neutral, along with (10%) mixed and the remaining sentiment being negative (10%)

Below is a word cloud summarising the key reasons for responses.



A number of respondents telling us that they like that the design retains the on-street parking and that there is plenty of greenery included.

I like the straight lines and wide footpath to encourage physical activity and walkability

It's simple, uncomplicated and I like the set out of the landscaping/greenery.

Some respondents like the width of the road as it is, and to just fix the road and plant more trees/vegetation.

What could be improved?

There was a number of respondents that felt there could be improvements made to this concept plan. With many citing a roundabout in their response, along with on-street parking being maintained.

Below is a word cloud summarising the key reasons for responses.



4.3 Option 2 - Median

The second option proposes a large vegetated central median island with indented car parking bays. This option requires roundabouts at intersections to provide turn-around points.

What do you like about the concept plan?



There was a large proportion of negative (48.4%) community sentiment toward this concept option, with many comments about the median not providing access to their properties; no breaks considered in the structured median.

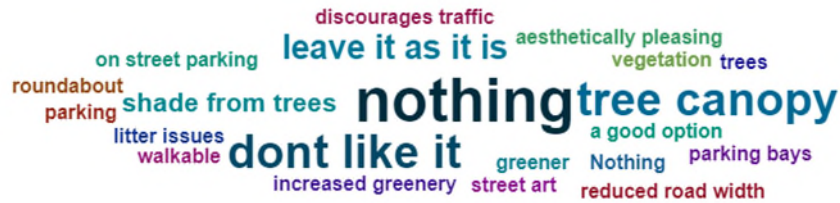
Because our street is very wide and the design will add more beauty and residency like environment to this suburb.

This option provides a greater canopy of trees which is highly desirable and will cool the locality

I like the indented parking bays with a different paved surface

Others felt there was shade from the proposed trees and landscaping, providing an aesthetically pleasing street, with 29% of the responses positive, to what the concept could provide the street.

Below is a word cloud summarising the key reasons for responses.



What could be improved?

There was a number of respondents, that showed a negative sentiment (52%) to this concept and felt there could be an improvement to this concept plan or to not include it at all.



4.4 Option 3 – Meandering Roadway

The third option proposes a narrowed roadway with a shifting centre line. Resulting in a large green verge to one side of the road.

What do you like about the concept plan?



We received a very positive response to the meandering roadway option with 44.8% positive community sentiment, with 24% neutral, 10.3% mixed and 20.7% negative.

Respondents felt that it would slow traffic as well as provide the greener, liveable street given its something different.

It's different and may slow traffic.

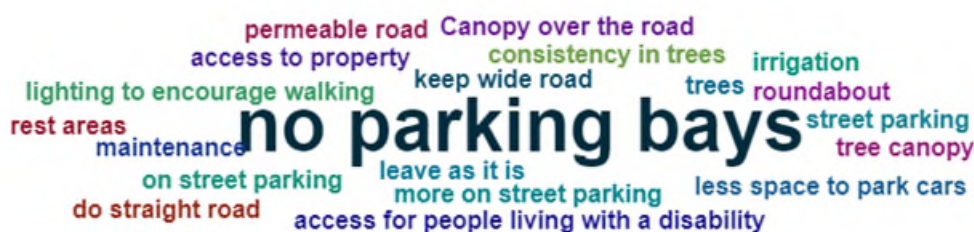
Slows traffic and gives a lot of space for nature/trees.

Below is a word cloud summarising the key reasons for responses.



What could be improved?

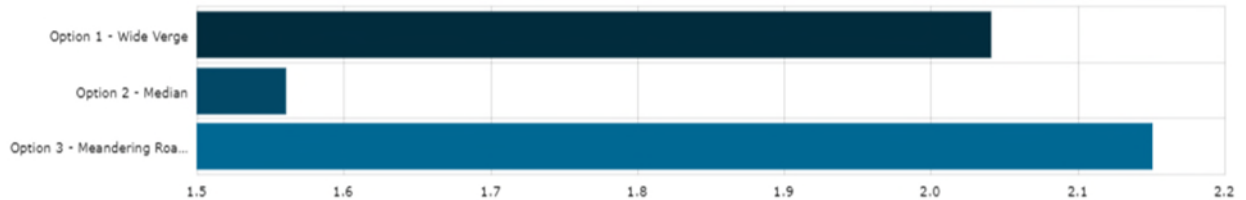
The feedback showed a very neutral sentiment (55%) to this concept. Respondents felt there could be an improvement to this concept plan or to not include it at all.



4.5 Preferred Option

We asked the community to rank the three concept options in order of their preference, from most favoured to least favoured

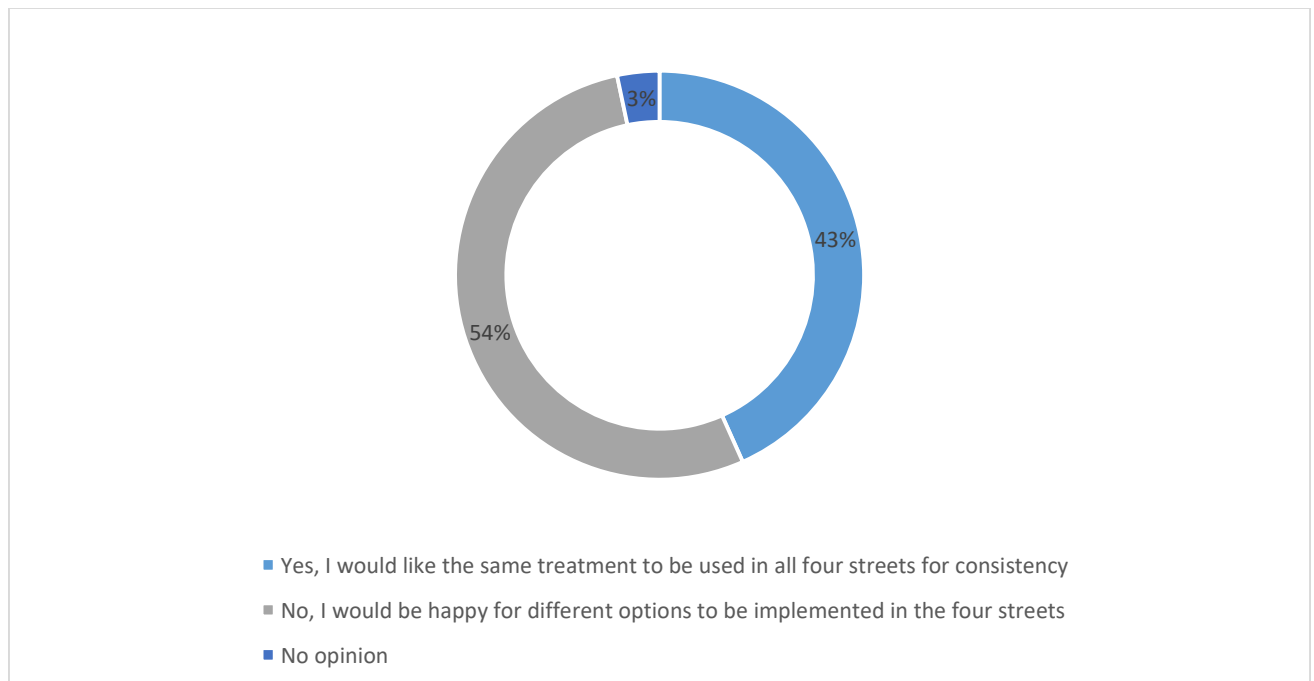
Almost 50% of respondents chose Option 3 – Meandering Roadway as their most preferred design option, with Option 1 – Wide verge as their second most preferred.



	1	2	3
Option 1 - Wide Verge	38.46%	34.62%	26.92%
	10	9	7
Option 2 - Median	20.00%	28.00%	52.00%
	5	7	13
Option 3 - Meandering Roadway	48.00%	36.00%	16.00%
	12	9	4

4.6 Road Design

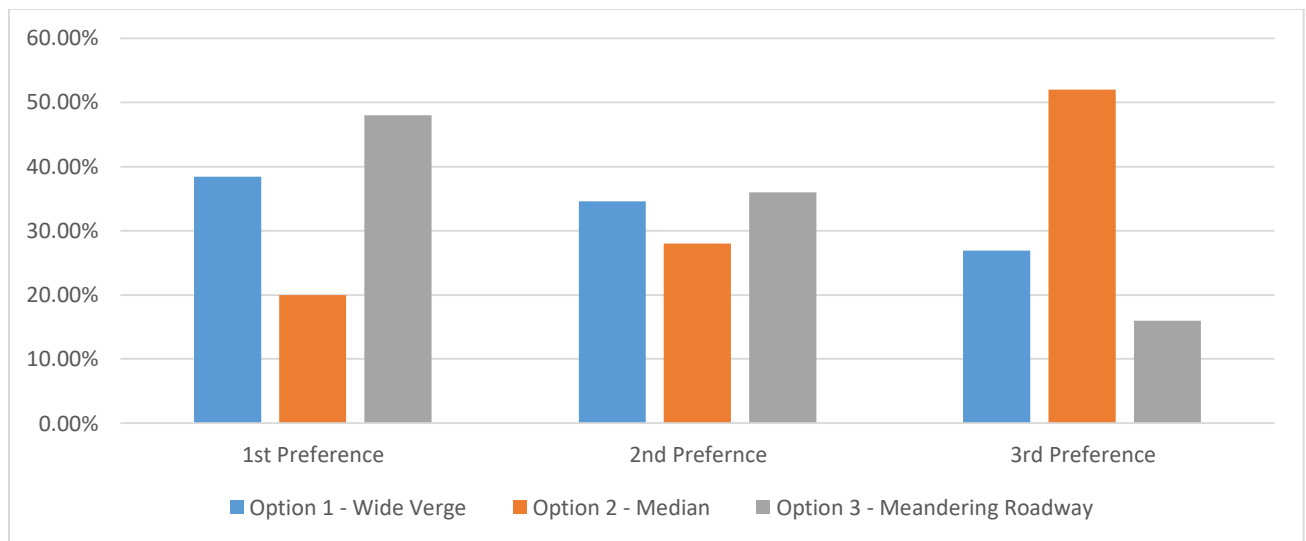
Would you like to see the same road design implemented in all of the streets?



There was a split in response to what road design the community would like to see implemented in all the streets. With 54% saying they would be happy for different options across all four streets, while 43% would like the same treatment to be used in all four streets, for consistency.

4.7 Treatment Option in Streets

Please nominate which treatment would be your preferred option in relation to the specific streets.



Please note that some respondents did not provide their option for each of the streets

It's important to note that the survey was not intended to be used as the sole decision-making tool. It gives the community an opportunity to indicate their level of support for the options, while communicating to us how we could improve them and provide the best outcomes for the street.

5 Next Steps


A report will be presented to Council's Asset Management Committee in June 2022, seeking endorsement on the most preferred concept option.

A budget bid request for construction of Wright Street and Bishop Street will be put forward for the 2022/23 financial year.

Appendix A

Consultation Materials

YourSay web page




HomeAll ProjectsAbout

Living Streets - Renown Park (north)

Your streets have been reimagined! Check out the concept designs and tell us what you think.

[+ Follow](#)



Home > Living Streets - Renown Park (north)

Consultation has now closed and we will provide an update soon.

Project Background

In late 2019, we undertook an early round of community engagement with residents in the four streets identified in our Renown Park Living Streets program. Those streets being Wright Street, Tait Street, Bishop Street and Blight Street.

Living Streets is about reimagining the design of your street and neighbourhood to prioritise people; whether it be as a walker, bike rider, driver or to socialise with family and neighbours.

At the time we sought initial feedback from you to tell us how you felt about the street you live in and what you would like to see in the future.


If you were not a part of the initial round of consultation you can view all the [previous information here](#).

What we heard

We received many great suggestions to improve infrastructure (including stormwater drainage and road pavements), added facilities, places to meet, safer connections and opportunities to increase the sense of 'place' within the neighbourhood. You told us you would like to see more greening within your neighbourhood through additional trees and Water Sensitive Urban Design (WSUD) style landscaping located within the verges and at intersections.


Over the past 12 months we have been working through that feedback to shape the concept options developed for each of the streets. Given the strong feedback that the community wants to see improved stormwater and Water Sensitive Urban Design in the precinct, we applied and have been successful in receiving funding from Green Adelaide to expand Water Sensitive Urban Design implementation in the City of Charles Sturt. Because of this, each of the concept options for this project has a strong focus on incorporating WSUD elements to improve water quality and biodiversity in the area as well as increasing the tree canopy within the precinct.

Check out the Concept Designs for your streets




Wright Street


[View the Concept Plans >](#)




Bishop Street

[View the Concept Plans >](#)







Timeline

**Stage 1 Community Engagement - Your Ideas**

Engaging with you, the community on how you use your street, identifying what is important to you, which will then inform the streetscape concepts for each street.


**Developing Concept Designs (2020/21)**

**Stage 2 Community Engagement - Concept Designs**


Concept designs have been developed for your input.

[See less](#)

Key Dates

**Wednesday 1 September 2021**


Consultation Open

**Saturday 18 September 2021**

Community Open Day

Come along and speak to the project team about the proposed concept designs for your streets.

Saturday 18 September
Angus Reserve (Angus Court)
Drop in anytime between 10am to 1pm.

**Thursday 2 September 2021 - Thursday 30 September 2021**

Pop Up - 19 on Green

Drop in anytime from 2 September to 30 September at 19 on Green (Green Street, Brompton) to view the larger scale concept designs.


Hard copy packages will also be made available to pick up.

Speak with Rebekah from the project team on Thursdays between 1pm & 5pm (from 9 September to 30 September)

[See more](#)

Contact Us

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

 Name: Kath Mardon - Community Engagement Officer



Tait Street

[View the Concept Plans >](#)



Blight Street

[View the Concept Plans >](#)

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

Name Rebekah Maxwell - Transport Officer
Phone 8408 1853
Email rmaxwell@charlessturt.sa.gov.au

**Provide your
feedback here**

How to provide your feedback on the proposed options

- Complete the [online survey](#)
- **Request a hard copy** survey and we will post one out to you
- **Visit our pop up at 19 on Green** (Green Street, Brompton) to view larger scale concept plans and speak with the project team member every Thursday from 1pm to 5pm, between 9 September to 30 September 2021.
- Drop in to our **Community Open Day** and talk to the project team - **Saturday 18 September**, Angus Reserve (Angus Court) between **10am - 1pm**
- **Send us a written submission** by email or by mail to Renown Park Living Streets, PO Box 1, Woodville SA 5011

Consultation closes Thursday 30 September 2021. Late responses will not be included.

Consultation Package



RENOWN PARK LIVING STREETS YOUR STREETS REIMAGINED! CONCEPT DESIGNS

In late 2019, we undertook an early round of community engagement with residents in the four streets identified in our Renown Park Living Streets program. Those streets being Wright Street, Tait Street, Bishop Street and Blight Street.

Living Streets is about reimagining the design of your street and neighbourhood to prioritise people; whether it be as a walker, bike rider, driver or to socialise with family and neighbours.

At the time we sought initial feedback from you to tell us how you felt about the street you live in and what you would like to see in the future.

What we heard

We received many great suggestions to improve infrastructure (including stormwater drainage and road pavements), added facilities, places to meet, safer connections and opportunities to increase the sense of 'place' within the neighbourhood. You told us you would like to see more greening within your neighbourhood through additional trees and Water Sensitive Urban Design (WSUD) style landscaping located within the verges and at intersections.

Over the past 12 months we have been working through that feedback to shape the concept options developed for each of the streets. Given the strong feedback that the community wants to see improved stormwater and Water Sensitive Urban Design in the precinct, we applied and have been successful in receiving funding from Green Adelaide to expand Water Sensitive Urban Design implementation in the City of Charles Sturt. Because of this, each of the concept options for this project has a strong focus on incorporating WSUD elements to improve water quality and biodiversity in the area as well as increasing the tree canopy within the precinct.



We would like to hear your thoughts on the proposed concepts for each of the Living Streets.

You are invited to participate and join the conversation

- Visit yoursaycharlessturt.com.au/renownparklivingstreets to view the concepts and complete our online survey
- Request a hard copy survey and we will post one out to you
- Visit our pop up at 19 on Green (Green Street, Brompton) to view the full concepts and collect paper copies and speak to a staff member every Thursday from 1pm to 5pm, between 9 September to 30 September.
- Drop-in to our Community Open Day and talk to the project team - Saturday 18 September at Angus Reserve (Angus Street) between 10am - 1pm
- Send us a written submission via email to eng-consultation@charlessturt.sa.gov.au or via mail to Renown Park Living Streets, PO Box 1, Woodville SA 5011

Feedback is required no later than Thursday 30 September 2021

Should you have any questions about this project, please contact:

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





Feedback Form ESA

Renown Park Living Streets – Concept Designs

When completing this form, please ensure you review the full street concepts. The artist impression images are just an illustration of one section of the street.

Your details

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

Full Name: _____
(Mr/Mrs/Miss/Ms/Dr) (First Name) (Surname)

Street Address: _____

Suburb: _____ State: _____ P/Code: _____

Email: _____

Phone (Home): _____ (Mobile): _____

Your Feedback

Which street within the Renown Park project do you live or own a property?

- ☐ Wright Street
☐ Bishop Street
☐ Tait Street
☐ Blight Street
☐ Angus Street

Other: _____

Option 1 – Wide Verge



1. What do you like about the concept plan?

2. What could be improved?

Option 2 – Median



3. What do you like about the concept plan?

4. What could be improved?

Option 3 – Meandering Roadway



5. What do you like about the concept plan?

6. What could be improved?

7. Please rank the three concept options in order of your preference from most favoured to least favoured.

- ☐ Option 1 – Wide Verge
- ☐ Option 2 - Median
- ☐ Option 3 – Meandering Roadway

Please tell us a little more about your ranking choices to help us understand your decision

8. Would you like to see the same road design implemented in all of the streets?

- ☐ Yes, I would like the same treatment to be used in all four streets for consistency
- ☐ No, I would be happy for different options to be implemented in the four streets.

9. Please nominate which treatment would be your preferred option in relation to the specific streets.

Wright Street

- ☐ Option 1 – Wide Verge
- ☐ Option 2 - Median
- ☐ Option 3 – Meandering Roadway

Bishop Street

- ☐ Option 1 – Wide Verge
- ☐ Option 2 - Median
- ☐ Option 3 – Meandering Roadway

Tait Street

- ☐ Option 1 – Wide Verge
- ☐ Option 2 - Median
- ☐ Option 3 – Meandering Roadway

Blight Street

- ☐ Option 1 – Wide Verge
- ☐ Option 2 - Median
- ☐ Option 3 – Meandering Roadway

In the last consultation, residents expressed interest in introducing placemaking elements to the precinct, such as a little library, grow free cart and stobie pole painting.

10. Are you interested in further information on neighbourhood grants to run a project like this yourself?

- ☐ Yes ☐ No

11. Are you interested in being part of a group of Renown Park residents to run a community project?

- ☐ Yes ☐ No



OPTION 1 - WIDE VERGE
Master Plan

The first option proposes a narrowed 7.5m roadway with on-street car parking and large green verges.

- Pros**
- Wide verge/footpath area on both sides of the road
 - Footpath could be widened to 3m to allow for two-way shared use activity.
- Cons**
- Barrel straight road alignment and 6m wide road unlikely to significantly reduce vehicle speeds.
 - Traditional road design approach prioritises vehicle movements over pedestrian movements.



OPTION 1 - WIDE VERGE
Typical Perspective View





OPTION 2 - MEDIAN
Master Plan

The second option proposes a large vegetated central median island with indented car parking bays. This option requires roundabouts at intersections to provide turn-around points.

- Pros**
- Side friction resulting from design elements either side of the 3m lane width will reduce vehicle speeds
 - No need for parking footpath, resulting in greater areas dedicated to soft landscaping
 - Median provides opportunity for continuous tree canopy.

- Cons**
- Movements restricted to and from driveways to left turn only with roundabouts facilitating U-turns to provide access.
 - Traditional road design approach prioritises vehicle movements over pedestrian movements.



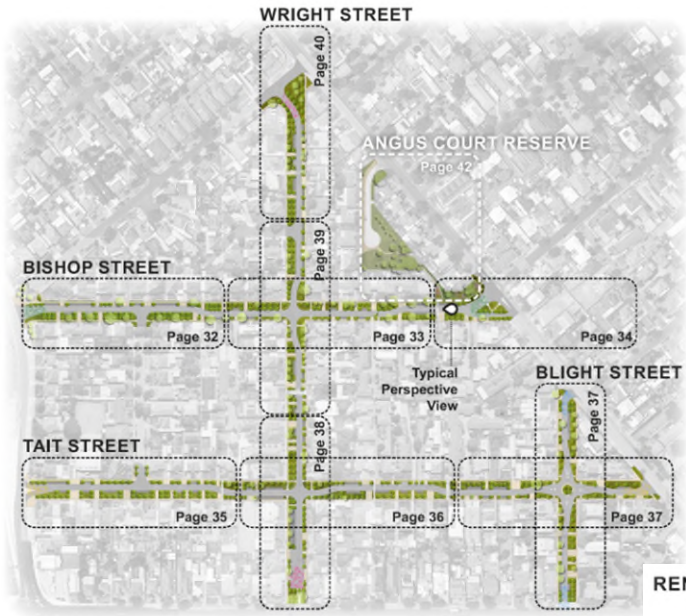
OPTION 2 - MEDIAN
Typical Perspective View



OPTION 3 - HORIZONTAL DEFLECTION
Master Plan

The third option proposes a narrowed roadway with a shifting centre line. Resulting in a large green verge to one side of the road.

- Pros**
- Meandering road alignment reduced vehicle speeds.
 - Unequal verge/footpath widths allow for very wide verge on one side, providing opportunity for civic/ play spaces.
- Cons**
- In wide verge area parking footpaths are needed, reducing soft landscaping areas.
 - Traditional road design approach prioritises vehicle movements over pedestrian movements.



OPTION 3 - HORIZONTAL DEFLECTION
Typical Perspective



Appendix B

Survey responses

OPTION 1 - WIDE VERGE What do you like about the concept plan?	OPTION 1 - WIDE VERGE What could be improved?	OPTION 2 - MEDIAN What do you like about the concept plan?	OPTION 2 - MEDIAN What could be improved?	OPTION 3 - MEANDERING ROADWAY What do you like about the concept plan?	OPTION 3 - MEANDERING ROADWAY What could be improved?	Please rank the three concept options in order of your preference, from most favoured to least favoured			Please tell us a little more about your ranking choices to help us understand your decision	Would you like to see the same road design implemented in all of the streets?			Please nominate which treatment would be your preferred option in relation to the specific streets			
						Option 1 - Wide Verge	Option 2 - Median	Option 3 - Meandering Roadway		Yes, I would like the same treatment to be used in all four streets for consistency	No, I would be happy for different options to be implemented in the four streets	No opinion	Wright Street	Bishop Street	Tait Street	Blight Street
That we still nearly have our wide street.	nothing although we could have a roundabout on Bishop Street and Wright Street.	Don't like, unable to reverse car to go to South Road already have to go the long way on Torrens Road to get to my place.	Taking island out.	Do not like the swirving.	Doing a straight road and a roundabout on Bishop Street and Wright Street.	1			I think you will understand by my answers. Letting you know arrived at the community open day 18th September with other residents but no one was there, a lady who was doing a craft course rang the council and left message but no reply, waited 1/2 - 3/4 hour and still no reply. so please don't mention that the community have suggested these concepts as i and others have not heard or mailed anything prior to this.	1				Option 1 - Wide Verges		
Plan is the better of the choices. However, for me to reverse a 12mt total length boat trailer would require some modifications to verge widths to make it easier.	A few modifications on 2 key points for my requirements.	Do not like at all. Bad driveway access. Impossible to reverse.	nothing, it would be a disaster.	Don't mind but again depends on driveway access.		2	3	1	1. The only option to suit my needs re trailer reversing. 2. Ok but again depending on where the road bends. 3. Totally unacceptable inconvenient access to driveways.		1		Option 1 - Wide Verges	Option 1 - Wide Verges	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
nothing. prefer wide street.	repair road and gutters	Again, nothing.	as above.		as before.				non-suitable. plant extra trees if necessary. Please leave the road alone.							
we want the street as it is. Don't like any of the concept plans.	We want the street as it is. Leave the existing verge and plant 2 trees in front of each house.	Don't like the concept plan. Leave it as it is.	Plant 2 trees on each verge as it is.	Don't like the plan. Leave it as it is.	2 trees on each existing verge. Leave the street as it is.				Option 1A - leave the street as it is it's OUR PLACE OF LIVING. We don't want a small road. We want it as it is. This is our house. We live here we want our wide street. It's safer to get in and out of our driveway. Our cars parked on the road are safe from cars driving down the road. 2 trees can be planted on each existing verge. Our option in this is 1A - no change to the width of the street.							
No, i want the wide road.	Plant trees on existing verges.	Don't like it.	Fix pot holes.	Don't like it.					I want wide road left. This road is wide. want it to stay that way. Please leave it wide.							
Don't like it. Please plant 2 trees on the existing verges. Will be better for home owners. I want the wide road.	Fix pot holes.	No i don't like it.	Please leave it.	No					Leave the street alone with 1A. no change. i brought this house for the wide road easy to get in my driveway. No change needed.							

		Because our street is very wide and the design will add more beauty and residency like environment to this suburb.	After each rainfall lots of water accumulates in this street and makes this difficult to get to our cars and also lots of mosquitos due to water collection for several days.				1		Bishop Street appears to be very dark at night. We need some more street lights added please. Due to our very busy lifestyle we may not be able to actively participate in project but indirectly we are always here to support our community. We both work full time with 2 young kids and not any family in Australia. So we barely get time.	1				Option 2 - Median	Option 2 - Median	Option 2 - Median	Option 2 - Median
Please leave it as it is.		Please leave it as it is.		Please leave it as it is.													
Do not prefer any changes. Keep it as it is.	see above.	Do not prefer any changes. Keep it as it is.	see above	Do not prefer any changes. Keep it as it is.	as above.				prefer no change. leave the street as it is.								
Plenty of vegetation		Plenty of vegetation		Traffic will be slowed. I will have right 2nd left exit from my driveway. There will be room for me to 'back' into my property.		3	2	1	Traffic will not be slowed. Median restricts my right exit from my property.		1				Option 3 - Meandering Roadway		
This would suit our street. If you have to change from the beautiful wide street, we have now.	Better to leave Bishop Street as is now.	Nothing. Definitely not this plan	Do not want strip down middle of road. Would add to more travelling in car to go and come from property.	2nd choice.		1	3	2	do not like the Dwarf Bue Gum for Bishop Street. The flowers blow off and block the gutters. We already have enough problems with existing trees dropping dangerous nuts that we slip on and they block the gutters. Would prefer any of the other 3 trees. Also would be good if we could have better lighting in Bishop Street, very dark street.	1				Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges
Greener street	I can't see any on street parking in the concept drawings. Family and friends need to have somewhere to park when they visit	Green Street. On street parking.	Lack of flexibility with travel direction would be frustrating. Plans make street look narrow	Green Street. On street parking.	Looks narrow	1	3	2	On street parking is important as is a sense of space. Tait st is currently wide which we like, it just has no trees and verge gardens that would beautify it		1			Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 1 - Wide Verges	Option 1 - Wide Verges

It looks like it'll be easy to drive	It needs a lot more parking and space to manoeuvre vehicles.	Nothing	It needs a lot more parking and space to manoeuvre vehicles.	It looks very pretty It has some limited car parking space	More car parking and on road space	2	3	1	<p>My choice is primarily because of vehicle parking. On Sundays when the Thrive church is active, most of Tait street is used for parking. I am a racing / automotive enthusiast and I have 6 vehicles of which 2 are track cars. I have a car trailer and need to be able to park my car + loaded car trailer in the street out the front of my property. I also would like to be able to unload it in the street. My neighbour at {removed} owns a {removed} and lives with his daughter and partner. They have numerous vehicles and the business vehicles often attend the property during the day. They also park personal cars out the front. They will need a couple of bays minimum to operate as they are. I have visited the project room on green street and spoken to Rebekah who indicated it should be possible to work with the project team to make sure the parking and tree layout near my house will work for my parking and trailer access. I am also talking to my neighbours. Please contact me to discuss options. I have only just built the house of my dreams in Tait st and am planning on living there for at least the next 20 years. One of the major factors in choosing this location has been the wide street / ample parking and space to move with the trailer. Please work with me to come up with a suitable solution. It is not feasible to assume cars and need for parking will be going away. Electric cars will be next, but we will still have cars. I am happy to come in to the project office or communicate by email.</p>		1					Option 3 - Meandering Roadway	
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<p>The concept is ascetically pleasing and still maintains the width of the street to enable parking. However, it does not reduce the likeliness of speeding cars and burnouts. Improves the environment to reduce heat with less bitumen and greater number of similar trees. This could be a basic example for other streets in the council area and other councils.</p>	<p>Could be improved by roundabouts in the junctions which contain greenery and trees like in Rosetta Street (not same size but same tress that are to be placed on the verges. surrounded by plants and shaped to ensure that cars slow down. Verges need to have the same tress in front of all houses right down wright street. Not like currently where they are all different. lawns should not be on verges but plants.</p>	<p>Love it because of the greater number of trees. However, it appears some of the current tress of differing colour are those that are already there. eg lighter colour. All trees need to be the same. All current trees need to be replaced irrespective of their size and type. Verges need to be wider and contain plants not lawn. Roundabouts should be at Tait and wright and bishop and contain trees same as on verges. surrounded by plants. A good option.</p>	<p>Roundabout at Wright and Tait. Both contain Trees same as the street of Wright street. Bishop and wright also contain same tree and not a palm tree like at Blight and Tait. Ensure all verges along all streets in area contain water piping to water plants and trees that is actioned at least daily in evenings (as done in north Adelaide and other council areas). Ensure same in central road verges. Ensure that stop signs are present at junctions and people can see cars coming particularly in Blight and Tait streets (near misses have been observed there lately). Ensure lighting is clear at night to improve security</p>	<p>Like the possibility on increased natural environment. Improved greenery and less heating. Residents can finally have an inviting environment that encourages them to walk in a natural environment that is sustainable, reduces heat, pleasant and encourages them to to look after their plan areas. Consistently similar trees in each street adds beauty to the area and sets an example for the rest of the council (s).</p>	<p>Consistency of same trees in each street as suggested for each option. That is old trees to be replaced by the proposed new trees. Roundabouts have tress not just plants. Waters systems in each verge. not there at present. Greater depth/width of verges than at present on all streets. Lighting that encourages night walks/safety and not darkness that is currently the main thing in these streets at present.</p>	3	1	2	<p>Great tree and plant cover. Environment friendly. Safer walkways. Back to nature. Less heat</p>	1			Option 2 - Median	Option 2 - Median	Option 2 - Median	Option 3 - Meandering Roadway
<p>I like the straight lines and wide footpath to encourage physical activity and walkability</p> <p>Aesthetically appealing</p>		<p>This option provides a greater canopy of trees which is highly desirable and will cool the locality</p>	<p>all trees should be uniform throughout the street to add a consistent visual effect , (which currently they are not)</p>	<p>looks aesthetically appealing</p>		2	1	3	<p>The median concept would provide the greatest coverage with a canopy from the trees</p> <p>Wide verge provides extra area for foot traffic and those with walking aids/ mobility issues</p>		1		Option 2 - Median	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 3 - Meandering Roadway

On street parking won't be affected. Like the increased vegetation.	Just need to ensure that the garden beds are appropriately / regularly maintained so they don't fill with weeds.	We like the idea of the tree canopies covering the street.	Don't like that it is planned to be an unbroken median strip, it will be annoying having to always go out the same way and do a u-turn at a roundabout. Suggest that the median has breaks, perhaps 2-3 per block segment.	Like that it is not a typical street design, adds interest to the street.	Need to maintain some on-street parking.	2	1	3	Priority 1 for us is being able to access /exit our property with flexibility to go left or right - so a broken median strip in 2-3 places would be of benefit as opposed to driving to the nearest roundabout. Priority 2 is increased vegetation and greening Priority 3 is ample on-street parking		1		Option 2 - Median	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
Nil.	Too narrow.	Nil.	Restrictive of access for reversing trailers/boats.	Best/largest width of roadway to suit my needs for trailer reversing and access to my property.	Curved design of driveway crossover from property boundary to street rather than just straight. Would like the street to be kept as wide as possible. Would like a double driveway crossover to my property for increased ease of reversing in trailers and boat into property. Also have plans to widen my driveway internally of property boundary. My vehicle length is 6m and my largest trailer length at the moment is 5.5m	2	3	1	As stated above my main concern is access to my property whilst reversing in a trailer/boat trailer. Of the three options I think that the Meandering Roadway will suit my needs the most. The wide verge option seems to have too narrow a roadway for my requirements and I think the Median option will have even more reduced access.	1			Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
The increased number of tree's and the green areas	Detail the off street parking locations and add roundabouts to slow cars.	Increased green area	Driveway access and a non continuous median strip	It's different and may slow traffic.	Detail of off street parking	2	3	1	The median strip is appealing for more green areas and to reduce heat but is problematic for access to driveways. Perhaps island trees instead of a full continuous median strip. Details on bike paths are not clear. Dedicated bike paths on all streets linking up to the new overpass area for transit towards the city would be ideal.		1		Option 3 - Meandering Roadway		Option 1 - Wide Verges	Option 2 - Median

			with disabilities.		the street art being at the intersection of wright and tait - it will be seen by more residents that if it is at the dead end. it may also assist with people slowing and giving way at the intersection.											
						3	2	1	I don't agree with any of the options, there is nothing wrong with the width of the street as it is, it does not need to be narrower. Don't need a median in the middle, too hard to get into and out of driveways, especially with boats/trailers/caravans. Wide verge takes away the parking spaces in front of houses/units/flats, it is bad enough now trying to get a park out the front of your own place. Meandering once again takes away parking in the street. In regards to trees being replanted, why can't they be the same in all of the streets? I would rather have a native eucalyptus than a tree that loses its leaves once a year and makes a mess. Also not having them growing into the overhead power lines. Have you considered not narrowing the street but having 45 deg angle parking?	1						
Lots of space for greenery	Quite plain and linear	Good opportunity for shade from trees in the median. Round a bout good for slowing traffic at Tait/ Wright st intersection	Break in the median strip for turning around or backing into driveways. More on street parking needed, especially around church and units	Visual good to break up the street line with meandering street, hopefully slow cars. Good parking near church	A round-a-bout would help to shade middle if road and slow traffic at intersections	3	2	1	I think with which ever concept is selected, the establishment of some shade from trees and slowing of traffic should be balanced with some on street parking.		1		Option 3 - Meandering Roadway	Option 2 - Median	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
						2	3	1		1			Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
More green space	Other options give more tree canopy and will reduce traffic speed.	Great opportunity to develop tree canopy and create cooler green spaces during warmer times. Discourages traffic. May encourage people to walk or cycle more to enjoy the nature in the streets.	Limit space for parking to maximise green space.	Slows traffic and gives a lot of space for nature/trees.	Heavier tree canopy at South end of Wright st.	3	1	2	Opportunity to add in the most nature and cooler tree canopy space.		1		Option 2 - Median	Option 2 - Median	Option 2 - Median	Option 2 - Median

Improved vegetation and tree canopy	reduced road width, 'natural' planted/rock scape curb for storm water	Improved tree canopy, reduced road width		reduces vehicle speed, creates a nice street scape, more 'organic', added area for shrubs	permeable road? would help reduce the amount of flooding the road sees and is also beneficial to the environment				ranked from my favourite and unique for the area		1		Option 3 - Meandering Roadway	Option 2 - Median	Option 3 - Meandering Roadway	Option 1 - Wide Verges
Not reducing the number of on street parking compare to the other two	To not narrow the street by as much	Nothing				1	2	3	The number of in street parking	1			Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges
The additional greenery Our property is {removed} and the concept drawings for this one is the only one that allows access to my garage from Tait Street	More on street parking, possible 90 degree parking similar to the meandering option for Wright street	I don't	u turn locations so residents don't have to drive the end of the street to turn around	It would reduce traffic speed I like the 90 degree parking at the Church of Wright Street					We don't prefer any as we like the current plan with the wide open streets. However there is a no change option to select so what we have picked is our preference if there has to be a change	1			Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges
It's simple, uncomplicated and I like the set out of the landscaping/greenery. If my street looked like that it would suit me just fine.	Nothing	I like the way the parking is done. I'm not environmental but I do like the way the Council is trying to get in the greenery. I like seeing the trees that are mature, but I understand they won't be mature when they are first planted. The more greenery the better.	Wary about the median strip impacting people's access and ability to be able to get out of their properties. e.g. no U-turns or breaks in the median strip in the middle of the block.	Interesting concept. Like the contrast of wide on one side narrow on the other. Like the 90 degree parking provided for the Vietnamese Church in the dead end of Wright Street.	Will need to be engineered to tie together road design and bringing in greenery. Provide resting areas e.g. benches or seating like the Croydon Church of Christ memorial on Elizabeth Street (in T2T park).	1	3	2	Like the additional greenery in the wide verge option the most. But I like the parking in the meandering roadway.		1		Option 1 - Wide Verges	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
I think it looks good, and I like the on-street parking	I would like to see lots of plants and greenery and trees	The tree canopy and lots of room for plants	I don't like the left turn only and restricted movement for cars, or the parking bays really	I like that there is a lot of room for plants, and that cars will meander	I don't really like the parking bays	1	3	2	I'd like to see lots of greenery and plants and trees, but I don't want to be too restricted when I'm driving. On the other hand, when I park on the street my car gets bird poo on it because it's under the trees. Maybe the car parking bays would fix that problem		1		Option 3 - Meandering Roadway	Option 1 - Wide Verges	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway

<p>Its beautiful. It provides the widest street It provides the best use of space for someone who regularly needs to reverse a car trailer in to my properly.</p>	<p>I need space to unload my car trailer out the front of my house. Will the road be wide enough for this without blocking traffic?</p>	<p>Nothing</p>	<p>A median makes it impossible to do a U-turn out the front of my house.</p> <p>It will make it impossible to back in to my driveway with a car trailer on the back as there will be no room to line it up. As I have built a workshop on the back of my property and regularly attend motorsport events with my cars this is a show stopper for me.</p> <p>There is no space for street parking for friends to park when they visit.</p> <p>It seem to create big problems for minimal or no gain. Its ugly and it only creates problems for me.</p>	<p>It doesn't have a median strip.</p>	<p>I don't like that the open space is on the opposite side of the road bringing all the traffic closer to me. For me I get the negatives of: more traffic, less space to park and manoeuvre my car trailer, while those opposite me get a nice piece of public space right out the front.</p>	<p>1</p>	<p>3</p>	<p>2</p>	<p>I have long said I love how wide Tait street is for vehicle access with a car trailer. Its easy to load and unload out the front, and also to reverse in to the property with the car trailer attached. I love green space, but I have ordered the options from an angle of practicality.</p> <p>Wide verge might actually be OK, so long as I can still park a car with a car trailer in the street with enough space to load it. This is about the length of one house side to side - about 15 meters.</p> <p>Meandering street is too narrow and leaves my side just as narrow as now. This means I get the problems, but I don't get the benefit of beautifying my side. If you could swap it over I could use the additional space on my side to manoeuvre the car trailer.</p> <p>Median cannot be allowed to proceed. Narrowing the road and making it impossible to back a car trailer in can't be allowed to proceed.</p> <p>I have nearly finished building my dream house in the street (num 51). I am about to apply to widen my driveway. I love the green idea, but please don't destroy Tait's best feature - the ultra wide street. Please leave it as wide as possible and please don't block off the middle. Please don't create a premium side of the street with extra greenery on the opposite side. That just isn't fair to people who pay even tax even if it is nice.</p>	<p>1</p>		<p>Option 1 - Wide Verges</p>	<p>Option 1 - Wide Verges</p>	<p>Option 1 - Wide Verges</p>	<p>Option 1 - Wide Verges</p>
						<p>3</p>	<p>2</p>	<p>1</p>	<p>Bishop Street allows cars to travel at fast speeds and my home has been hit by a car driving into my wall at speed in the past due to excessive speed and the driver losing control. The meandering road way will greatly improve the road experience and good for walking for residents and reduce vehicle speed for safety of users</p>	<p>1</p>		<p>Option 3 - Meandering Roadway</p>	<p>Option 3 - Meandering Roadway</p>	<p>Option 2 - Median</p>	<p>Option 2 - Median</p>

- on-street parking not effected - lots of trees + greenery	- nothing	- three rows of trees would look lush	- we would be unable to go east on Tait Street as we live between Ferris and South Road and there will not be anywhere to turn around - a U-turn gap in the median strip at the west end of Tait Street to enable turning around before South Road - minimal on-street parking - parks would be taken up by neighbours / church-goers very easily	- reduced speed of vehicles - interesting path of road	- minimal on-street parking - parks would be taken up by neighbours / church-goers very easily	1	3	2	All concepts will be a lovely update to our street. The large amount of trees and greenery will be great. We do like all of the concepts, however ample on-street parking is most appealing. We are happy with the tree selection for Tait Street.	1			Option 2 - Median	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 3 - Meandering Roadway
				It slows traffic and will look nice		2	3	1	I like my privacy and the way i enter my property. Option 3 enhances the area, slows traffic and doesn't affect my access.	1			Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
	Wouldn't reduce the speed of vehicles passing through		Inconvenient vehicle access in and out of property	Line of sight broken up with landscaping while driving. Alternating depths of planting for interest for pedestrians. Designating parking zones. Deep planting providing more privacy to residents. Reduces speed of vehicles passing through.		2	3	1	Option 3 addresses speed of passing vehicles as well as enhancing the streetscape for residents. Option 1&2 don't address the speed issue, while option 2 also causes access issues into driveways.	1			Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway	Option 3 - Meandering Roadway
Wide roads are wasted space and wide verge creates plenty of green space.	Nothing.	Nothing.	Delete the idea. It will make turning right from a side street impossible. Medium strips are for main roads not side streets.	Nothing.	Delete the idea.	1	2	3	Ornamental Pear and Trident Maple trees are small - there is plenty of room on the streets listed for a board canopy tree which is proven to mitigate the urban heat island effect, and Council should use this opportunity to plant trees that provide a canopy that is ultimately important to combating climate change. Perhaps look at Algerian Oaks.	1			Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges

Does not impact the on-street parking. I have good access to my property.	Do not plant tree too close to driveway access. I need a place to put my rubbish bins for collection.	nothing	delete it	looks ok	Do not like parking bays. Prefer on-street parking of option 1. Need space for rubbish bins.	1		2	Option 1 is more like what the street is now and does not impact on the way I use parking space in front of my property or access to my property. It provides a good look for the street without the street feeling narrow. I partly chose where I live on the fact that it was on a wide street. Option 3 is ok but do not like the parking bays as it limits on-street parking and it makes the street feel narrow. Option 2 is a big fail. It makes the area feel claustrophobic and limits the access to my property.	1			Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges	Option 1 - Wide Verges
looks good but I can't see parking facilities in front of house		i could see litter issues with this option							1 option 1 2 option 3 3 option 2 to be honest I would rather leave the street the way it is, it has more parking space than your options ,just add a couple street lights and change the giveway sign on Tait st /wright st to a stop sign. Thank you			1				