

# COMMUNITY ENGAGEMENT SUMMARY REPORT

Queen Street & Elizabeth Street, Croydon  
Road Reconstruction

March 2024



Prepared by:

Kath Mardon  
Community Engagement Officer  
Engineering Strategy & Assets  
Ph: 08 8408 1270  
[kmardon@charlessturt.sa.gov.au](mailto:kmardon@charlessturt.sa.gov.au)

# 1. EXECUTIVE SUMMARY

We engaged with the local traders and community across two stages of consultation in October 2022 and May 2023.

Consultation was undertaken in two stages, firstly with an open Issues & Opportunities phase, where we sought ideas and issues from the community that they felt was important and what we could potentially improve as part of the project. The second stage was on the draft concept plan, which was developed based on the feedback from the community in October 2022.

The community engagement activities were undertaken in accordance with Part 3 of Council's Public Consultation Policy (PCP) as required under the *Local Government Act 1999* (the Act). The level of engagement was '**consult**'. The purpose of the engagement was to ensure:

- That our community has easy access to relevant information.
- That our community is given reasonable opportunity to participate and 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 final decision and its reasoning (where available).

The consultation was promoted via 393 hand delivered & posted packages to the consultation catchment area (**Figure 1**) and a Your Say Charles Sturt project page with email campaign.

## **Stage 1 Consultation – Ideas/Opportunities**

We undertook initial consultation seeking any ideas and opportunities from the community about what they felt worked well and what needed improvements.

A static display was installed at Crave Café to allow residents to attend anytime they were open to provide their comments, from 14 October to 7 November 2022. Project staff then attended a session on 25 October 2022.

The community sentiment was generally about reducing vehicle speeds, pedestrian safety.

## **Stage 2 Consultation - Concept Design**

We received 25 responses, which was made up of 22 online submissions, 12 people attended the community drop in at St Barnabas Church, on Saturday 13 May 2023.

The community sentiment seems mixed, with some residents appreciating proposed improvements while others express concerns about potential negative impacts and prioritize different areas for spending and development. There's a general emphasis on safety, preservation of green space, and efficient infrastructure development.

## **Traders Meetings**

A business workshop was hosted on 13 September 2022 to allow the project team to speak directly with the business owners and understand their views on the function of Queen Street/Elizabeth Street. Considering traffic, parking and pedestrian movement in the precinct.

We further consulted with the traders 2 August 2023 and provided a project update.

All comments through both stages of consultation are available to view in **Appendix 1**.

## 2. BACKGROUND

The Queen Street/ Elizabeth Street precinct in Croydon is a thriving area with a diverse mix of residential and retail land uses and community facilities. The precinct is extremely popular with the local community but also attracts visitors from outside of the area due to its selection of eateries, retail shops and its popular children's playground.

Major road renewal work is scheduled for Queen Street (between Port Road and Euston Terrace and Elizabeth (from Robert Street to the end) in the 2024/25 financial year.

This project also presents an opportunity to reconsider the current road alignment and surface treatment in preparation for the next 60 years of the life of the road and to address any road safety concerns.

## 3. COMMUNITY ENGAGEMENT APPROACH

This consultation was carried out in accordance with the requirements of Council's PCP, Part 3 requirements and any additional, discretionary activities. The engagement level was 'consult' and public feedback was open for a 21-day consultation period across two stages.

Feedback could be submitted online at the Your Say Charles Sturt project page, or via email or by mail submission.

The objectives of community engagement are to ensure:

- That our community has easy access to relevant information.
- That our community is given reasonable opportunity to participate and 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 final decision and its reasoning (where available).

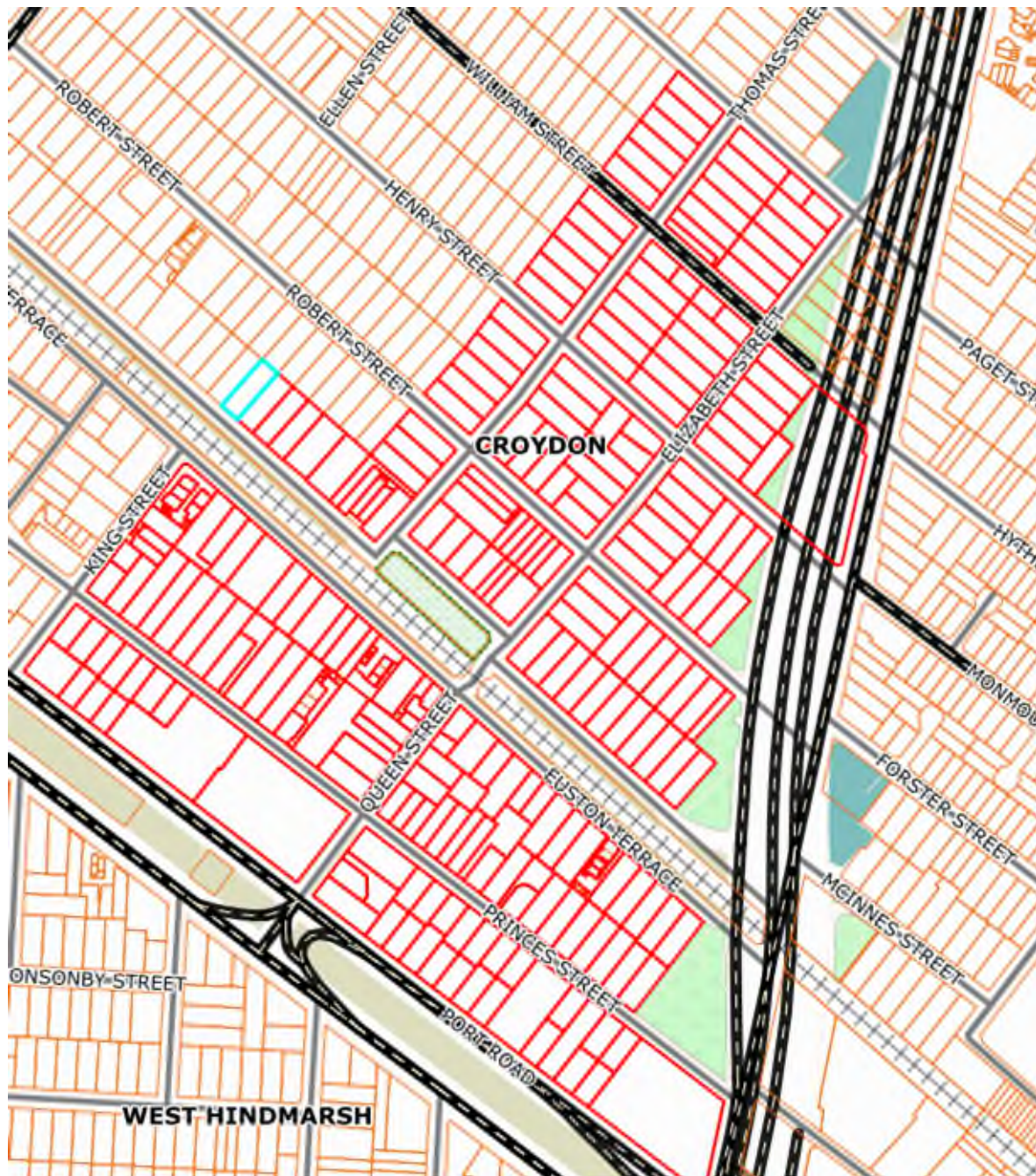
We determined a reasonable catchment to communicate and invite participation on this project. These properties were seen to have 'direct impact' with the installation or changes made to the streetscape.

- Mailout of a consultation package (including a 1-page coloured brochure providing project information) to all households, property owners and those not residing in the properties.
- Engagement through Council's online YourSay Community Engagement platform
  - o Including an email campaign to members with an interest in Transport, Engineering & West Croydon, totally 565 recipients.

The engagement activities and level of participation are summarised in **Table 1**. The mailout catchment area is defined in **Figure 1**.

### Figure 1: Consultation Catchment Map

All properties and land highlighted in red indicate inclusion in the consultation mailout catchment area.



**TABLE 1: COMMUNITY ENGAGEMENT ACTIVITY**

<b>What</b>	<b>Engagement activity</b>	<b>Details</b>	<b>Participants</b>
<b>Consultation promotion</b>	Your Say Charles Sturt email campaign	New project email campaign sent on 14 October 2022.	Sent to 565 registered Your Say members. 315 opens 51 click-through (7.5%)
	Consultation package to mailout catchment area	Distributed in October 2022 to the defined consultation mailout catchment area.	393 packages mailed to all households & property owners (not residing in the property) via Australia Post.
<b>Your Say Charles Sturt Project Page</b>	Your Say Charles Sturt online project page	Open to everyone. 14 October 2022 to 30 November 2023	1267 page views 1066 page visits 910 unique visitors 40 project followers
<b>Feedback &amp; Written Submissions</b>	Online (Your Say Charles Sturt online form), Email & written submissions	Stage 1 - Open 14 October 2022 to 7 November 2022	119 online contributions (Visioner tool)
	Pop up	Crave Café – 14 October to 7 November Staff attended on 25 October 2022	20+ attendees
	Community Open Day	St Barnabas Church – 13 May 2023	12 attendees
	Online (Your Say Charles Sturt online form)	Stage 2 – Concept design May 2023	22 responses online



## 4. ENGAGEMENT EXAMPLES

### STAGE 1 - CONSULTATION PACK:

#### Brochure



## QUEEN STREET AND ELIZABETH STREET

### Road Reconstruction

The Queen Street/Elizabeth Street precinct in Croydon is a thriving area with a diverse mix of residential and retail land uses and community facilities. The precinct is extremely popular with the local community but also attracts visitors from outside of the area due to its selection of eateries, retail shops and its popular children's playground.

Major road renewal works are scheduled for Queen Street (between Port Road and the Euston Terrace) and Elizabeth Street (from Robert Street to the end) in the 2024/25 financial year.

This project presents an opportunity to reconsider the current road alignment and surface treatment in preparation for the next 60 years of the life of the road and to address any road safety concerns.

Prior to developing a design, we would like to understand and consider how you use the street, what currently works well and what doesn't work so well.



**How to Get Involved**  
To provide your feedback on issues or opportunities you can:

- **Complete your feedback online**  
Scan the QR code on this page or go to [yoursaycharlessturt.com.au/queenelizabeth](https://yoursaycharlessturt.com.au/queenelizabeth) and use the interactive online tools or
- **Complete the hard copy survey enclosed**  
Return it using the reply-paid envelope
- **Attend a pop-up community drop-in session**  
on Tuesday 25 October at Crave Specialty Coffee, 15A Elizabeth Street. Drop in any time from 2pm to 3.30pm and to speak with the project team.

A static display will also be at Crave to enable you to visit at anytime and provide your comments.

**Consultation closes on Monday 7 November 2022.**  
Once we gather your initial thoughts, we will develop a draft concept plan for further input.

*For any enquiries please feel free to contact:*  
**Kath Marston**  
Community Engagement Officer  
[eng-consultation@charlessturt.sa.gov.au](mailto:eng-consultation@charlessturt.sa.gov.au)  
8408 1270



#### Feedback Form

##### Feedback Form ESA

### Road Reconstruction – Queen Street & Elizabeth Street, Croydon

The City of Charles Sturt is seeking community feedback on issues and opportunities for the road reconstruction of Queen Street (from Port Road to railway crossing) and Elizabeth Street (Robert Street to William Street)

Consultation closes on Monday 7 November 2022

#### Tell us your thoughts!

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

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

#### OR

- Complete the ONLINE form at [yoursaycharlessturt.com.au/queenelizabeth](https://yoursaycharlessturt.com.au/queenelizabeth) or use the QR code on your smart device



#### Your details

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

First Name: \_\_\_\_\_ Surname: \_\_\_\_\_  
Street: \_\_\_\_\_  
Suburb: \_\_\_\_\_  
Email: \_\_\_\_\_  
Phone: \_\_\_\_\_

#### Your Feedback

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

- ☐ Local resident
- ☐ Property owner
- ☐ Business owner
- ☐ Visitor
- ☐ Other (please specify) \_\_\_\_\_

2. How do you use Queen / Elizabeth Street?

- ☐ I/we walk along the footpaths and/or cross the road
- ☐ I/we ride a bike
- ☐ In a car to access my/our home
- ☐ To access the train station
- ☐ To visit the cafes
- ☐ To visit the playground
- ☐ Other (please specify) \_\_\_\_\_

3. In relation to the following, what currently works well and what doesn't work so well in Queen/Elizabeth Street.

- Walking Conditions
- Riding conditions
- Street lighting
- Personal safety
- Road safety
- Volume/speed of vehicles

What currently works well in Queen/Elizabeth Street?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What doesn't work so well in Queen / Elizabeth Street?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you have any ideas or opportunities that you feel we should consider as part of the Road Reconstruction?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for taking the time to complete this feedback form

## PROMOTIONAL

Crave Café – Pop Up

14 October 2022 to 7 November 2022



## STAGE 2 – CONSULTATION PACKAGE

### Brochure & Feedback form



## QUEEN STREET/ ELIZABETH STREET ROAD RECONSTRUCTION & TRAFFIC SAFETY IMPROVEMENTS

In October 2022 we consulted with the local community in Croydon, seeking any issues or opportunities on the Queen /Elizabeth Street Road Reconstruction project.

The Queen Street/Elizabeth Street precinct in Croydon is a thriving area with a diverse mix of residential and retail land use and community facilities. The precinct is extremely popular with the local community but also attracts visitors from outside of the area due to its selection of eateries, retail shops and its popular children's playground.

Major road renewal works are scheduled for Queen Street (Port Road to Euston Terrace) and Elizabeth Street (from Robert Street to the end) in the 2024/25 financial year.

This project presents an opportunity to reconsider the current road alignment and surface treatment in preparation for the next 60 years of the life of the road and to address any road safety concerns.

The project does not include the section of road in front of the businesses (Day Terrace to Robert Street).

#### Consultation to Date

A business workshop was hosted on 13 September 2022 to speak directly with business owners and understand their views on the function of Queen Street/Elizabeth Street, considering traffic and pedestrian movement to the precinct.

We then invited local residents to a community drop-in at the Crave Café on 25 October 2022, where we spoke with over 15 local residents/visitors, using our pop board to present what they felt worked well and what may need improving along Queen Street / Elizabeth Street.

The recurring theme from the first round of consultation was related to vehicles speeds, parking congestion and overall safety for the community who frequent the Croydon Precinct.

#### How your feedback has influenced the draft design

Based on what we have heard so far, a draft concept plan and illustrations have been developed and we would now like to hear your thoughts.

#### Queen Street (Port Road to Day Terrace)

- Reconstruction of Queen Street from Port Road to Day Terrace
- 3m wide zebra crossings, aligned with existing kerb ramps, to prioritise pedestrians at Day Terrace, Euston Terrace and Robert Street (subject to DIT approval)
- Improvements in front of historic shop fronts

#### Queen Street/Prince Street Intersection

- Proposed new raised intersection at Queen Street /Prince Street (subject to stormwater analysis).
- 3m wide zebra crossings on Prince Street, to prioritise pedestrians (subject to DIT approval)
- Landscaping opportunities at the intersection with new garden beds.
- Corners reduced to improve pedestrian and vehicle safety.

There is an alternative option to have the intersection at grade, if raised is not supported.

#### Elizabeth Street (Robert to William Street)

- Reconstruction of Elizabeth Street from Robert to William Street
- Upgrade to footpaths and kerb ramps to Disability Discrimination Act (DDA)
- Improvements in front of historic shop fronts between Robert & Henry Street

#### Elizabeth Street/Robert Intersection

- Proposed raised intersection at Robert / Elizabeth Street
- Proposed new garden bed with landscaping at intersection
- New bollards and realignment of kerbing to improve outdoor dining opportunities.
- Adjustments to stormwater inlet
- Narrowing of intersection to 6m wide to improve pedestrian amenity & safety



#### William Street (car park)

- Kerb realignment at Elizabeth Street bend to reinforce change to traffic movement
- Raised road with cobblestone pattern (subject to stormwater analysis)
- New tree proposed at the entrance of parking and shared space
- Disability Discrimination Act (DDA) compliant parking space
- Existing trees to remain
- Car parking to accommodate 16 cars
- Activation/garden opportunities to garden bed at the end of the car park



#### How to get involved

We would like to hear your feedback on the concept design. You can:

- Visit our online hub [yoursaycharlessturt.com.au/queenelizabeth](https://yoursaycharlessturt.com.au/queenelizabeth) to complete an online survey and see all the project related information.
- Download a hard copy survey and post to PO Box 1 Woodville SA 5011. If you don't have access to a computer and would like a hard copy, please contact us to have sent to you.
- Drop-in to our community event at St Barnabas Church, William Street to talk with the project

team, Saturday 13 May, between 10am to 12pm.

- Call Kath Mardon, Community Engagement Officer on 8408 1270
- Email [eng-consultation@charlessturt.sa.gov.au](mailto:eng-consultation@charlessturt.sa.gov.au)

Consultation closes 9am, Tuesday 30 May 2023

Visit our online community engagement hub!

Scan this QR code using your smartphone camera. You can view the montages, concept plan, read the project background and provide your feedback!



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#### Feedback Form ESA



### Queen Street / Elizabeth Street Road Reconstruction

#### Get Involved!

Feedback is required by **9am, Tuesday 30 April 2023**.

To provide your feedback please complete this hardcopy feedback form return to PO Box 1, Woodville SA 5011.

#### Your details

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

First Name:	Surname:
Property Address	
Suburb:	
Email:	
Phone:	

#### Your Feedback

##### 1. What is your connection with the City of Charles Sturt?

- ☐ Ratepayer (owner)  
☐ Resident (tenant)  
☐ Business Owner  
☐ Visitor  
☐ Other

##### 2. What do you like about the concept plan?

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##### 3. Prince Street / Queen Street Intersection

We are proposing a raised intersection at the Robert/Elizabeth and Prince/Queen intersections to assist with the speed of traffic and safety for pedestrians in the precinct. (raised is subject to stormwater analysis outcomes)

Which of the following intersection changes do you most prefer for Prince/Queen Intersection? Refer to the illustrations in the plan.

- ☐ Option 1 – Raised intersection (subject to stormwater analysis)  
☐ Option 2 – same as road level (at grade intersection)

##### 4. Robert Street/Elizabeth Street Intersection

We are proposing a raised intersection at the Robert/Elizabeth and Prince/Queen intersections to assist with the speed of traffic and safety for pedestrians in the precinct. (raised is subject to stormwater analysis outcomes)

Which of the following intersection changes do you most prefer for Prince/Queen Intersection? Refer to the illustrations in the plan.

- ☐ Option 1 – Raised intersection (subject to stormwater analysis)  
☐ Option 2 – same as road level (at grade intersection)

##### 5. Tell us a little more about why you have selected your preferred intersection option?

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##### 6. Do you have any concerns /improvements with the concept plan?

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##### 7. Tell us if you have any other comments about the concept plan or project in general.

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Thank you for taking the time to provide your comments.



Draft Concept Plan

# Queen and Elizabeth Street

## Road Reconstruction

March 2022

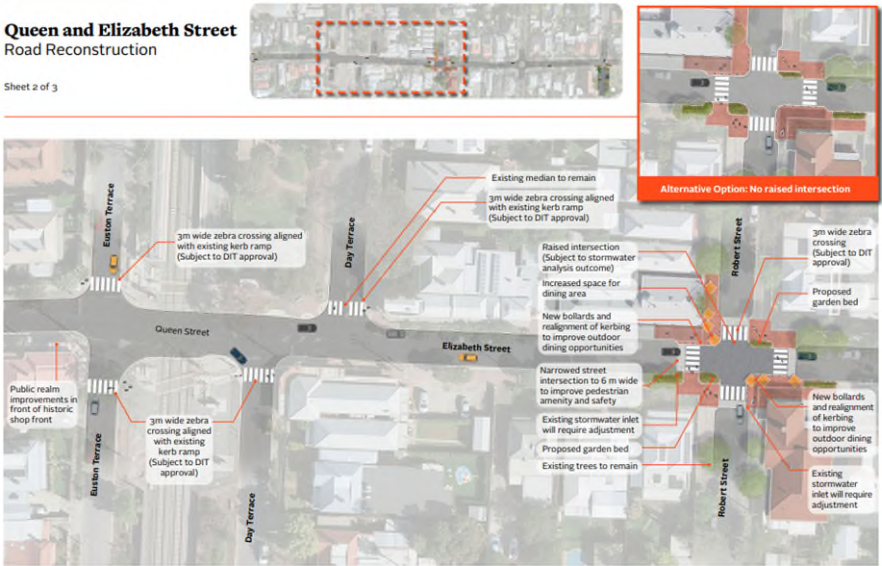


Prepared for The City of Charles Sturt

**JENSEN PLUS** Planning  
Landscape Architecture  
Urban Design  
Social Planning

### Queen and Elizabeth Street Road Reconstruction

Sheet 2 of 3

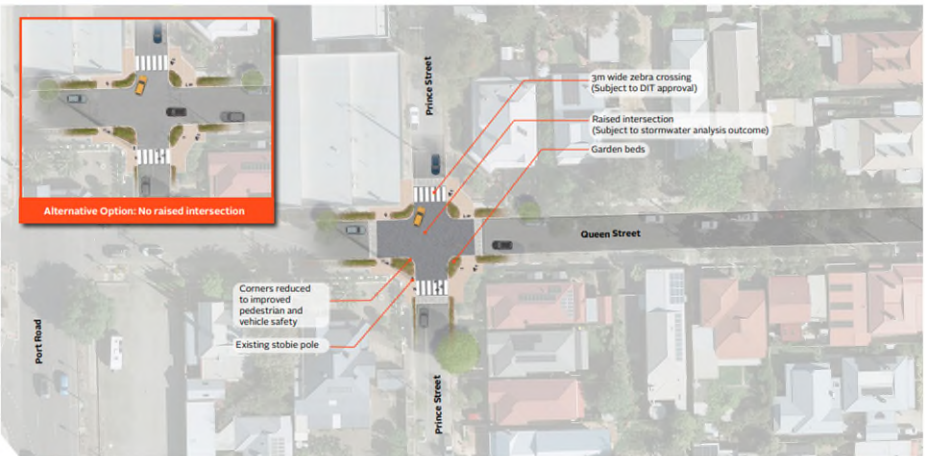


**JENSEN PLUS** Planning  
Landscape Architecture  
Urban Design  
Social Planning

March 2022  
Rev C  
Page 2  
1300 043

### Queen and Elizabeth Street Road Reconstruction

Sheet 1 of 3



**JENSEN PLUS** Planning  
Landscape Architecture  
Urban Design  
Social Planning

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1300 043

### Queen and Elizabeth Street Road Reconstruction

Sheet 3 of 3



**JENSEN PLUS** Planning  
Landscape Architecture  
Urban Design  
Social Planning

March 2022  
Rev C  
Page 3  
1300 043



## Queen and Elizabeth Street Road Reconstruction

Elizabeth intersection photomontage - With raised intersection



**JENSEN  
PLUS** ARCHITECTS  
PLANNERS  
ENGINEERS  
LANDSCAPE ARCHITECTS

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## Queen and Elizabeth Street Road Reconstruction

Elizabeth intersection photomontage - Without raised intersection



**JENSEN  
PLUS** ARCHITECTS  
PLANNERS  
ENGINEERS  
LANDSCAPE ARCHITECTS

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## Queen and Elizabeth Street Road Reconstruction

William Street photomontage



**JENSEN  
PLUS** ARCHITECTS  
PLANNERS  
ENGINEERS  
LANDSCAPE ARCHITECTS

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## CORFLUTE SIGNS ON STOBIE POLES

### Stage 1 Consultation -October 2022



## QUEEN STREET/ELIZABETH STREET

Share your thoughts

Are you a user of the precinct?

We want to hear your views on what works well  
and what doesn't in Queen and Elizabeth Streets.

### Community Drop-In

Tuesday 25 October

Crave Specialty Coffee, 15A Elizabeth Street

Drop in anytime from 2pm to 3.30pm

You can also provide  
your feedback online at  
[yoursaycharlessturt.com.au](https://yoursaycharlessturt.com.au)



### Stage 2 – May/June 2023



## TELL US YOUR THOUGHTS


On the concept design  
for Queen/Elizabeth Street  
Road Reconstruction project.

**Consultation closes Tuesday  
30 May.**

Scan here to find out  
more

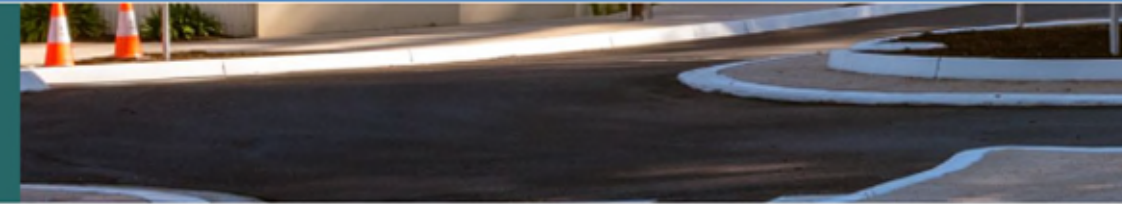


## YOUR SAY CHARLES STURT PROJECT PAGE:



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[Engineering Consultation](#)



Home > East Terrace Stormwater & Stormwater Improvements

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Consultation has now closed. Click 'Follow' at the top of the page, to receive emails when an update is made about this project.

### Project Background

As the recent upgrade of Milling Road and Main Street was delivered with cost savings, we have been able to allocate some of the remaining State Government Open Space Grant funding (approximately \$700,000) and matching Council budget towards landscaping improvements on East Terrace.

The East Terrace Stormwater Improvement project proposes to provide additional amenity and improved stormwater outcomes on East Terrace (between North Street and Milling Road). We are also looking to improve road safety, particularly for pedestrians and bicycle riders.

The roundabout at East Terrace/Health Street was damaged from works by SA Water in 2021. As a result, they have given funding to fix the roundabout. Rather than repairing the roundabout like for like, we proposed to upgrade it.

The proposal for East Terrace (between North Street and Milling Road) includes:

- Regrading** - where build stormwater in lines of high flow and avoid to reduce water ponding on the street.
- Bank built walls** - these will usually run from East Terrace and avoid to reduce traffic, as well as show drivers turning at intersections (difficult to see down the road) - see options for roundabout proposals.
- Bank removal** of bank sections, around the North Island Free Zone to improve stormwater flow.
- Permeable paving** in parking bays adjacent area under (where regrading or bank built walls cannot be installed).
- Vegetation** - plant native vegetation that comply with the Disability Discrimination Act (DDA).
- Planting the bicycle lanes** in the stormwater, to avoid with down visibility of bike riders.
- Roundabout upgrade** (East Terrace and Health Street), including:
  - Reconstruction with an upgraded design to reduce driver speeds.
  - Police patrol car access on all approaches with wider lanes.
  - Landscaping on the center island.

### Share your feedback online

Provide your written comments, and level of support for the Stormwater Improvements.

Consultation is now closed. To be kept updated, click + Follow at the top of the project page.

[Submit your feedback >](#)

### Follow the Project

To be kept updated and receive email updates on this project, click the 'Follow' button at the top of the page.

[STORMWATER MANAGEMENT](#)
[ROAD SAFETY](#)
[EAST TERRACE ROUNDABOUT](#)

Stormwater drainage and water ponding on East Terrace has been an ongoing challenge for Council for some years. To assist with water drainage between North Street and Milling Road, we will introduce some landscaped areas to improve amenity, and reduce stormwater ponding. We will also replace sections of bank along the North Island Free Zone.

### Need to get in touch?

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

Name: [Kath Menden](#) - Community Engagement Officer

Phone: 8088 1200

Email: [eng.consultation@charlessturt.sa.gov.au](mailto:eng.consultation@charlessturt.sa.gov.au)

In writing to: PO Box 1, MICKLEBURGH SA 5011

### Timeline

**Community Consultation (August 2023)**  
Gathering community feedback on the draft management and proposed upgrade of the East Terrace/Health Street roundabout.

**Revising Proposals (September 2023)**  
Draft proposals and design of the roundabout to meet the needs of the community and to be shown to the design team. It will be a community engagement opportunity with the design team, including the consultation about the project on this project page.

**Final Design**  
Final design of the project.

**Construction - to be advised**  
Once all necessary approvals are in place, the construction of the roundabout will commence. It will be a community engagement opportunity with the design team, including the consultation about the project on this project page.

### Key Dates

**8 August 2023 to 31 August 2023**  
Consultation Period  
We are seeking your feedback as a part of the consultation process and your level of support for the roundabout upgrade.

### Documents

[East Terrace Consultation Plan, 1](#)  
2023-08-08

[East Terrace Consultation Plan, 2](#)  
2023-08-08

[East Terrace Consultation Plan, 3](#)  
2023-08-08

STORMWATER MANAGEMENT ROAD SAFETY EAST TERRACE ROUNDABOUT

Stormwater drainage and water ponding on East Terrace has been an ongoing challenge for Council for some years. To assist with water drainage between North Street and Milling Road, we will introduce some landscaped areas to improve amenity, and reduce stormwater ponding. We will also replace sections of bank along the North Island Free Zone.

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Name: [Kath Menden](#) - Community Engagement Officer

Phone: 8088 1200

Email: [eng.consultation@charlessturt.sa.gov.au](mailto:eng.consultation@charlessturt.sa.gov.au)

In writing to: PO Box 1, MICKLEBURGH SA 5011

Nothing at Charles Sturt would be in existence if it were not for the hard work of the staff who work for the Charles Sturt group and the many volunteers who work for the group. We are proud to be a part of the group and we are proud to be a part of the group.



### Contact Us

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

Phone: 8088 1200

Email: [eng.consultation@charlessturt.sa.gov.au](mailto:eng.consultation@charlessturt.sa.gov.au)

Website: [www.charlessturt.sa.gov.au](http://www.charlessturt.sa.gov.au)

PO Box 1, MICKLEBURGH SA 5011

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## 5. ENGAGEMENT FINDINGS & KEY THEMES

### STAGE 1 – IDEAS AND OPPORTUNITIES

We asked the community what they felt was working well and what wasn't working so well, and what also may need improvement in Queen & Elizabeth Streets.

We hosted a pop up in Crave Café where we put up a static display board from 14 October 2022 to 7 November 2022, along with a staff-initiated session on 25 October 22. Local residents were invited to come along and share their ideas with staff. We had over 20 people attend the session.

The following themes came out of the questions asked:

#### What do you think works well in Queen / Elizabeth Streets?

##### **Local Community & Identity**

Residents express a desire to maintain the small village atmosphere and sense of community in the area. They appreciate the vibrant café culture and social hub that Queen and Elizabeth Streets provide.

##### **Transport & Safety**

Concerns are also raised about traffic speed, pedestrian safety and the need for better infrastructure such as upgrade access ramps and crossings. Suggestions include reducing parking to improve safety for cyclists and pedestrians.

##### **Infrastructure & Amenities**

Comments made around the condition of roads, footpaths, and access ramps, with requests for improvements such as widening footpaths and fixing potholes. Public art, green spaces and outdoor seating are amenities that community value.

##### **Placemaking**

The community takes pride in initiatives such as planting and maintaining greenery, organising murals and advocating for better infrastructure. Collaboration between residents, businesses and local authorities is highlighted as essential in enhancing the area.

##### **Café Culture & social spaces**

The cafes are recognised as key nodes for social interaction and community to come together. Suggestions to improve amenity for patrons include removing parking alongside outdoor seating areas.

##### **Family Friendly**

With the local parks and playground, family friendly amenities are appreciated, which adds to the liveability and attractiveness to residents.

## **What doesn't work so well in Queen/Elizabeth Street?**

### **Traffic**

- Concerns about congested streets with a mix of cars, bikes and pedestrians. Speed vehicles are posing a danger to cyclists and pedestrians.
- Issues with visibility at intersections due to parked cars.
- There is a need for traffic calming measures and speed deterrents.

### **Parking**

- There are currently challenges with on-street parking creating blind spots and obstructing traffic flow.
- Complaints about limited parking spaces and overflow onto neighbouring streets.
- Suggestions for rethinking parking arrangements to improve safety and accessibility.

### **Infrastructure**

- Poor pedestrian infrastructure including narrow footpaths, inadequate lighting, and overgrown vegetation.
- There are requests for better pedestrian crossings, ramps for train stations access and cycling lanes.
- Concerns also cited about stormwater drainage and its impact on road safety.

### **Urban Design & Amenity**

- There is a desire for improved streetscape with shady trees, better landscaping, and removal of obstacles like outdoor dining furniture.
- Suggestions for widening footpaths, creating nature paths and enhancing dining areas.
- Requests for reconsideration of road layout to accommodate increased pedestrian and cyclist traffic.
- Better enforcement of parking regulators and addressing

## **Do you have any ideas or opportunities that you feel we should consider as part of the road reconstruction?**

A number of comments and suggestions were made with the following key themes identified:

### **Traffic Management & Safety**

- Suggestions for traffic redirection, speed reduction, installation of speed humps, one-way traffic proposals and pedestrian safety enhancements like raised intersections and improved crossings.
- Concerns about traffic congestions, speeding vehicles and the need for better pedestrian infrastructure.

### **Beautification & Greenery**

- Suggestions for landscaping, tree planting, verge beautification and street art to improve the aesthetic appearance of the streets.
- Emphasis on enhancing greenery and making the area more people-friendly through vegetation and public spaces.

### **Parking & Access**

- Ideas for off-street parking, changes in parking arrangements (eg, indented parking, one-sided parking), and concerns about parking congestion and accessibility to shops and cafes.

- Suggestions to prioritise parking for customers and improve parking infrastructure.

#### **Heritage Preservation**

- Collaboration with shop owners to refurbish heritage shopfronts and preserve local historical character.

#### **Public Space**

- Suggestions to widen footpaths, create outdoor seating areas for cafes and convert streets into shared spaces to promote pedestrian activity.

#### **Safety**

- Concerns about inadequate lighting, creating safety risks at night
- Better amenities like bike racks and pedestrian ramps
- Advocacy for traffic calming measure to address speeding vehicles and improve overall safety for pedestrians and cyclists.

All verbatim comments are presented in **Appendix A**.

## **STAGE 2 – CONCEPT DESIGNS**

Following stage 1 consultation, we developed a draft concept design based on the feedback we heard from the first stage. We had 22 responses to the survey and 12 people attended the drop in day on Saturday 13 May 2023.

We heard the following key themes:

### **What do you like about the concept plan?**

#### **Pedestrian Safety & Priority**

- Zebra crossings, raised crossing and raised intersections for pedestrians.
- Focus on slowing down traffic and creating a safer walking environment.

#### **Greening & streetscape improvements**

- Appreciations for the inclusion of greenery & landscaping
- Desire for footpath widening and beautification efforts

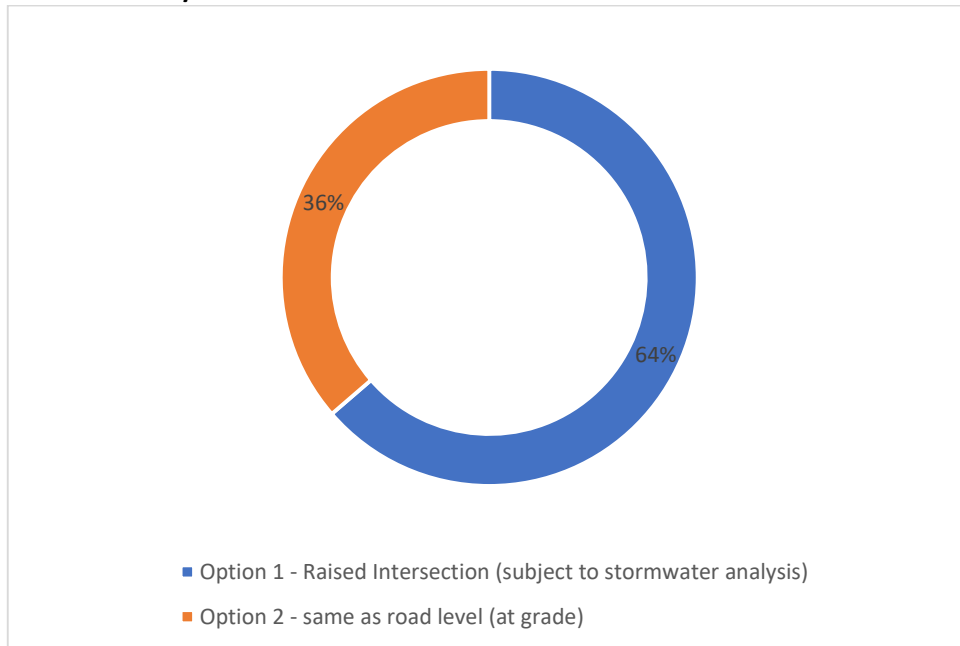
#### **Parking & Traffic**

- Understand the need for traffic flow management and updates to road infrastructure.

Overall, the community supports and appreciates the proposed changes. Recognising the opportunity to improve the area and make it safer for everyone and more appealing.

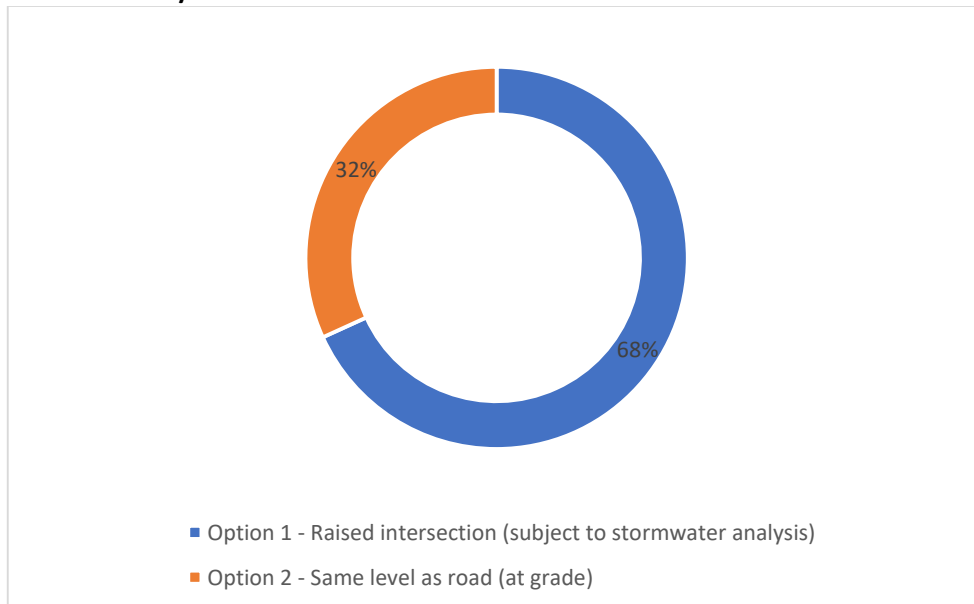
## What is your most preferred Option for intersection treatment?

### Princes Street / Elizabeth Street



Option 1 – Raised Intersection	63.64% (14)
Option 2 – same as road level (at grade)	36.36% (8)

### Robert Street / Elizabeth Street



Option 1 – Raised Intersection	68.18% (15)
Option 2 – same as road level (at grade)	31.82% (7)



### **Tell us a little more about why you have selected your preferred intersection option?**

The community expressed concerns about traffic management and safety in Croydon, particularly emphasizing the need for measure to address speeding vehicles and ensuring pedestrian safety in the busy café and retail precinct.

Whilst some supported the raised intersections as vital for pedestrian safety and traffic calming, others raised concerns about potential congestion, noise disturbances and reduce vehicle flow.

Overall, there is consensus on the importance of prioritising pedestrian safety and slowing down vehicles.

### **Do you have any concerns or improvements with the concept plan?**

We sought overall comments on any improvements residents felt we should consider. The following key themes were mentioned:

#### **Parking Concerns**

- Proximity of car parks to main shops
- Impact on traffic flow and pedestrian safety
- Oppositions to additional car parks near the church

#### **Traffic management**

- Speed of vehicles through certain sections
- Need traffic calming measures
- Suggestions for zebra crossings and raised intersections
- Proposal for speed humps

#### **Infrastructure & Amenity**

- Street lighting needs improvements
- Suggestions for street widening and footpath improvements.
- More landscaping and greenery

#### **Safety**

- Aggressive speeding drivers
- Need pedestrian safety

#### **Cultural & Aesthetics**

- Preserving the green spaces
- Enhance the local landmarks and signage

It was also cited that residents opposed to road narrowing and reduction in parking, as its already at a premium in the precinct.

### **Tell us if you have any other comments about the concept plan or project in general.**

Residents express frustration over the lack of rubbish bins and the slow progress of infrastructure projects, urging the council to prioritise community needs over unnecessary upgrades.

Concerns about road works, pedestrian safety, and stormwater drainage highlight the importance of efficient urban planning and environmental sustainability.

Suggestions for supporting local businesses, enhancing public spaces, and improving recreational amenities, show the desire for a vibrant and cohesive community.

All verbatim comments are presented in **Appendix B**.

## **6. NEXT STEPS**

The project team will review all the feedback provided and determine a way forward in line with the allocated funding.

Project updates will be provided to all contributors and online project followers to ensure they are informed of next steps and any decision made, through direct notification, and updates made available on the Your Say Charles Sturt project page.

## APPENDIX A: STAGE 1 FEEDBACK – ISSUES & OPPORTUNITIES

### How do you use Queen / Elizabeth Streets?

Walk, ride a bike, access train station, visit cafes, visit playground and access property by car.
Walk, ride a bike, access to train station, access property via car, and I have an Airbnb in West Croydon & refer all my guests
Walk, ride a bike, access the train station, visit the cafes, visit the playground, access property by car.
Walk, ride a bike, access train station, visit cafes , visit playground, access property by car, walk dogs, visit neighbours
Walk, ride a bike, access the train station, visit cafes, access property by car.
Walk, ride bike, access train station, visit cafes, visit playground and access property by car
We walk, ride a bike, access the train station, visit the playground and access our property with a car
Walk, visit cafes and access property by car.
Walk along the footpaths and or cross the road
Walk, visit the playground, cafes and businesses and access property by car
I walk, ride a bike, access the train station and visit the cafes
Walk, ride a bike, visit cafes, visit the playground and access our property by car
We walk along footpaths, we ride bikes, visit the playground and cafes, access the train station and access our property by car
I live on Queen St. I cycle to work, around the area & along the Outer Harbour Greenway. I walk my dog, walk to train, parks & local cafes.
I am a resident. I use Queen and Elizabeth regularly to access my home in Day Terrace, near South Road.
My family walks to the train station, shops and park every day. We drive along Queen Street to Port Road every day I ride 2 work
We live on Elizabeth Street and are up and down the street daily for coffee, walking the dog and catching up with locals and friends.
To visit cafes and playground, access our home, get to the train station, walk to school (St Joseph's Hindmarsh), run/ride to footpath
I like that people are using the spaces. I can only go for short walks
Chris P says: Walking the street and visiting the cafes
Daily walks with my dog, enjoying the vibrant cafe scene on Queen St, running outdoors, walking to the railway station
Route (bike, car, walk) to work, school, and daycare. Shopping, cafes (COFFEE!!), shopping, playground, leisure, exercise, street parties.
I use it as an active transport corridor to access the Outer Harbour Greenway. Visit the cafes and also Hype and Seek.
Access to home
Ride my bike from Bowden to visit the cute shops

Live in Queen St Use footpaths Cross the road Access to our driveway from Queen St Visit cafes Visit playground
I visit the cafés, shops & pilates studio, spend time in the playground with friends & family, and walk through frequently.
Browsing in the shop windows, occasionally dining, buying bread. I like to use it as a destination to walk to, to get some exercise.
Dog walking, buying take away coffee, meals with family and friends (breakfast, lunch or dinner). Occasionally drive down, but mostly walk.
Walking and dining.
Visit shops and other businesses. Spend time in the playground with family and friends. Walk through frequently. I try to avoid driving here
Walk there for the cafes from Ridleyton. Chill out in the grass across from St Barnabas.
I meet friends there to dine and I grab take away. I visit Nolas for gifts and other shops. I either ride, walk or drive to the shops there.
I frequent the coffee shops daily and I use it as a thoroughfare to get to Port Road
Business owner of a cafe

### What currently works well in Queen /Elizabeth Street?

Have been here 40y-dont want street to change. Parking mitigates all the traffic - it slows everything down.	volume/speed of vehicles	0	0
Great for locals/visitors/great for cyclists. Nice vide-even though I don't frequent cafes etc.	other	0	0
Small village atmosphere for locals & visitors thanks to the cafes precinct.	other	0	0
Due to its geographic location, it has a high volume of pedestrians/cyclists.	riding conditions	0	0
No parking on one side of the road	other	0	0
No parking on east side of Elizabeth Street in front of shops/cafe	other	0	0
Speed, walking, lighting	walking conditions	0	0
Range of businesses. Activity during the day into the evening. Design - Mosaics, planting	other	0	0
Overall happy with Queen / Elizabeth St - Upgrade will make it even better	other	0	0
Cars travel too fast along Queen St. It is not safe for cyclists & pedestrians & people backing out of driveways. Art & plantings might help	road safety	0	0
Queen St has lots of potholes and an uneven road surface. This is dangerous for cyclists. Elizabeth St is great. Greenway is fabulous.	riding conditions	0	0



The footpaths, access ramps & rail crossing work well on Elizabeth St. Queen St access ramps need upgrading.	walking conditions	0	0
The cafes are really doing well from what I know. The parking on both sides of Queen Street is ok as it seems to calm the traffic.	road safety	0	0
Good tree cover on Queen Street. Street lighting is ok. Also, public art is nice.	other	0	0
We love the energy, community and social hub that this area provides to the local residents and visitors. It is an important meeting place.		0	0
It's a vibrant community hub. Outdoor seating, close to the playground, relatively quiet roads	other	0	0
Cafes and outdoor seating. The amenity for people can be improved by not having parking alongside. Visually better and no car fumes for patron.	personal safety	0	0
Social experience. Parking along the train line. Tunnel under the train line. Electronic train crossing. Street Art. Outside/kerbside seats.	other	1	0
Lessened access to south road has improved pedestrian/child friendliness and increased vibrancy of cafe/community culture.	volume/speed of vehicles	0	0
The footpaths on the western side are too narrow. It would be good to remove car parking on the western side between Day Terrace and Robert.	road safety	1	0
Cafes servicing the local community and public	other	1	0
This is the main access for the area. Traffic flow and public safety at the rail crossing is critical and must comply to National guidelines	road safety	0	0
WE (our household) planted the plants & maintain them QUEEN ST between Port Rd & princes St WE organised MURAL on old Jam Factory Wall	other	1	0
Only having parking on one side of the street slows traffic down, but I would feel unsafe riding a bicycle on the street.	riding conditions	0	0
The park is family friendly. Footpath between Croydon and West Croydon is in great condition.	walking conditions	1	0
The atmosphere is great and the cafe strip a great asset to the local area.	other	1	0
The cafés and community coming together around them.	other	1	0
There is plenty of room to ride and park your bike in Queen / Elizabeth Street.	riding conditions	1	0
Walking conditions, speed limit, park and playground, abundance of cafes	other	1	0

## What doesn't work so well in Queen Street / Elizabeth Street?

Comments	Category	Vote Up	Vote down
It's congested with cars/bikes/pedestrians & its hard to see cars coming on Queen St from Day Tce.	road safety	0	0
40km speed limit not adhered to/insufficient lighting around shop fronts at night	road safety	1	0
Too much traffic and dangerous speeds - need speed deterrents	road safety	1	0
A minority of drivers who speed >50km/h act aggressive towards cyclists/dangerous overtakes, loud exhaust backfires etc.	road safety	1	0
paving is in poor condition (trip hazards), stormwater doesn't drain well > WSUD!!, landscaping neglected.	walking conditions	0	0
Footpath clogged up with tables & chairs in front of cafes-makes it difficult to access station/playground	walking conditions	0	0
Resident says: Obstructed from parking on both sides of Queen St where pilates studio is. Extra traffic & hard to see when exiting Princes St	road safety	0	0
Road safety, volume of vehicles	volume/speed of vehicles	0	0
Safety. Parking and bicycle access (mix of cars + cyclists + parking). Constant cars driving past.	road safety	0	0
entry off Port Rd down Queen St is too narrow and needs one side parking only, recessing parks, remove 3 parks on eastern side	road safety	0	0
Parking is an issue especially when people park both sides of the road	other	0	0
Need shady trees along all streets. Shady trees give cover from the rain & shade in summer. People walk dogs & to train, cafes, park all year	walking conditions	0	0
Queen St has loads of potholes, has had an uneven surface for decades. Some potholes are really deep- I've had to report to Snap Send Solve.	riding conditions	0	0
Cars speed along Queen St. Cars parking on the street actually slows the traffic down.	personal safety	0	0
Queen Street is difficult to traverse because of the parking on the street. Turn right into Elizabeth Street difficult - lack of visibility.	road safety	0	0
Pedestrian access to the train station platform for trains from the city is very poor. There should be a ramp down to Queen Street.	walking conditions	0	0
On street parking creates dangerous blind spots for people walking across the road. Also, cars typically park over the ped crossings.	walking conditions	0	0
Vehicles drive fast on Queen Street on the approach to Port Road (presumably to get the light).	volume/speed of vehicles	0	0
It is dangerous to ride along Queen Street especially with parked cars on both sides of the road and any traffic.	riding conditions	0	0
Footpaths are narrow & overgrown with vegetation (typically from private property) at both ground level and head height.	walking conditions	0	0

Pedestrian crossing, and lower speed limit. Street landscaping and removal of car parking on cafe side to allow for a better experience.	other	0	0
The section of Elizabeth St adjacent to cafes is often too narrow for two cars. Parking is limited. Footpath can get pretty busy.	road safety	0	0
Parking all along the street Need more trees for shade and cooling in summer. Whole area improved if one lane and shrub/nature path created.	other	0	0
The car parking is a problem some days. Overflow on Thomas Street. People who don't respect laws so can't get my car out of driveway.	volume/speed of vehicles	0	0
Drainage along Elizabeth St is poor as stormwater tends to pool along the kerb after it rains	road safety	0	0
The stormwater drainage along Elizabeth Street is below average, with tendency for runoff to pool along the kerb after some rain.	walking conditions	0	0
Rethink Robert & Elizabeth intersection. Can be difficult to see traffic when crossing over due to congestion.	volume/speed of vehicles	0	0
Widen footpaths, have cycling lanes. Better safety for pedestrians and cyclists.	riding conditions	0	0
Parking should be on one side of the street. Need to accept people visiting in cars. Appropriate access for local residents who exit via Por	road safety	0	0
Too much traffic and speeding. Parking obstructs amenity, esp. for vulnerable road users. Footpaths too narrow for cafe outdoor dining.	volume/speed of vehicles	0	0
Parking restricts two-way traffic to one way	road safety	0	0
Two-way traffic & clear thoroughfare in the vicinity of the Croydon rail crossing especially in peak times	road safety	0	0
It is dangerous to ride a bicycle on the street, and crossing the road can be difficult.	road safety	2	0
Traffic is too fast given sight is often obscured. It's only a matter of time before someone is killed. Traffic calming is needed.	road safety	1	0
Dining areas are too narrow - it would be great if more space could be allocated for this. Landscaping and verges are uninspiring.	other	1	0
Impatient drivers, cars speeding through areas with high volumes of pedestrians, and cars parking in places that impede other traffic flow.	road safety	1	0
Cars and traffic. The road is too narrow for cars to easily get past one another. And they can drive too fast. Parking can also be hard.	volume/speed of vehicles	0	0
Cars speed, it is not wide enough for 2 way traffic and parking on both sides	road safety	1	0
No parklets	other	0	0

**Do you have any ideas or opportunities that you feel we should consider as part of the Road Reconstruction?**

Comments	Up Votes	Down Votes
Why is this necessary at all? Get the school to direct its traffic off to Rosetta St - in & out to drop offs	0	0
Put up some mirrors to see cars along Elizabeth/Queen St from Day Tce. Maybe a roundabout?	0	0
Reduce speed in front of shops & cafes to 25km, allow cafes to set up outside seating	0	0
Speed humps in Robert, Queen St and surrounding areas near cafes.	0	0
Make Queen St portion one way from Port Rd inwards. Remove parking on South side of Queen St portion lower speed limit 30km/h	0	0
Water sensitive urban principals, extension of single sided parking, more trees	0	0
Footpath not wide enough for current usage by cafes either widen footpath & have single one way traffic road or ban tables/chair	0	0
No because what we say does not seem to matter as you go ahead and do what you want.	0	0
Business on Queen/Elizabeth St should be of paramount concern.	0	0
Passive traffic control measures - slower speeds to make it safer for pedestrians and cyclists.	1	0
If further parking then could go maybe in Day Tce or Euston Tce	0	0
Recess parking on western side half way into road verge to allow wider road way for cars to drive.	0	0
Remove carparking on eastern side between rail crossing and Port Road,	0	0
Widen Road in front of cafes - take piece of east side. Plant lawn or gardens onto verges down Robert St	0	0
Parking on one side only between Port Rd and train station. Beautify verge other side of Queen St in front of cafes	0	0
Allow parking on one side only and the other side permanently empty - will be much safer.	0	0
A decorative road mural or street treatment/texture on corner of Princes & Queen St. More verge plantings, trees and street art.	0	0
Plant trees & verge plantings to make area look more cared for. Art & vegetation encourages active transport & also acts as traffic calming.	0	0
Landscaping, better lighting, hatches and lines on road need renewal, one way is not necessary. Makes South Road access for residents diff.	0	0
Requires more trees and greening. One side parking on Queen Street.	0	0
Install a new pedestrian ramp between Queen St and the station platform from the city and supporting footpaths to improve access @ Queen St	0	0
Better pedestrian and cyclist crossing over Elizabeth/Queen Street where the Day Terrace meets the park, possibly a zebra or wombat crossing	0	0

Underground of the power lines where possible and feasible, to improve amenity, safety and tree canopy cover.	0	0
Change on street parking to be indented parking both side or allow parking on 1 side of the street only.	0	0
Raised intersection at Queen Street and Princes Street to slow traffic and improve pedestrian safety at crossings.	0	0
Work with owners of the shops to refurbish the heritage shopfronts, they are very tired. Landscaping of verges and roundabouts.	0	0
Raise the roadway & make one-way, widen footpath, more light, remove parking next to cafes and provide elsewhere-incl for delivery vans	1	0
Opportunity to make area cooler and ambience more people, nature friendly as above by making a wide shrubs and path area as in Unley council	0	0
Reconsider parking areas and street lighting on Elizabeth Street and surrounding streets	0	0
More street lighting as the Queen St strip gets very dark at night and increases safety risks for people walking to/from railway station	0	0
Introduce off street parking (e.g. adjacent to railway stn) spaces along Queen St to reduce traffic congestion during peak hours.	0	0
More interesting verges that are well maintained and enhance greenery in the area.	1	0
Remove parking on Elizabeth; reduce to one lane; widen footpaths to increase outdoor dining space; convert to a shared space/living street.	4	0
Make Elizabeth St one way (southbound) between Henry and Day; make Thomas St. one way northbound between Day and Henry.	0	0
Conduct a thorough traffic survey in accordance with National Guidelines for rail crossing safety and traffic management before commencing	0	0
2 ROAD HUMPS along section of Queen St between Port Rd & Euston Tce. WE LOST 2 DOGS OVER TIME IN FRONT OF OUR EYES ON QUEEN ST!!!	0	0
Zebra lines for crossing the street. Bike racks.	3	0
Traffic calming devices should be introduced. Some residents will get angry, but that means they are likely the problem.	2	1
Cars often speed to get through the lights at Port Road. It would also be great to replace the cafe strip verandah with a heritage bullnose.	2	0
Limit parking to one side only along the cafe strip. Pedestrian crossing for playground access. Restrict some parking along Robert St.	3	0
One way for cars to travel down the street. No parking outside the shops. And speed reductions. Stop cars cutting through.	3	0
Traffic should be one way, towards Port Road	1	0
Parklets on the street - more space for seating and parking for customers	0	0

## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

#	What is your connection with the City of Charles Sturt?					What do you like about the concept plan?	Prince Street/Queen Street Intersection		Robert Street /Elizabeth Street Intersection		Tell us a little more about why you have you selected your preferred intersection option?	Do you have any concerns /improvements with the concept plan?	Tell us if you have any other comments about the concept plan or project in general.
	Ratepayer (owner)	Resident (tenant)	Business Owner	Visitor	Other		Option 1 - Raised Intersection (subject to stormwater analysis)	Option 2 - same as road level (at grade)	Option 1 - Raised intersection (subject to stormwater analysis)	Option 2 - Same level as road (at grade)			
1													
2	1					Zebra Crossings are a great safety factor and the size (width) is very particle. Greening is always a positive.		1		1	Length of the road with stop signs, roundabout and dead-end road factor, doesn't warrant the expense. Traffic speeds seem well within limits when we have been there, either for coffee or walking.	car park seems too far away from the main shops and people who choose to use these facilities will park as close as they can to these facilities, fact. Money saved can be used elsewhere.	Hopefully you will finally put some rubbish bins around the area, have been communicating with Alice Campbell for at least 18 months, no signs whatsoever or any sign of bins. Maybe cut back on some of the upgrades and spend some ratepayers money doing something on the Rosetta Street shops.
3	1					The increased focus on pedestrian safety and traffic calming is appreciated. The focus on pedestrian safety over car use builds on the traffic management that was implemented years ago. Focusing on pedestrian movement creates a safer and more connected community and increases the appeal of this charmingly unique neighbourhood cafe and shopping precinct.	1		1		Traffic calming is really important in Croydon as there is very high car usage of Queen and Elizabeth Streets for local access from Port Rd and South Rd. Cars need to slow down, as this is a very popular cafe/retail precinct with high pedestrian traffic 7 days a week.	I strongly oppose the additional car parks, William St, near the Church. This park was a co-design project in consultation with residents to compensate the neighbourhood for the removal of a significant number of homes due to South Rd T2T project. People will not park there and walk to the Cafe precinct. The church has very few parishioners and rarely uses all current parking spaces on that section of William St. It is unused for parking for most of the week. Croydon has precious little green space and is a high pedestrian traffic neighbourhood. Do not remove our co-designed gem of a park to accommodate a few cars of visitors to the area. Our green spaces are precious.	As above. Don't remove part of the resident co-designed William St park, cut down trees and minimise the precious little green space we have in Croydon for a few carparks.
												Croydon as a suburb has a very small percentage of green space. Research shows that green space in a neighbourhood has positive effects on the physical and mental health of residents.	Also, the residents and businesses were negatively impacted by T2T, so road works need to be completed efficiently. Road works have been impacting the sewerage system with blockages occurring.
4	1					nothing		1		1	Raised intersection not necessary.	total concept not necessary	street resident for 40 years
												i live opposite elizabeth st st barnabas church, please do not add more car parking in william st.	
												car parking in elizabeth/queen streets, already means cars travel slowly and carefully, so i have observed that	
												all locals travel carefully, so in my opinion no other traffic management is required.	
5	1					The renewed pedestrian focus around queen and Elizabeth streets are excellent. The neighbourhood is wonderful to walk around and enhancing this will draw more customers to the businesses.	1		1		The raised intersections will be a greater motivation for drivers to slow down.	Not for the intersection upgrades	The goals of the car park are admirable, but the proposed location conflicts with the stated purpose.
						While car parks are useful, Charles Sturt has one of the lowest proportions of green space of metro Adelaide councils. It is hypocritical and unsustainable (in environmental and economic senses) to achieve the goal of a walkable neighbourhood by turning parks for people into parks for cars.							

## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

						The proposed car park would be beneficial to people with disabilities if it were not so far from the businesses in the first place. Further, that park was fiercely negotiated for when the South Rd upgrade was designed. The community and church values and uses it a lot.							
6	1					Like that the proposal attempts to beautify the area and increase the place-making aspect.		1		1	As a local resident we have only two options to exit to Port Rd (ie Elizabeth St and Rosetta St) and exit to South Rd only left turn permitted, while I appreciate the efforts to slow traffic, the widening of the kerbed area and raising of the intersection in effect creates multiple speed humps and reduces the capacity of vehicles to flow through this area. The noise of these will be very disconcerting 24/7 to the adjoining residents. It’s already very difficult for vehicles to pass on some weekdays and every weekend, and this will only increase the congestion, reduce parking, create a gridlock of traffic and reduce safety because it will be difficult to see oncoming traffic if turning right out of the side streets.	I feel very concerned about the proposed narrowing of the roads. I love our council but this is a poorly thought through concept plan which has little regard for residents. We are strong supporters of the local cafes etc ... but they have chosen to establish businesses in a residential area. They have very small kitchens and with the exception of Crave all businesses combined have two toilets between them - so they surely must have limited capacity to increase the number of people dining. Really not sure what the road narrowing and reduction of parking is trying to achieve.	Please see above.
													Really encourage staff to spend a weekend between 9 and 1pm monitoring the traffic before proceeding to develop this concept plan.
7	1					That you are trying to improve the area		1		1	Not sure it will slow down the traffic as it is a built up area already.	My concerns are that this is the main access road to Port drive for all residents and the road is not wide enough for parking on both sides of the road and you are wanting to make the intersect even narrower. Drive pass there on a Saturday morning to see how busy it is.	I don’t see a need for the pedestrian crossings on Princess St.
8	1					• the slowing down of the traffic	1		1		• anything that will assist in SLOWING down the vehicle traffic is good and raised intersections...	• the raised intersection at Elizabeth and Robert Streets should extend all the way to the end of the shops/cafes to Day Tce on the western side of Elizabeth St as this section is very busy with pedestrians virtually every day and as such should be given every bit of priority possible	overall the concept Option 1 is preferred, but just needs to go that bit further to increase the safety for all.
						• pedestrian priority						• there definitely needs to be zebra crossings on all sides of the Queen and Elizabeth Streets intersections like at the Elizabeth and Robert Streets intersection... and again at the Elizabeth and William Streets intersection.	
						• zebra crossings						• in fact, there needs to be zebra crossings on ALL sides of ALL intersections (not only in this local case)... with the hope that (because zebra crossings are traffic management instruments that have a legal basis in the rights of pedestrians in the case of an accident between a vehicle and a pedestrian) drivers will eventually learn that they MUST stop for any pedestrian entering a zebra crossing	
						• raised crossings						• Raised intersections must be with a decent angled ramp to the raised road to make drivers aware of the changed traffic situation... unlike further down Day Tce where the "raised" sections at the intersections are so shallow that the cars can speed over them without having to slow down AT ALL! The raised intersections like on Glanton St West Hindmarsh.	



## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

						<ul style="list-style-type: none"> <li>increased verge/corner landscaping/garden</li> </ul>						<ul style="list-style-type: none"> <li>added landscaping around the actual Queen/Elizabeth train crossing as it is a bare rocky area... and this can be done without impacting the visibility at the intersection.</li> </ul>	
												<ul style="list-style-type: none"> <li>I personally know of several local residents that would like to see all parking on Queen St removed saying that is it "a pain" to drive through, but I see that the parking there is something that "naturally" slows the traffic down... I say this as a resident of ~36 years living on Euston Tce between Queen St &amp; South Rd, and I have never seen it an issue... what is, are the speeding drivers, NOT the parking.</li> </ul>	
9	1					I am delighted that the zebra lines are included to facilitate crossing the intersections, but I feel there has to also be zebra crossings to cross Queen street, as this section is particularly busy in front of the Pilates studio and at the Port Rd /Queen st intersection!	1		1		The section of road between Port Rd and Queen St is very busy. Pedestrians need access to both directions, crossing from Day tce to the park, currently that is a very tricky crossing! Also I feel that the raised option like the one in Glanton st is more noticeable by drivers than the very low one on Day tce and Garnett st on which drivers just speed through!	More landscaping is required on the four corners of the railway crossing as this is where people wait for the train to pass. It is a hot spot in summer and more trees are required to create shade. Similarly the current planter areas have been filled with large sized rocks which make the area hot and dusty since these quadrants are available they should have vegetation which is irrigated during hot season.	In general all corners in all directions should have zebra crossings to.signalmthem as safe zones for crossings and make it compulsory for cars to stop if anyone is on or about to cross the road. This system works in Europe where motorists stop when they see a person/bike/wheelchair about to enter the zone.
10		1				I really like the raised intersections. I use those crossings every day with small children and a dog, and have had a number of close calls with traffic due to lack of visibility and cars speeding to reach the Port Road lights.	1		1		As above, I use these intersections every day with a young family and believe that would be much safer for us to cross. There have been a number of close calls with traffic		
11		1				I am looking forward to the improved look, as we as fixing the stormwater drainage problem on Queen St.	1		1		The raised intersection shows motorists that they are not the only road users and to look out for pedestrians.	It doesn't address the safety issues I have experienced as a resident of Queen St - very aggressive speeding drivers. I have been forced into parked cars by drivers who sped up to 60km/h, rather than wait 2 seconds for me to pass in the opposite direction on my bike.	I would like to see the speed limit lowered to 30km/h as per international standards for streets like this.
						I would however like to see more changes to improve safety.							I would also like parking to be removed from one side of Queen St between Princes and the railway line to prevent the danger to cyclists I experienced.
12		1				The plantings and street scape improvements will be great.		1	1		It is impossible to go through this area at any speed anyway because of all of the parked cats	The plan does not really address the excessive amount of parked cars on Day Terrace on weekends. Day terrace in this section is one of the worst parts of the Outer Harbor Greenway due to all the cars. The parking at the church is too far away from the cafes to alleviate this. Also not sure if the Princes St works are needed - hardly anyone is walking from that way	
13	1					Almost everything.	1		1		I have selected the raised intersections, as they will greatly improve pedestrian safety and improve pedestrian access.	Overall, I'm very happy with the proposed concept plan.	In future it would be great to see a shared path along the S/W side of Day Terrace joining into the shared path over South Road. If this was to be built, it would be great to see the shared path continue over Queen Street and run between the train station and the park.
						The concept plan incorporates most all the of key elements that were requested as part of the previous round of consultation.					Currently, vehicles drive too fast through these intersections. Raising the intersections will greatly reduce the speed that vehicles drive through the intersections. This will greatly improve the safety for pedestrians crossing over Queens Street and Elizabeth Street.	My first concern/suggested improvement is to relocate the kerb ramps at the intersection of Henry Street and Elizabeth Street closer to the intersection. Currently, the kerb ramps are set back a long way from intersections, which renders them somewhat useless. Most people don't use the kerb ramps, as they are required to take a big detour away from the intersection.	There are a considerable number of cyclist and runners that use the outer harbour greenway every day, and facilitating easier and more direct access along the outer harbour greenway would be a great improvement for the community and visitors alike.

## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

						In particular, I like the proposed raised intersections at Princes Street and Robert Street, as it will greatly improve pedestrian priority and slow traffic speed.					My second suggestion is to install kerb ramps on Queen Street between the railway line and Day Terrace, parallel with and directly adjacent to the train line. I cross Queen Street at this location all the time to ensure that I can get to/from my train without getting caught by the signals, and to ensure that I can keep moving where I want when the signals are down.	Finally, pedestrian accessibility and comfort is only as good as the maintenance and operations that support it. A lot of the vegetation adjacent the footpaths on Queen Street and Elizabeth Street is overgrown onto and above the footpath. In particular, the high amount of overhang vegetation makes walking along the street significantly more annoying and frustrating that it really should be. I am 2m tall and would greatly appreciate being afforded the same access to our footpaths and shared paths as those that are vertically challenged.	
						I like the inclusion of zebra crossings at Euston Terrace and Day Terrace as it will greatly aid in quicker and safer walking along Queen and Elizabeth Street.							
						Finally, the I support the proposed changes adjacent St Barnabas as it will greatly improve utilisation of the space that reflects current usage.							
14	1					I/we like the concept plan and It’s imperative cars are forced to ‘slow down’ between PORT RD and PRINCES ST.	1		1		It’s important cars don’t speed. People and their children and pets should be safe.	1) I would also like to see a speed bump in QUEEN ST between PORT RD & PRINCES ST	
						Myself and my children notice cars y along this section and it’s dangerous.				Queen/Elizabeth St is also a busy street with lots of activity, businesses and pedestrians. It’s a main thoroughfare but needs to be safe.	2) More plants and trees		
15	1					Measures to slow traffic/indicate changed traffic conditions. We need to slow people down and improve visibility for pedestrians especially.	1		1		Currently with the uncontrolled intersections and level of parking there is next to zero visibility for pedestrians particularly at Robert and Queen st. Raising the intersection, including the zebra crossings and changing parking allocations will hopefully slow people down and improve visibility so less risk and near accidents.	I’m not clear on how parking will change and curious as to how it’s supported by the businesses along the street.	Sometimes when measures are taken to slow traffic down particularly when traffic is coming off of busy main roads (port and south) people are coming very fast/in congested traffic conditions, the new measures may encourage people to take different routes and so you may end up reduced speeds at queen st but then have people tearing up and down Thomas street instead. I think it’s important to recognise that this area is in general a highly populated area with pedestrians and lots of children so perhaps a 40km speed limit more generally in this area would work? Or just some more monitoring of speed in the area as I regularly see people traveling incredibly fast through these streets.
16	1					Looks good	1		1		Safer. Slows traffic	One adjustment I would like to see is the inclusion of the raised traffic island with zebra crossings connecting Day Terrace.	The nature strip opposite the shops between Robert Street and Day Terrace would also benefit from garden bed upgrades or something to that affect running all the way down.
						Safer							
						Brings the area up					Once people finish driving past the shops,		
											They accelerate hard through that section and over the railway crossing.		
											The same design traffic island as per the concept at the intersection of Robert Street would help to slow traffic at the other end of the shops and allow safe crossing to get across to the playground area.		

## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

17	1				I like the raised intersection (reduces speed of travelling vehicles) and kerb realignment at cnr William/Elizabeth Sts. The widening of the footpaths in front of the cafes are also a great idea	1		1		The raised intersection will assist with managing vehicle speeds and thus improving safety		The stormwater drainage along Elizabeth St (north of William St) is very problematic, as stormwater pools up each time there is a rainfall event. Can Council please consider upgrading the stormwater drainage along this section of Elizabeth St as part of this project?
18	1				All of it! The gardens, zebra crossings, raised crossings which are excellent for wheelchair accessibility, and the general improvement this will bring to Queen/Elizabeth street.	1		1		Raised intersections will make it safer for pedestrians including children and more accessible for wheelchairs as it keeps sidewalk flush with crossing.	No concern. Fully support this initiative!	Love it. Great work that will improve the street look and overall safety. Well done!
19	1				The pedestrian crossing.		1		1		I can't tell from the concept images how far the cobblestone surface extends. A lot of cyclists use this road so it's important to have a surface that works for all road users. Cobblestone is very unpleasant to ride on.	A pedestrian crossing, William Street parking and an resurfaced road is enough to improve this street. Most people love the street the way it is so minimal changes to design, road width, layout etc would be preferred.
20	1				The area needs a refresh.		1		1		There needs to be improved street lighting.	I'm concerned about the potential road narrowing. The streets are so congested as it is, please do not narrow any of them and therefore make congestion worse.
											The lighting in the area is terrible and I have tripped over dodgy paving while walking to and from the train station several times.	
											I'm concerned there isn't reference to lighting in this plan.	
21		1			Would be fantastic around the cafes.		1	1		There aren't many pedestrians around Prince St compared to where the cafes are.	Waste of money doing any works next to the church. It's just a car park. Spend the money where the public will appreciate it.	Don't waste money spending it on the church car park. Spend it where it counts around the cafes.
												The cafes are a hub of the community, so any works that can be done between the rail line and Robert Street or Henry St is worth so much more than Prince or William.
22		1			I feel the design has good broad representation. It goes some way to addressing current and future urban design principles for urban 'village' living. It could go a lot further though and really address a 30-60 year plan.	1		1		Traffic management and addressing storm water flows down Princes St.	See initial feedback.	See initial feedback.
					I feel strongly that Elizabeth St north of Day Terrace to Robert Street intersection in front of the existing commercial outlets be restricted to pedestrian and cycle traffic only.							
					This provides provision for greater alfresco dining along with scope for street festivals / music events whilst supporting greater greening Adelaide concepts.							
					Local traffic access to homes would be maintained via Queens St, Euston Terrace, Day Terrace, Robert St etc fed from Port Rd and South Rd west by pass hence not impeding access for residents. This at the same time would effectively prohibit through traffic on Elizabeth St which at times is excessive and at night at higher speeds.							
					With this design street parking on Elizabeth St front of commercial outlets would be eliminated. This would be replaced by street parking on the north and south side of the rail corridor, east of the Croydon train station. Parking for 50 vehicles could be achieved. Potential for private land							

## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

						procurement close to commercial outlets appears to be an option.						
						All local streets including Princes, Day, Euston, Elizabeth, Robert, William should be affected with traffic flow management. Footpaths and road surfaces updated, medians / garden verges reworked to create an urban infill design outcome around an existing historical hub that would be worthy of representation nationally. Why waste the opportunity.						
						I hope these concept ideas find some traction. There really is a virtual one off opportunity to get this right. Croydon present a unique opportunity to retain and enhance. Let’s not squander this.						
23	1					I really like the proposed changes - this will provide a long-overdue refresh of the street. The multiple pedestrian crossings are a great idea, as are the various streetscape improvements and plantings. The extra car parking at Saint Barnabas is also a great idea and makes good use of an otherwise mostly unused section of roadway.	1		1	I think the raised intersections are vitally important to both reducing vehicle speeds and reinforcing pedestrian priority of the area. Vehicles regularly speed along this stretch, particularly between the railway crossing and Port Road when trying to catch a green traffic light. I've seen some shocking speeds reached in this area. If the intersections cannot be raised then I strongly feel alternative traffic calming arrangements should be investigated for both the rail crossing to Port Road stretch and the stretch immediately in front of the cafe strip. Children regularly dine with their families in these cafes and it feels like it is only a matter of time before a speeding car causes injury to a child who has accidentally wandered out into the road.	I feel traffic calming measures could potentially be stronger as per previous comments.	I really feel the 'train park' playground on Day Terrace is well overdue a refresh - this would encourage more people to visit the area and adjacent businesses. It would be a good idea to see dogs removed from the park completely to allow families to use the grassed area without fear of encountering dog faeces. The grass is currently just a dog toilet/digging zone. A trade-off could be a new dedicated fenced dog walking park in one of the new and less-used parcels of land either next to St Barnabas Church on Elizabeth Street or the larger grassed area where Euston Terrace and Princes Street meet South Road.
										I'm surprised to see that the footpath in front of the main cafe strip has not been flagged for widening. This area is very narrow and only supports small tables. Widening would be a great improvement to the area and allow for safer, more comfortable dining - even a small amount of extra space would change the feel of the area. Please also see my comments below about supporting replacement of the existing verandah.		I also remember a heritage survey undertaken maybe 10 years ago which recommended supporting the main stretch of businesses (from Gathered Bunch to Abbotts and Kinney) in replacing the verandah to their shops with a more heritage-appropriate bullnose one (this would have been the style which originally existed here). It would be great if this could be revisited in conjunction with this plan.
										I'd also love to see the streetscape improvements extended onto Euston Terrace around Croydon Station to welcome visitors to the area. The station gardens are well-kept but Euston Terrace is a bit unloved, especially when compared to Day Terrace which gets all the greening attention due to its greenway status. Visitors arrive at Croydon from both sides of the station so it could be better balanced. At the moment the main walking		



## APPENDIX B: STAGE 2 -CONCEPT PLAN FEEDBACK

### Community Open Day Feedback – 13 May 2023

<b>Prince Street / Elizabeth Street</b>
* Take sign off that says 'retro shops' (there are none left)
* Raised Option - Love it
* Crossing over Queen or Elizabeth Street (add zebras on other side)
* Remove parking on eastern side between Prince and Euston Terrace
* Problem with ponding of water here.
* Duplicate Elizabeth Street on Queen Street re space for parking
* Zebra crossing or a raised road to slow traffic in front of pilates business=
<b>Euston/ Day Terrace / Queen Street</b>
* Extend yellow line
* Parking on Day Terrace - Angle parking b/w south and Elizabeth also on Euston
* Support the zebras
* Upgrade toilet & clean it
* Priority crossing for Outer Harbor Greenway
* Continue greenway alongside railway station and PAC at line
* Yellow lines - people parking over lines - needs compliance
* Bollards in front of cafes
* Much better straight line for pedestrians
* side street parking should be indented (referring to Robert Street)
* Robert Street raised intersection - feel its too narrow, don't like café diners on the edge, don't like it
* support zebras, but not protuberances
<b>Elizabeth /Robert - at grade intersection</b>
* Like the zebras
* sculpture / artwork (in garden)
* Better for café diners, more space for customers, benefits business
<b>Elizabeth /Robert - raised intersection</b>
* Pressure clean footpath
* funding for upgrading façade
* Permeable paving on intersection to help with water more
* No parking in street
* love the raised option
* indent car parking in Robert Street
* No cars
* Drop speed zone
* blue stone ramp
<b>Henry Street / Elizabeth Street</b>
* Add zebra crossings
* Gumnuts on footpaths
* Trucks driver over edges of roundabout and lack of vegetation and on corners
* traffic calming to slow traffic
* no red clay pavers - potential for double driveway (private house/listed as historical business)
<b>William Street car park</b>
*Parking signage for extra parking
* Add toilet to the park
* Eco trilext permeable pavers for Robert Street raised intersections
* I like this
* mention cycling as a mode of transport
* Bike racks

