

COMMUNITY ENGAGEMENT SUMMARY REPORT

Hawker Street Road Reconstruction & Traffic
Safety Improvements

March 2024



Prepared by:

Kath Mardon

Community Engagement Officer

Engineering Strategy & Assets

PH: 08 8408 1270

kmardon@charlessturt.sa.gov.au

1. EXECUTIVE SUMMARY

We engaged with the community from 28 August to 18 September 2023 on the draft concept plan for Hawker Street Road Reconstruction & Traffic Safety Improvements, which included road reconstruction from Blight Street to Chief Street, wombat crossings, tree planting, street print at intersections, crossing points and footpath renewal.




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 1827 hand delivered & posted packages to the consultation catchment area (**Figure 1**), Your Say Charles Sturt project page with email campaign and social media (Facebook).

We received 38 responses to the consultation of the reconstruction. The community sentiment expressed in the feedback was mixed, with various opinions on different aspects of the plan.

The main change to the road project, was with the introduction of Wombat Crossings, which are raised pedestrian crossings at two locations. The community sentiment was highly positive.

	78.38% (29) support the installation of wombat crossings at West Street & Josiah Mitton Reserve?
	10.81% (4) do not support the proposed wombat crossings at West Street & Josiah Mitton Reserve.
	10.81 (4) do not have an opinion about the wombat crossings.

Overall, while there is support for elements such as increased greening and pedestrian safety measures, there are also concerns about the impact on traffic flow, parking, and cyclist safety. Residents emphasise the need for a balanced approach that addresses the diverse needs of the community.

All submissions and comments made are available to view in **Appendix A**.

2. BACKGROUND

Hawker Street between Blight Street and Chief Street is planned to be reconstructed in the 2024/2025 financial year. While planning for a road reconstruction we also like to investigate traffic safety at the same time to ensure that resident concerns have been captured and traffic impacts are assessed for current and future demand.

In late 2020, Hawker Street (between South Road and Blight Street) was reconstructed to improve traffic safety, stormwater drainage and landscaping for the street. With the design successfully implementing a traffic calming effect, the intention is to now continue this treatment along Hawker Street to Chief Street.

We are taking the opportunity as part of this project to improve pedestrian connectivity between Brompton Green and Josiah Mitton Reserve, and at West Street, with wombat crossings.

The project also aims to ensure all footpaths, bus stops and pedestrian connections between the roadway are Disability Discrimination Act (DDA) compliant and use the fundamentals of universal design principals.

The project seeks to deliver:

- Reconstruction of the roadway from Blight Street to Chief Street
- Footpath renewal on both sides
- Upgrade to intersections with street print at Blight Street, Tabbard Avenue, Holles Street, Coglin Street, Green Street and West Street
- Installation of a new wombat crossing at West Street and Josiah Mitton Reserve
- Planted kerb build outs to beautify and enhance greening opportunities
- New pedestrian crossing points

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 from 28 August 2023 to 18 September 2023.

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 and concept design 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, Environment & sustainability, Bowden, Brompton, totally 873 recipients.

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

Figure 1: Hawker Street Road Rehabilitation catchment area

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

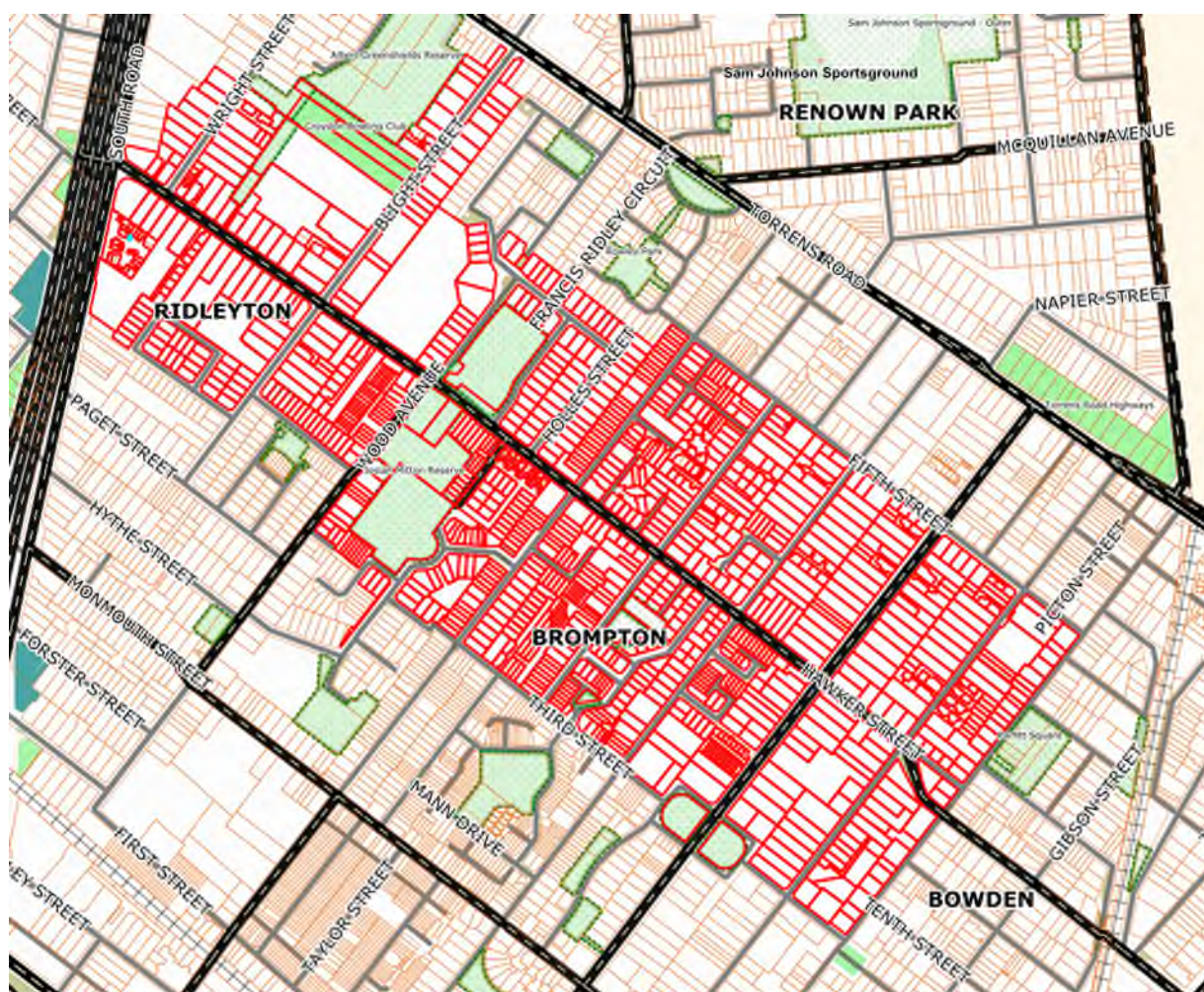


TABLE 1: COMMUNITY ENGAGEMENT ACTIVITY

What	Engagement activity	Details	Participants
Consultation promotion	Your Say Charles Sturt email campaign	New project email campaign sent on 28 August 2023	Sent to 873 registered Your Say members. 523 opens 50 click-through (5.73%)
	Consultation package to mailout catchment area	Distributed in August 2023 to the defined consultation mailout catchment area.	1827 packages mailed to all households & property owners (not residing in the property) via Australia Post.
	Social media – Facebook	Post 31 August 2023	NA
Your Say Charles Sturt Project Page	Your Say Charles Sturt online project page	Open to everyone. Live for feedback from 28 August to 18 September 2023	525 page views 333 page visits 265 unique visitors 28 project followers
Feedback & Written Submissions	Online (Your Say Charles Sturt online form), Email & written submissions	Open from 28 August to 18 September	38 via online form
Walkshop	Workshop with Hindmarsh Greening community group	Thursday 17 August 2023	3 participants

4. ENGAGEMENT EXAMPLES

Consultation Pack:



HAWKER STREET

Road Reconstruction & Traffic Safety Improvements

Hawker Street between Blight Street and Chief Street is planned to be reconstructed in the 2023/2025 financial year. While planning for a road reconstruction we also like to investigate traffic safety at the same time to ensure that resident concerns have been captured and traffic impacts are assessed for current and future demand.

In late 2020, Hawker Street (between South Road and Blight Street) was reconstructed to improve traffic safety, stormwater drainage and landscaping for the street. With this design successfully implementing a traffic calming effect, the intention is to now continue this treatment along Hawker Street to Chief Street.

We are taking the opportunity as part of this project to improve pedestrian connectivity between Brompton Green and Joseph Milton Reserve, and at West Street, with wombat crossings.

What is a wombat crossing?

A wombat crossing is a raised pedestrian crossing which includes raised humps and 'zebra' stripe line marking. A dedicated crossing benefits pedestrians as it reduces speeds in the vicinity of the crossing to 40km/h and provides pedestrians with a safe place to cross. The image on the following page is an example of a wombat crossing recently constructed at Manly Beach.

The project also aims to ensure all footpaths, bus stops and pedestrian connections between the roadway are Disability Discrimination Act (DDA) compliant and use the fundamentals of universal design principles.

The project seeks to deliver:

- Reconstruction of the roadway from Blight Street to Chief Street
- Footpath renewal on both sides
- Upgrade to intersections with street front at Blight Street, Tabbard Avenue, Hollee Street, Ogden Street, Green Street and West Street
- Installation of a new wombat crossing at West Street and Joseph Milton Reserve
- Planted kerbside out to beautify and enhance greening opportunities
- New pedestrian crossing points

The attached concept plan design is a continuation of the recently upgraded section of Hawker Street, between South Road and Blight Street.

YOUR SAY

ROAD RECONSTRUCTION

We would love to hear your views on the proposed pedestrian crossings and any other feedback for how we create a safer road environment for all road users.

Visit your.say.charterford.com.au/hawkerstreet or scan the QR CODE to:

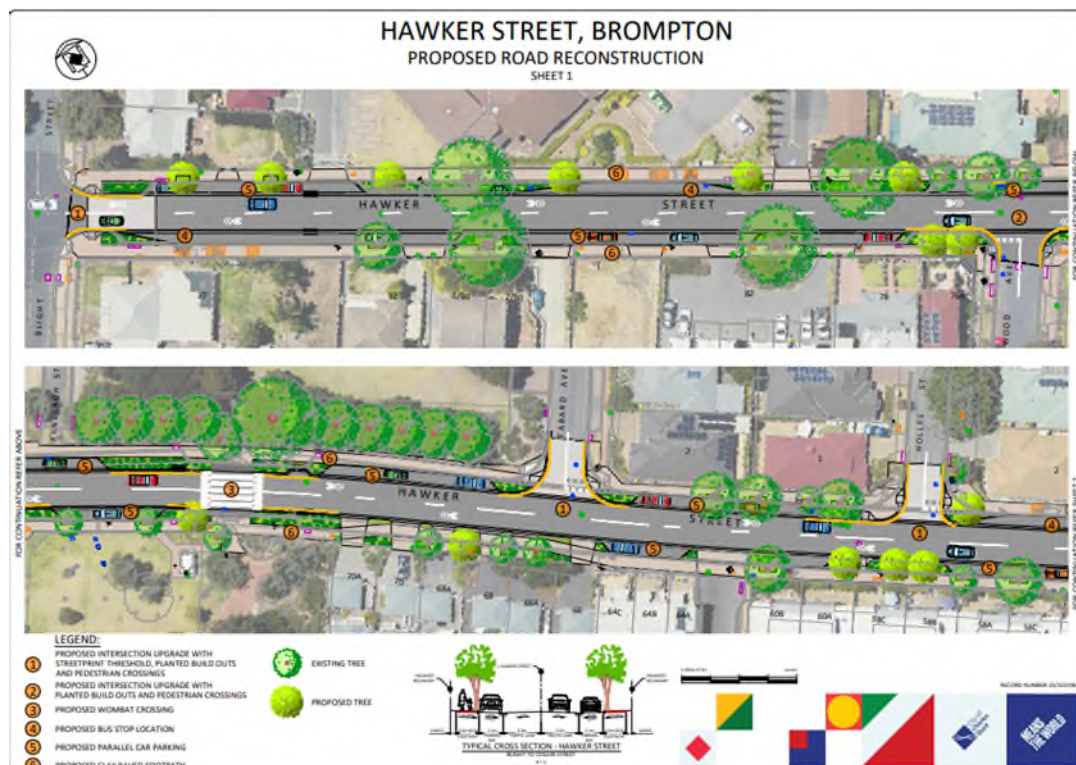
- View a digital version of the concept plan
- Complete the online form

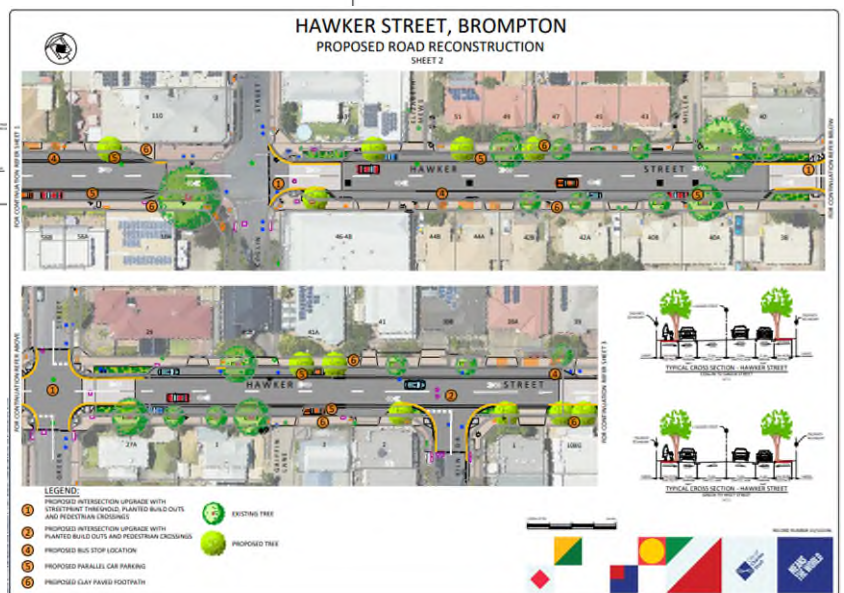
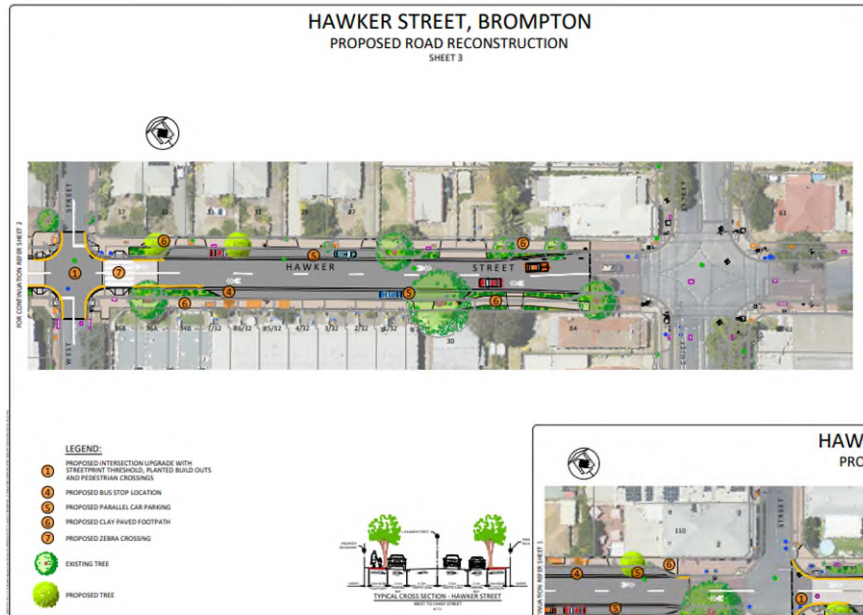
Please provide your comments by Monday 18 September 2023.

For all project enquiries, please contact:

Kath Mordue
Community Engagement Officer
kmg-comms@charterford.nsw.gov.au

Nayla Mackie
Project Delivery Officer - Streetscape Projects
(0448) 42 6142





Social Media (Facebook)

City Of Charles Sturt

31 august 2023 · 🌐

Hawker Street between Blight Street and Chief Street is planned to be reconstructed in the 2024/2025 financial year.

As part of this project, we are taking the opportunity to improve pedestrian connectivity between Brompton Green and Josiah Mitton Reserve, and at West Street, with wombat crossings.

We would love to hear your views on the proposed pedestrian crossings and any other feedback for how we create a safer road environment for all road users.

Visit Your Say Charles Sturt to view the concept plan and complete the online form by 18 September 2023.

[YOURSAYCHARLESSTURT.COM.AU](https://www.yoursaycharlessturt.com.au)

Hawker Street - Road and Traffic Improvements

We are continuing with the road reconstruction of Hawker Street, between Blight Street & Chi...


👍 5

💬 1 comment

👍 Like 💬 Comment ➦ Share

Your Say Charles Sturt Project Page:

<https://www.yoursaycharlessturt.com.au/hawkerstreet>




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Hawker Street - Road and Traffic Improvements

We are continuing with the road reconstruction of Hawker Street, between Bligh Street & Chaff Street.

[Follow](#)



About the Project

Hawker Street between Bligh Street and Chaff Street is planned to be reconstructed in the 2024/25 financial year. While planning for a road reconstruction we also like to investigate traffic safety at the same time to ensure that existing concerns have been captured and traffic engineers assessed for current and future demands.

In late 2023 Hawker Street between South Road and Bligh Street was reconstructed to improve traffic safety, including drainage design and landscaping for the street. With the design team fully implementing a traffic safety culture, the intention is to now continue this treatment along Hawker Street to Chaff Street.

We are taking the opportunity as part of this project to engage pedestrian community between Bligh Street and South Road between and at Bligh Street with Wandoo crossings.

The project also aims to ensure all footpaths, bus stops and pedestrian crossings between the roadway and Disability Discrimination Act (DDA) compliant and use the fundamentals of Universal Design principles.

The project works include:


- Reconstruction of the roadway from Bligh Street to Chaff Street
- Footpath renewal (both sides)
- Signage to intersections with street point at Bligh Street, Tullahoma Avenue, Hawker Street, English Street, Bligh Street and Bligh Street
- Installation of a new Wandoo Crossing at Bligh Street and South Road between
- Planting trees to enhance the street and enhance greenery opportunities
- New pedestrian crossing, points

The concept design shows a combination of the recently signed section of Hawker Street, between South Road and Bligh Street.

Consultation has closed.


How to Get Involved

We would love to hear your views on the proposed pedestrian crossings and any other feedback for how we create a safer environment for all road users.




Concept Plan

[View Plan](#)




Online Feedback Form

[Feedback Form](#)



Follow the Project to keep updated on outcomes.

[Click on this to follow the project](#)



Learn more about Wandoo Crossings

[Learn More](#)

Construction Updates

[View Updates](#)

Hawker Street Road Rehabilitation

[View Updates](#)

Updates

[No updates found for this project yet.](#)

Document Library

Concept Plan, Final version

[View Plan](#)

Full View Concept - Hawker Street

[View Plan](#)

Business & Construction Briefing - Hawker Street

[View Plan](#)

[View Plan](#)

Timeline

Community Consultation

Completed on the 14th of April 2024. Monday 14th April to Monday 14th April 2024.

Feedback Review

Feedback was received from the community during the consultation period and was reviewed by the engineering team. The feedback was used to inform the design of the project and to ensure that the project meets the needs of the community.

Detailed Civil design

Engineering team are currently developing the design.

Construction 2024/25

The construction is planned for the 2024/25 financial year. The construction will be completed by the end of the financial year.

[View Plan](#)

Contact Us

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

Name Hawker Street Project Team

Phone 0800 111 111

Email information@charlessturt.sa.gov.au

Working Hours 9:00am - 5:00pm

5. ENGAGEMENT FINDINGS & KEY THEMES

We received 38 responses to our consultation on Hawker Street. Respondents of the consultation.

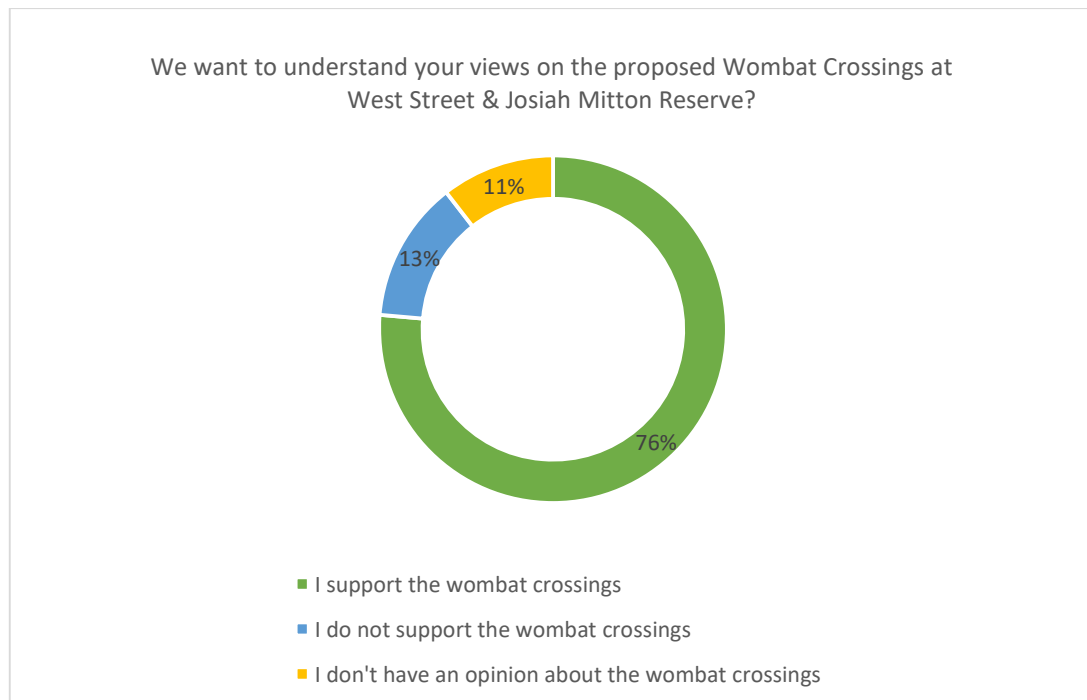
The section of Hawker Street from Blight Street to Chief Street forms the second stage of the road reconstruction project.

Through consultation, we sought feedback on pedestrian facilities at this location with the following question asked:

We want to understand your views on the proposed Wombat Crossings at West Street & Josiah Mitton Reserve?

Of the 38 respondents to the proposed installation of wombat crossings:

- 29 support the crossings
- 5 do not support the crossings
- 4 don't have an opinion



From the open question, we received a mix of responses, with the following key themes mentioned:

5.2 Community Sentiment & Key Themes

5.2.1 Bicycle Lanes & Safety

Many respondents support the inclusion of bicycle lanes for increase safety and accessibility for cyclists. Concerns are raised about the safety of cyclists and buses due to narrow lanes, or perceived narrowing of the roadway, as previously done in the first section of Hawer Street. Preventing cars from overtaking them.

5.2.2 Greening and Tree Canopy

There is widespread support for increased greening and tree planting along Hawker Street to provide shade for pedestrians and cyclists, improve aesthetics, and keeping the area cooler.

Some residents emphasise importance of retaining trees and ensuring the design is balanced.

5.2.3 Speed and Traffic Calming

Suggestions are made to reduce the speed limit on Hawker Street to 30km/h and implement traffic calming measures to improve safety. Concerns about speeding drivers, and the need for safer crossings.

5.2.4 Pedestrian Facilities

Respondents appreciate the addition of the proposed crossings for improve safety, especially for children and families accessing the schools and parks. Request are made for additional crossings and footpath improvements to enhance pedestrian access.

5.2.5 Parking & Traffic Management

Concerns are raised about the impact of reduced parking spaces and traffic congestions on surrounding streets. Suggestions are made to prioritise parking and traffic flow while also accommodating alternative modes of transport.

Overall, the community has different feelings about fixing Hawker Street. Some like the idea of adding bike lanes, or prioritising riders more and greening (trees) for shade. Others worry about cars going too fast and not enough places to park. People also want safer ways to walk and cross the street.

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

6. NEXT STEPS

The project team will review all the feedback from the community engagement on Hawker Street.

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 – ONLINE FEEDBACK THROUGH YOUR SAY

#	Please provide any comments you may have about the Hawker Street Reconstruction project.
1	<p>The following comments are made on the proposed reconstruction of Hawker Street by the City of Charles Sturt:</p> <ul style="list-style-type: none"> • Room needs to be made for bicycle lanes, possibly by eliminating car parking on one side. • The removal of the existing road squeeze is supported as some motorists attempt to overtake cyclists in the squeeze or approaching the squeeze. • The increased greening as depicted is supported, but is insufficient. Many more trees than shown need to be planted which will grow to provide substantial canopy, interlocking with trees on the opposite side of the road, to provide shade for pedestrians and cyclists. As the climate is set to get even warmer with Global Climate Change, it is imperative to increase shade and increase albedo. The trees need to be guaranteed to be retained into perpetuity and not cut down by Council as has happened recently with mature trees along Day Terrace (Croydon), Belmore Terrace (Woodville) and Harvey Street/Park Street North (Woodville). • Consideration should be given to making Hawker Street a 30 km/h zone, as is being implemented in Europe including UK (see August 2023 webinar by Engineers Australia "Accelerating active transport with 30K speed limits" https://eaondemand.engineersaustralia.org.au/Play?pId=747adbb3-9e3f-41a6-92fe-59d254370d53). • All driveway crossings of the footpath must be reverted to single-car width to reduce sterilisation of the road verge (and possibly provide additional on-street parking), in accordance with Council's Environmental Strategy, and no new multiple driveways permitted by Council's Planning Department.
2	<p>We are grateful to the Council for focusing on our suburb in the community and thank you for listening to our feedback. As a long term local resident, I do have some thoughts to share with the Council. I do not support the wombat crossings. Speaking as part of a young family who like to keep active and are always out walking the neighborhood as well as a mother who recently spent over a year at home on parental leave. I strongly feel that the wombat crossings are not necessary. The area is already quite safe as the speed limit is 40km throughout. In addition, the areas suggested for the crossings are not areas that I particularly feel need this. Especially between the two parks, I have crossed the road here many times and always find it quite quick and easy to do at this particular section. Similarly, the proposed West Street crossing is very close to Chief Street, and I do not think it would provide much benefit. However, there is an area that my husband and I would like to bring to your attention for additional work as it is very dangerous and somewhere we have seen many near miss car accidents. It was part of phase 1, at 40 Blight Street but on the Hawker Street side. At this particular intersection, of the four points, two have longer garden median strips, one is the bus stop and the other is very dangerous. This is because the median strip/planted build out does not extend very far and cars always park here, on Hawker Street. Further around the corner on Blight Street, there is a yellow line so cars cannot park here. What this means is that when trying to cross over Hawker Street, visibility is very poor, especially coming from the Torrens Road end of Blight Street. We suggest that this median strip/planted build out should be extended or marked as a non-parking space for at least one to two car lengths. It would provide much greater visibility and safety when crossing this intersection in a vehicle, motorbike or bicycle. Thank you again, we appreciate your time and consideration. I'm happy to be contacted again if you require any further details.</p>
3	<p>Hawker Street is the main road linking Ovingham, Bowden, Brompton, Ridleyton and Croydon with significant pedestrian traffic. It is our feature road but has very little tree canopy. In addition, the current trees do not create an Avenue effect that is highly desirable and has been installed in other areas of our city to great effect eg Rosetta Street and Chief Street. We need new trees bays built to facilitate trees. There are huge spaces between trees eg townhouses between West and Chief St, Coglin and Wood Streets. The lack of tree canopy between Blight and Wood Streets is appalling. This must be rectified in the redesign to ensure that we have a beautiful shady street to enjoy. It is unacceptable that Council has released concept plans for comment without new tree planting denoted. How can we comment when we are not informed? A key feature will be the garden beds. Stage 1 landscaping between Wright and Blight St is very poor with three very different landscaping styles. There is no continuity of design, despite suggestions and examples of good design being submitted to the Project Manager. Clearly the road aesthetics was not a key consideration by Council which is a complete</p>

	contrast to neighbouring councils ie Prospect, West Torrens and Adelaide. Landscaping and trees are what the community experience every day and the opportunity to create an aesthetically pleasing streetscape is now.
4	<p>I find the section between Hawker & Blight a little more dangerous than the rest of Hawker St. The lanes appear to be slightly narrower and is a bit more confronting when a truck or bus is coming in the opposite direction. When the buses pull out from the bus stop, they have to do so into the lane of on-coming traffic as the garden beds are too close to the stop so they don't have as much room to pull out and remain in their own lane.</p> <p>Personally I can't see any problem with the rest of Hawker St to justify the expense involved. Traffic-wise I have not had any problems apart from the above-mentioned ones in the section already "improved". Totally agree with doing up the footpaths though. When I bring Mum (who is 100) out of St Anna's I have to push her wheelchair on the road as the footpaths are so uneven and, in some places, slope excessively towards the curb that she feels like she is going to fall out of her chair and gets extremely anxious and distressed. I would much prefer to see all the money for the proposed road changes put towards fixing up ALL the footpaths in the area! Though I expect you will not be changing your mind about the changes anyway - same as with the Chief St proposal where the public preferred option was ignored and you selected the one Council wanted anyway.</p>
5	Great move in the right direction to encourage foot traffic. If there could also be consideration for crossings on Torrens Road or overpasses that would be great as it is currently unsafe to cross at Coglin St
6	Support as many greening opportunities in the council area as possible and encourage us to work towards a stretched target.
7	The West st/Hawker st corner is difficult to cross safely. A wombat Crossing would make it safer.
8	This area of Brompton sees a lot of through traffic heading for the city. There are other good options for through traffic such as Torrens Road and Port road that are more suitable. There are high numbers of families moving into the area thanks to the densification and urban renewal projects as well as large numbers of elderly residents. It's great to see the council implementing measures that reflect the high numbers of people walking, cycling, and the footpaths with wheelchairs and other mobility aids. I'd like to see more traffic calming measures implemented to reduce the speed and aggression of drivers moving through this space.
9	<p>As a mother of two children who attend IHM primary school, I look forward to more pedestrian facilities.</p> <p>We would appreciate a wombat for crossing close to Gibson Street for children heading to school.</p>
10	<p>I support the wombat crossings as we often have speeding drivers along this road, and it may deter some of the larger trucks from using it which will reduce noise and air pollution for locals. Please ensure that enough width is allowed for parking and traffic. The section at the South Road end after its renovation barely allows cars through in both lanes when there are vans or trucks parked on the side, and definitely not a bus and a car simultaneously.</p> <p>If possible, it would be great to have improved storm water drainage. My area by Miller St often has a large area of standing water after rains.</p> <p>I hope that the plants chosen for landscaping are local native evergreens, to provide habitat, diversity, shade, and prevent adding to leaf litter.</p>
11	The two wombat crossings are appropriately located. I would just be mindful of the types of greenery to be planted in planted build-outs (that they are slow growing and/or well maintained) - particularly on the north eastern corners of Tabard Ave, Holles St and Green St where they affect the sightlines of drivers trying to enter Hawker Street and assess traffic headed towards the city. The reverse principle applies to the southwestern corners of West St, Kild Drv, Green St, Coglin St and Wood Ave for assessing traffic headed away from the city.
12	Brilliant to have safer infrastructure for pedestrians!!
13	Fully support this. My family and 4year old child regularly walk to Brompton childcare along Hawker.
14	I'm a regular user of Hawker Street. I cross Hawker Street on my bike with my child at West Street. It makes sense since West Street is a connector for the bike track to have safety features like this. I also support the wombat crossing at the park. I regularly give way to pedestrians here as at times the road can become high traffic/congestion.
15	There is minimal crossing demand to justify the existence of the wombat crossing - very few people cross the street at this location. Very few people actually walk in this suburb!The section of Hawker St you are proposing to change services an industrial zone and is a major bus route and the road should be designed to support those modes of operation. The new road design is high risk. The recently changed section from South Road to Blight Street is too narrow with buses and large vehicles having to manoeuvre to

	avoid each other. I regularly observe near misses and vehicles having to move into parking lanes to let oncoming traffic through - a lack of safe passing separation. One poorly parked car or a bus halfway into a bus stop (the normal stopping mode) makes the road a hazard. To be honest the redesigned road is a mess. Furthermore, the road does not support safe cyclist movement – there is no cycle lane. Cyclists appear to have vanished from Hawker Street – is it now too dangerous? Too tight and not worth the risk? The proposed lane width is unsuitable for the nature and type of traffic. The balance between footpath, parking space and road space is incorrect. Beyond beautification, the value of the proposed changes does not achieve a purposeful effect on movement corridor. Pedestrian accessibility has not changed, parking is worse, and road traffic is hindered with increased risk of accident. What are you trying to achieve?
16	More Trees and green spaces
17	Need to prioritise planting more trees to make this a welcoming avenue. It would also be excellent to have a coherent look for the landscaping along the street- at present it is a bit random and doesn't give a sense of being well thought out. Landscaping needs to be lower, so it is not obscuring mosaic pots and other street art and needs to be well maintained.
18	I am very excited to see that my request for additional pedestrian crossings and footpath improvements have been considered. I see a lot of people especially children and elderly who cross at West St to access school and shops. It would be a huge safety improvement for these people to have a safe crossing. I cross Hawker at West St every day to get my two daughters to Brompton Children's Centre and it's often extremely busy and I need to carry my 3 year old to get across the road in time (while also navigating a stroller). We also use Josiah Milton Reserve and often need to cross the road to access the toilets. It will be great to have pedestrian crossings at these locations. I have seen people in wheelchairs and mobility scooters going on the road down Hawker Street because the footpaths are so inaccessible to these people. I often struggle pushing a stroller. The footpath improvements are also desperately needed.
19	Footpaths are important. Currently they are wobbly, angled, narrow and generally unsuitable for comfortable walking. I would suggest that as part of this rebuild, footpaths be 1) from asphalt to avoid pavers sticking up at angles, and to make it easier to repair 2) flat 3) wide enough for wheelchairs and mobility devices to travel on with a carer next to them.
20	Hi There, Thank you for keeping me informed regarding the development of Hawker St. I think the development will definitely enhance Hawker St. My only concern being a property owner at [REDACTED] is the kerb buildout and reduction of car parking spaces in front of [REDACTED]. This unit complex is the most densely populated along Hawker St, with a number of units within the complex only having 1 car parking space. This results in occupants always parking out the front of the complex in Hawker St. These spaces are also used regularly by visitors to the complex. This reduction in spaces will have an effect of causing people to park on the Northern side of Hawker St, thus increasing the number of people crossing the road from the driveway of this complex to their vehicles. I also don't believe that the proposed pedestrian crossing at the kerb buildout in front of 60-56 Hawker St will be utilised. Pedestrians exiting Holles St would have no need to cross here as it isn't a thoroughfare. The availability of the new Wombat crossing 150m west of this location and a pedestrian crossing 100m east at Coglein St would more likely be utilised. A possible solution may be to put this Greened area on the western side of the intersection of Hawker St and Coglein St, similar to what has been proposed for the eastern side of that intersection. This would help maintain the enhanced greening of the Hawker St development. I think it is also a good option as both the commercial premises at 104 and 110 Hawker St have substantial off-street parking from Coglein St, therefore not affecting their businesses. Thank you in advance for your consideration and feedback.
21	I love the re-development, and I'm massively in favour of moving away from car-centric transport infrastructure. However, I feel that this development, as proposed, doesn't adequately cater for cyclists. The area between Blight Street and South Road, which has already been redeveloped, has no space for safe passing, and so I find myself having to take the whole lane and potentially block cars. Given the relatively short distance between Blight Street and South Road, that's not a major problem, but I could see it being a bigger problem if there aren't safe passing zones the whole distance up Hawker Street. I note the redevelopment at the corner of Hawker and Coglein Streets - that is a nightmare trying to cross at busy times with a pram. Definitely support anything which gives pedestrians right of way!

22	It's not very bicycle friendly. I'd like to see designated green bike paths. I don't own a car. I like to walk to Foodland. Riding my bike along Hawker street to Foodland isn't very pleasant. But I don't mind just walking. Thanks :)
23	I would like to see an additional slow point or at least a Wombat crossing, possibly near Coglin St. Where the Wombat crossing is by West St, that may be best moved to the western side of West St - there is a lot of foot traffic from Kiln to bus stop 11, particular school aged children in the morning. This would also provide a more safe crossing opportunity for aligning passengers. Hawker St sees a lot of traffic, almost none of which is doing 40km/h or slower. I understand everyone wants traffic restrictions on their street however if works are happening anyway, why not do them correctly.
24	The treatment between South Road and Blight Street has been a failure in terms of traffic calming, with speeding drivers and aggressive close overtakes of cyclists that is now much more dangerous due to the narrow width. Sight lines for cyclists crossing at Blight Street is also obscured by parked cars much more than it used to be. With speeding drivers and high traffic volume and a lack of space for cyclists in the plan shows the council does not prioritise cyclist safety beyond mere words.
25	The core issue is to ensure viable sightlines from people in cars trying to turn onto Hawker Street. Currently oversized planting boxes and cars in parking spots make pulling out from sideroads a dangerous activity. No plan should be submitted that doesn't ensure everyone driving has clear sightlines and can pull out safely - and this plan does not. Secondly, the congestion at particular spots at particular times of day is the next priority - and currently the junction with south road is a disaster at multiple hours of the day. This MUST be fixed before ANYTHING else is attempted. The volume of cars that can be handled needs to be significantly enhanced, urgently. Thirdly, any mention of 'traffic calming' is code for 'make the road worse' - so scrap that immediately. Fourth - the graffiti masquerading as artwork actively makes the place look worse, so remove all of it, up and down Hawker Street, immediately. Nothing in this submission in any way hits these points and it is therefore rejected entirely. And lastly you should NEVER be attempting to force sign up to an 'account' to comment on your incompetence. Remove it and apologise.
26	This proposal will cause issues with entry and egress to Griffin Lane. The removal of the kerb buildout on the western entrance will increase difficulty accessing the lane as the eastern side is frequently blocked by cars not parking appropriately. This would also reduce visibility when exiting the lane due to parked cars blocking the view of traffic as they currently do for the eastern side. It would be better for the small kerb buildout to remain and another to be installed on the eastern side to improve visibility and safety. The thinning of the roadway in the manner described will decrease cyclist access and safety along Hawker Street. The area close to South Road that has already been prepared in this manner is very dangerous to cyclists, especially when buses or large vehicles are present. It would be better to improve the safety of local residents using bicycles on this road.
27	I don't see anything that references cyclists' safety. The kerb buildouts are not cyclist friendly. I have been cut off by cars forcing me into them with the existing arrangements; the new plan just makes more conflict points. No integration with the Chief St proposed separated facility. Stupid. The plan is awful for cyclists, just more of the same car dominated thinking. "Traffic Safety Improvements"? Sorry, I want my money back. I realise there are dimensional constrictions and an historic demand for on street parking, but cyclists ARE traffic and should be properly accommodated, not ignored. Even if it's hard. So, what percentage of cars travel over 40 on Hawker St? And why have you not planned for the increasing number of cyclists choosing to live in this inner-city suburb? I think if you can't accommodate cyclists (spacewise) on Hawker St safely, at least you could lower the speed limit to 30 or less. The road is for locals and the future is carbon free.
28	Please remove the tree and parking bay directly in front of [REDACTED] I live at [REDACTED], and every time I exit my driveway, my view gets obstructed by the parked cars in the bays in front of [REDACTED] Hawker Street. Cars are forced to slowly inch forward and guess due to limited visibility to the right, and I have personally seen 1 crash happen and multiple near-misses. Could the parking bays be moved slightly eastward to in front of [REDACTED] Hawker Street? That would help residents from [REDACTED] lots.
29	The proposed reconstruction of Hawker Street doesn't appear to have any consideration for bicycle use. More people are choosing to ride and I think this is a major oversight. Please include provision for safe bicycle use.
30	Wombats crossing are great but there is a potential issue of this causing traffic to stop too frequently when there is too many pedestrians, then it becomes a hazard in itself, eg, look at the one on Pirie St in front of Adelaide council building which in my opinion becomes hazard than a safety. But a raised hump is good to discourage people from speeding. Suggest to have raised humps and a pedestrian crossing with traffic lights with manual activation button. In my opinion the raised humps should be on both ways, a few meters before approaching the actual pedestrian crossing to ensure cars slow down and take notice of pedestrians. Beautifying Hawker St is great but I would like to

	highlight from experience on the recent Hawker street upgrade between Blight St and South road which seems to have raised new issues:1. The road is just TOO VERY NARROW. 2. NOTING that this is a BUS ROUTE. Busses are very large vehicles. Opposite direction cars sometimes need to stop at the left to leave enough room for bus to pass because it is just too narrow. Just a matter of time before some sort of collision happens which may create a legal headache for your team because insurers will chase after their money.3. The wider pedestrian foot paths and built out plant kerbs contribute to making the road very narrow. In my opinion, the plant kerbs are just a hazard on a bus route road.4. Why no bicycle lanes? Plant kerbs do not serve any functional purpose, bicycle lanes DO. Plant kerbs take up space and resources and maintenance cost. We should have bicycle lanes instead, especially on a bus route road where busses cannot see cyclists at a certain angle. I have witnessed many times where cyclists are just too close to vehicles or blocking traffic, or they just go on foot paths.5. Plant kerbs take up car parking spaces. Places such as Brompton and Ridleyton and Bowden where there is more housing density should allow more parking spaces. Otherwise, cars will just park in non-parking spots, eg, on kerbs, grass etc.6. Trees: Please refrain from planting leaves dropping trees. Look at Chief Street towards Port Road as an example. Leaves drop and just stays there for the whole year. This is unsightly, hazardous and promotes infestation. Will appreciate if you could consider the above points in your design. Or instead spend the money on correcting Hawker St's width between Blight St and South road because this section does have issues. Thank you
31	The reconstruction must make more provision for more street trees, rather than maintain the status quo. There is currently a low density of street trees along this section of Hawker street, and long sections where there is an absence of street trees (eg Greek Orthodox aged care site, 32-34 Hawker St). This project must improve pedestrian amenity by providing (or allowing for) more large shade trees. The proposed concept will not achieve this. It needs re-thinking from a landscape /shade/ climate change perspective, consistent with Council's Tree Canopy Improvement Strategy.
32	I support the wombat crossings however I do not support the placement of the one near the intersection of Hawker and West. I see no need for one so close to a pedestrian crossing and intersection of Hawker & Chief. I am in favour of placement of wombat crossings further up the road eg connecting Brompton Green & Josiah Mitton Reserve. I also support the overall planned upgrade plans too.
33	Where are the improvements to assist with active transport along Hawker St? The western end of Hawker St is one of the possible active transport crossings of South Rd, but then people on bikes and other modes are left to battle it out with people in cars when travelling along Hawker St. I appreciate space is limited, but has any thought been given to improving the movement of bikes and other modes along Hawker St?
34	The wombat crossings are a good idea as it can sometimes be quite difficult to cross safely. This is particularly important between the two parks when you might have small children crossing. It is a bit disappointing that there doesn't seem to have been any consideration given to the safety of cyclists who use Hawker. In particular, the build outs narrow the road to the point where cars must slow down and can't overtake cyclists. I often see near misses when cars fail to do this. Overall, the plan seems very car focused. It would also be helpful if enough space could be given to the bus stops so that the buses can properly pull in.
35	I am in support of the wombat crossing to link Brompton Green to Josiah Mitten Reserve - but am strongly opposed to applying the road tightness implemented between South Rd and Blight St further along Hawker St. With traffic, busses passing etc. the current South Rd to Blight St section of Hawker St has, in effect, created a new and substantial road hazard. This 'updated' but narrowed road section was a source of stress to my daughters learning to drive to not hit parked cars, or buses swinging around them, the latter which have to pass into the alternate lane to achieve this. I am strongly opposed to planned moves to extend this road narrowing further along Hawker St to Chief St. Yours sincerely, [REDACTED]
36	I think this is a great idea. I love the greening work being done in this and surrounding neighbourhoods, and that the plan is both pedestrian-friendly and incorporates parking, which is too often overlooked in planning around this end of town.
37	1. I have lived in the immediate area for 20 Years (Wood Ave, Kiln Dr, Coglin St). 2. The wombat crossings are absolutely unnecessary. Too expensive for the purpose. A zebra crossing at both proposed locations will work as well. There is just not the constant pedestrian traffic to warrant wombat crossings. 3. The time period for the works carried out between Sth Rd and Blight St was far far far too long. It had a huge impact on local businesses and residents (especially when one

	<p>way traffic was imposed). I urge those responsible for the proposed works to please please ensure they are carried out much more quickly, and to please monitor traffic impact on feed in roads to Hawker St.</p> <p>4. Please also bare in mind the loss of street parking places on Hawker St, and the impact that will have on feed in roads (for example Coglin St (North) where there is no parking on the west side of Coglin St near the Exchange Hotel after 6pm, plus there is minimal parking along Coglin St as it is.</p>
38	<p>With more emphasis on the environment and sustainability in the greater community the proposal has a lack of consideration to cyclists and cycling as a form of transport. The community would like to see more encouragement and emphasis on alternative transport rather than cars.</p>