

# **Community Engagement Feedback Report**

## **Belmore Terrace, Traffic Safety Improvements March 2019**

Prepared by:  
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## 1. Project Overview

Belmore Terrace in Woodville and Woodville Park is a local road that runs parallel to the Outer Harbor railway line between Woodville Road and David Terrace, although access to Belmore Terrace is prohibited at Woodville Road. Belmore Terrace also forms part of the Outer Harbor Greenway that is a strategic walking and cycling route which generally runs along the alignment of the Outer Harbor Railway line between the Adelaide CBD and Outer Harbor.

Belmore Terrace currently contains a series of traffic controls (driveway entry links) at the following intersections:

- Belmore Terrace / Hughes Street North
- Belmore Terrace / Park Street North
- Belmore Terrace / Dale Street

The existing traffic controls are due for renewal in 2019/20 which provides us with the opportunity to review the current design to ensure the treatment is the most appropriate for all users (including bike riders using the Outer Harbor Greenway - a major cycling corridor within metropolitan Adelaide) and complies with current standards. Council staff looked at several options for the existing traffic controls which considered the needs of bike riders, pedestrians and adjacent land use and also to facilitate increased cycling activity along the corridor. A raised intersection treatment was determined to be the most appropriate design solution and this option was presented to the community for consideration.

We received marginal support for this option during the first stage of community engagement, however, following the consultation period, some residents voiced concerns about the removal of plants and landscaping associated with this option and a preference to keep the existing 'chicanes' or driveway entry treatments.

Based on the feedback received, we developed an alternate option to upgrade the existing driveway entry treatments\* so that they meet current Australian Standards, and to include a bicycle bypass on both sides of the treatment.

*\* The Park Street North intersection we proposed a raised pavement for both intersection options to improve safety at this local precinct with high levels of pedestrian activity.*

## 2. Community Engagement Approach

### Stage 1 Consultation (Raised Intersection Treatments)

Initial concept designs of raised intersection treatments were provided to businesses within Belmore Terrace prior to engagement within the wider community. Concerns were raised by the businesses at this time about a loss of car parking, therefore designs were altered to retain some on street parking in front of their premises.

We discussed the permit holder who had previously received approvals for planting within the existing chicanes and how these plants would be affected by the proposal. It was noted by both the permit holder and Council staff that prior to the installation of the garden beds it was identified and agreed that the plants would be approved temporarily, however, they would be required to be removed or relocated at the time this intersection was upgraded.

Following communications with the business owners, consultation was undertaken with stakeholders within the identified engagement catchment over a minimum required time of 21 days (3-week period) and was open between 21 August 2018 to 12 September 2018. Consultation materials are referred to in **Appendix A**

We provided the opportunity for feedback through:

- Online survey (YourSay Charles Sturt)
- Hard copy feedback forms

## Stage 2 Consultation (Raised Intersection Treatment and Upgrade of Existing Driveway links)

This stage of consultation was undertaken with the local community over a minimum required time of 21 days (3-week period) and was open for comments on the Proposed Alternative Option between 29 January 2019 to 20 February 2019. Consultation materials are referred to in **Appendix B**

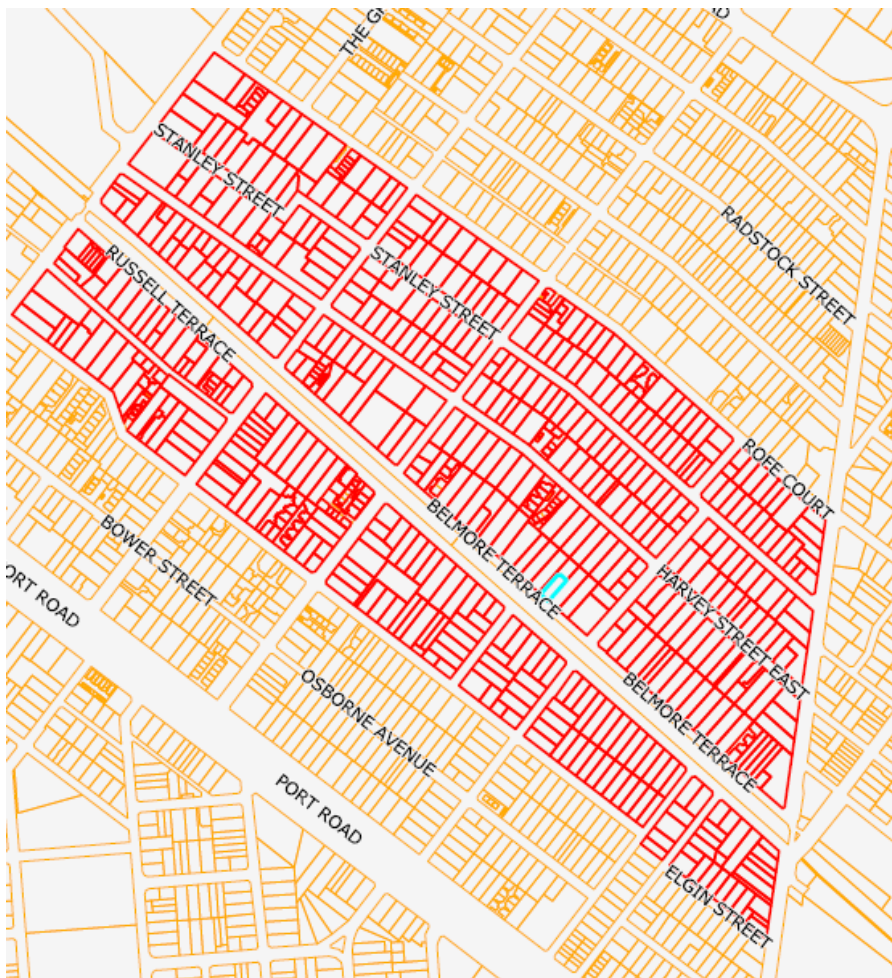
We provided the opportunity for feedback through:

- Online survey (YourSay Charles Sturt)
- Hard copy feedback forms
- Community Open Day (drop in) held on Tuesday 12 February 2019

The engagement was communicated through the following channels:

- Direct Mail - Consultation material including; a feedback form, coloured brochure and map showing the extent of the proposed path; directly mailed to affected households/businesses identified in the consultation area.
- YourSay Charles Sturt Belmore Terrace project page

The Consultation area for both stages (703) is highlighted in the map below:

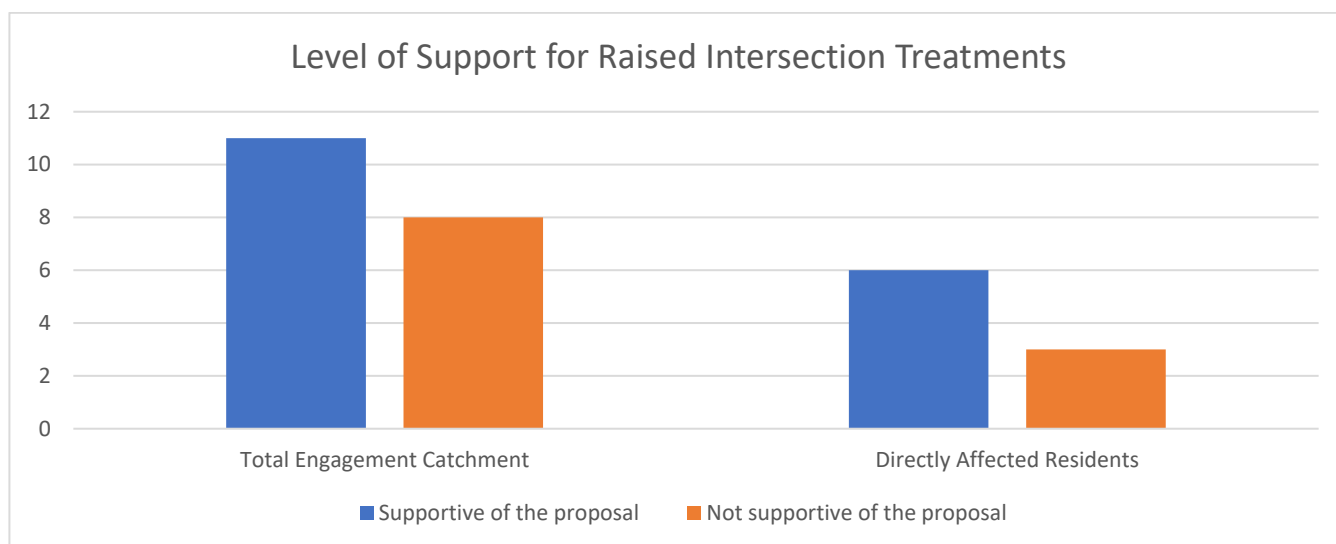


### 3. Consultation Feedback

#### Stage 1 Consultation (Raised Intersections)

During this stage of consultation, we received 19 responses to the proposal of Raised Intersection Treatments, 10 being written submissions and 9 discussions had face to face or over the phone.

Overall the submissions received identified that a marginal majority (11) supported the upgrade to the current traffic device to the raised intersection treatment. 6 of 9 residents located within a property adjacent the intersections were supportive of the proposal.



Upon further discussions with the residents who did not support the raised intersection treatment, concerns were raised in relation to the noise that the proposed pattern paved treatment surface may produce when cars travel over it. In response to these concerns, the concept plans were altered to show an asphalt top surface, with opportunities to refine surface treatments through additional consultation with the directly affected residents in the future.

Following the distribution of the initial Community Engagement Summary and revised concept plans the wider community voiced concerns online about the removal of plants and landscaping associated with this option and a preference to keep the existing 'chicanes' or driveway entry treatments.

## Stage 2 Consultation (Proposed Alternative Option)

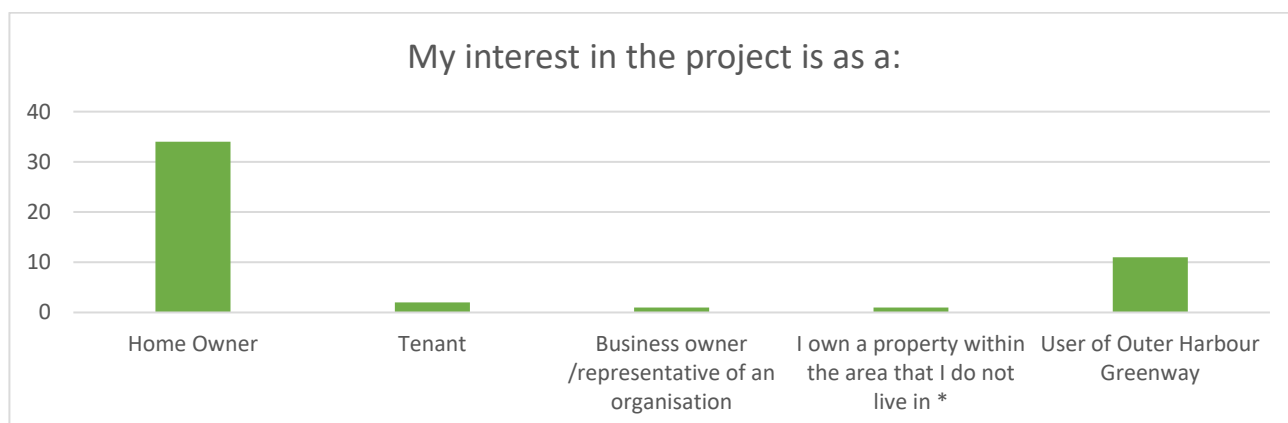
Based on the feedback received from the wider community following the initial consultation process, we developed an alternate option to upgrade the existing driveway entry treatments so that they meet current Australian Standards, and to include a bicycle bypass on both sides of the treatment to cater to cyclists travelling both east and west along the greenway. The revised option retained a raised platform element at the intersection of Belmore Terrace/Park Street North in order to improve safety and visibility of pedestrians around this local precinct.

During consultation we received 55 responses to our survey. We had 16 attendees at our community open day on Tuesday 12 February 2019.

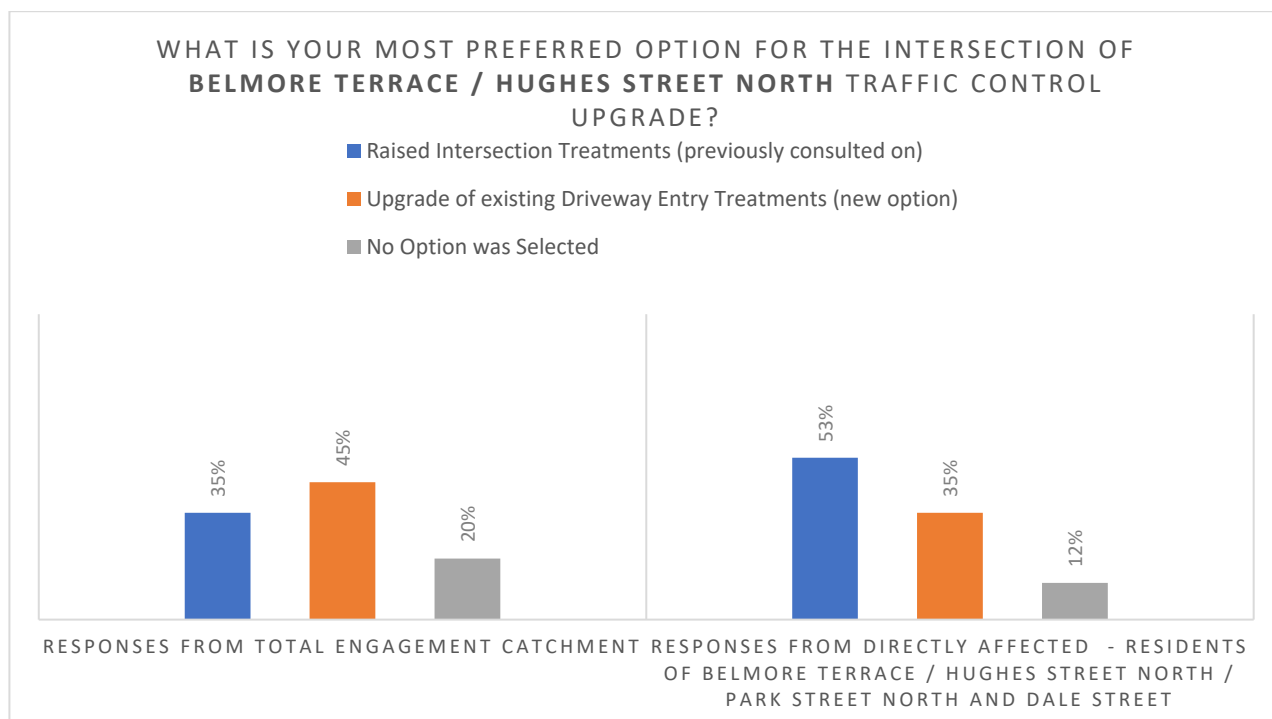
### Survey Feedback

Of those that responded to the survey we had six (6) people aged between 25-39; 13 aged between 40-54; six (6) aged between 55-64.

A majority of those that had an interest in the project and completed the survey a Home Owner (34), followed by users of the Outer Harbour Greenway (11).

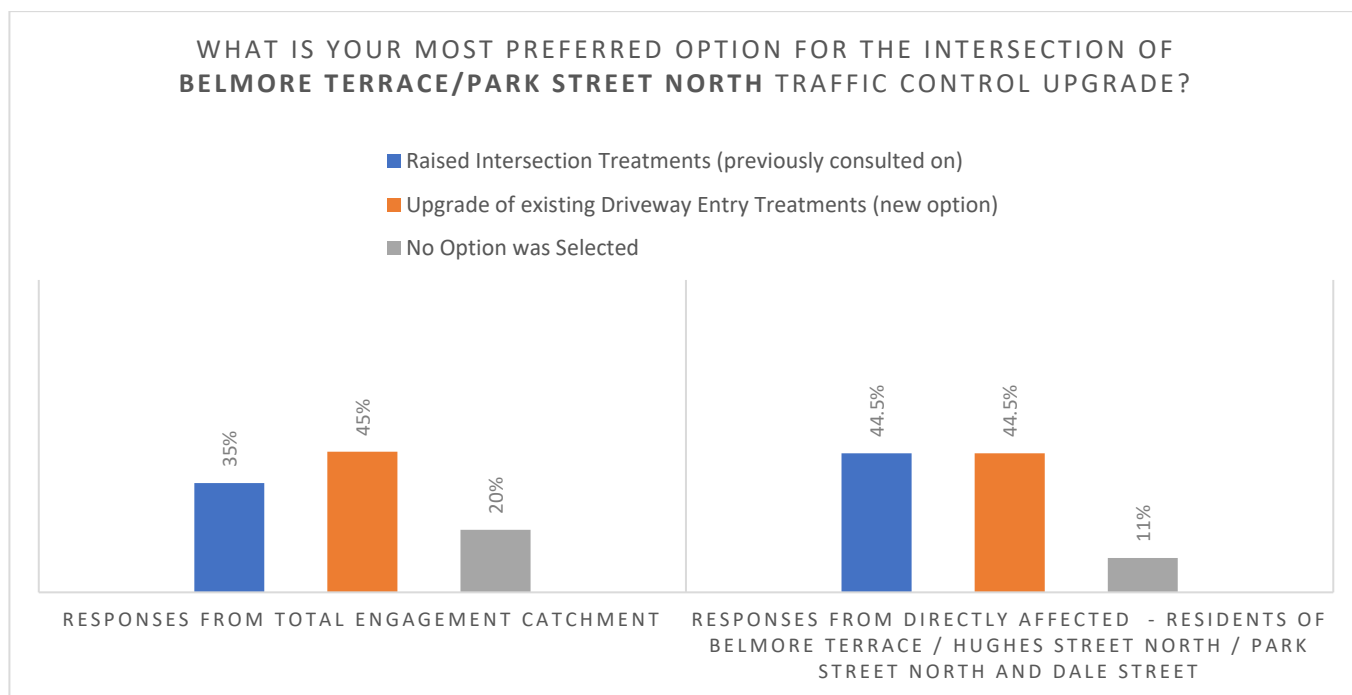


Six (6) skipped this question



	Total Engagement Catchment		Residents of Belmore Terrace/Hughes Street North	
	Responses (%)	Responses (n)	Responses (%)	Responses (n)
Raised Intersection Treatments (previously consulted on)	35%	19	53%	9
Upgrade of existing Driveway Entry Treatments (new option)	45%	25	35%	6
No option was selected	20%	11	12%	2

One (1) skipped this question



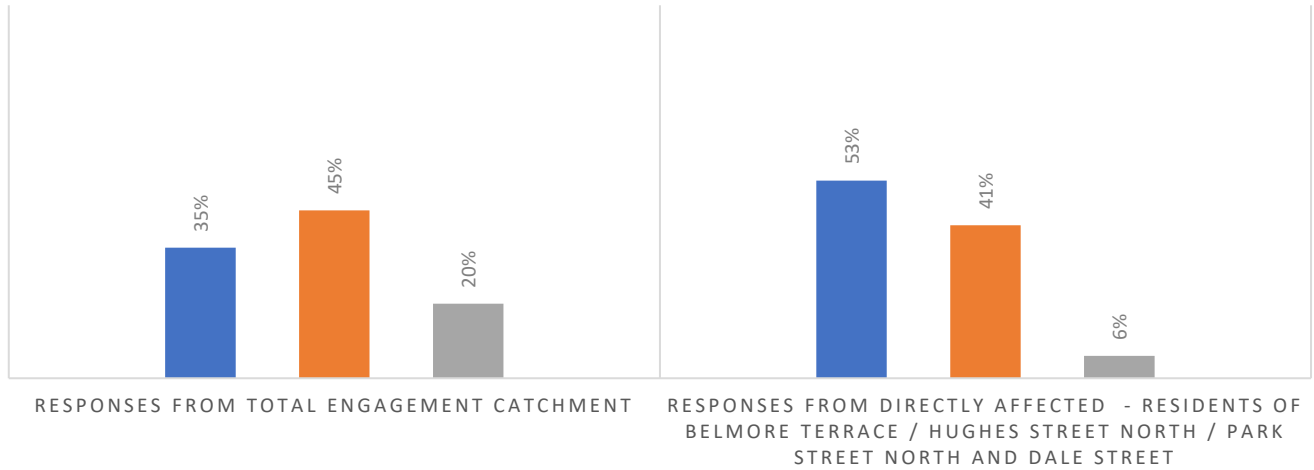
	Total Engagement Catchment		Residents of Belmore Terrace/Hughes Street North	
	Responses (%)	Responses (n)	Responses (%)	Responses (n)
Raised Intersection Treatments (previously consulted on)	35%	19	44.5%	8
Upgrade of existing Driveway Entry Treatments (new option)	45%	25	44.5%	8
No option was selected	20%	11	11%	2

One (1) skipped this question



## WHAT IS YOUR MOST PREFERRED OPTION FOR THE INTERSECTION OF BELMORE TERRACE / DALE STREET TRAFFIC CONTROL UPGRADE?

- Raised Intersection Treatments (previously consulted on)
- Upgrade of existing Driveway Entry Treatments (new option)
- No Option was Selected



	Total Engagement Catchment		Residents of Belmore Terrace/Hughes Street North	
	Responses (%)	Responses (n)	Responses (%)	Responses (n)
Raised Intersection Treatments (previously consulted on)	35%	19	53%	9
Upgrade of existing Driveway Entry Treatments (new option)	45%	25	41%	7
No option was selected	20%	11	6%	1

One (1) skipped this question

### Key Themes

Following analysis of the survey responses, the following common themes were presented throughout:

- Retain gardens in front of shops
- Trucks/cars manoeuvring the current intersection is difficult
- Beautification of the area
- Promote community gardening
- Retain car parks
- Current design slows traffic
- New design safer for bike riders

A list of all the comments (verbatim) are provided in **Appendix C** of this report.

## ***Community Open Day Feedback***

The open day held on Tuesday 12 February 2019, attracted 16 local residents at Café Latino. Much discussion was made, and the following comments documented:

- Extend garden further up to post box (park street north)
- Relocate garden (in front of shops) or keep it
- Can garden bed in Park Street be kept?
- Provide more bike racks. Maybe dual purposed bollards/racks
- Irrigation to garden beds
- Add line marking to delineate parking spaces
- Community planting / garden near car parking
- New option at Hughes Street North Intersection– not needed, no through traffic
- Left turn in, you have to encroach (other lane)
- Right turn in from Hughes Street North – sometimes drivers have to reverse to give way to vehicles exiting driveway entry.
- Footpaths along Belmore Terrace are disgraceful and need repair for mobility impaired
- Day Terrace footpaths, slanted and not at grade

## **5. Next Steps**

Given the mixed opinions expressed during consultation, as well as the attention this project has received from the wider community, a report is being prepared for our Asset Management Committee on Monday 15 April 2019, providing a technical assessment of the treatment options, this community engagement report and presenting the revised design option for endorsement.

Following the Committee meeting it will then be considered at the Council meeting of Monday 22 April 2019. Residents in the consultation area will be notified of the outcome of the report following the outcome of the report.



## **Appendix A**

### **Stage 1 Consultation Material**

# BELMORE TERRACE

## Proposed Raised Intersection Treatments

Belmore Terrace in Woodville and Woodville Park contains a series of traffic controls (driveway entry links) at the following intersections:

- Belmore Terrace/Hughes Street North
- Belmore Terrace /Park Street North
- Belmore Terrace / Dale Street

The existing traffic controls have reached the end of their useful life and are due for renewal. This presents an opportunity to review the design of these traffic controls to ensure they are the most appropriate option moving forward. Charles Sturt staff has received concerns about the current traffic treatments and the potential conflicts occurring with cyclists and pedestrians when using the greenway.

Belmore Terrace is a local road that runs parallel to the Outer Harbor railway line between Woodville Road and David Terrace, although access to Belmore Terrace is prohibited at Woodville Road. Belmore Terrace also forms part of the Outer Harbor Greenway that is a strategic cycling route which generally runs along the alignment of the Outer Harbor Railway line between the Adelaide CBD and Outer Harbor.

Any new traffic controls must therefore consider the needs of cyclists to facilitate increased cycling activity along the corridor. Several options have been considered while ensuring we accommodate bicycle riders and have determined that the raised intersection treatments are the most appropriate at these locations.

### What is a raised intersection?

A raised intersection consists of a hump leading to a raised section of road pavement (about 10cm higher than the roads that lead to it) in the centre of the intersection. The humps are marked with 'piano key' markings to make the raised intersection more visible. Refer attached concept plan.

### Where can I see a raised intersection?

Charles Sturt has installed a raised intersection treatment in Grange. To drive over a raised treatment and experience it for yourself you can visit; Fort Street/Charles Sturt Avenue in Grange.

### What effect will a raised intersection have at these locations?

Because of its 'hump' a raised intersection slows traffic on the approach to it, improving safety at these locations along Belmore Terrace. Raised intersections also reduce the potential for accidents because these intersections look and feel different to other intersections and pedestrians, cyclists and motorists tend to negotiate them more slowly and cautiously. The raised intersection will improve safety for bicycle riders and pedestrians crossing the road.

Where these treatments have been used along strategic cycling routes, they have showed to eliminate the number of crashes at those locations.

At the Belmore Terrace/Park Street North intersection is a small shopping precinct which has provided us the opportunity to work with the local businesses owners to ensure that the design best supports their needs now and into the future. We have been working with these businesses to capture a sense of 'place' for the community and allow resting places and greenery into the design.

HAVE  
YOUR SAY

### We now invite you to have your say on the concept plans!

To provide comment on this proposal you can:

- Complete a written submission by going to [www.yoursaycharlessturt.com.au/belmore-terrace-woodville](http://www.yoursaycharlessturt.com.au/belmore-terrace-woodville)
- Post in a written submission using the reply paid envelope

Any feedback should be provided by 5pm Wednesday 12 September 2018

Following this stage of consultation, Charles Sturt staff will provide you with an update and our next steps.

For any enquiries or to discuss this project, please contact:  
Kath Mardon, Community Engagement Officer – Engineering  
Phone 8408 1270 or email [kmardon@charlessturt.sa.gov.au](mailto:kmardon@charlessturt.sa.gov.au)

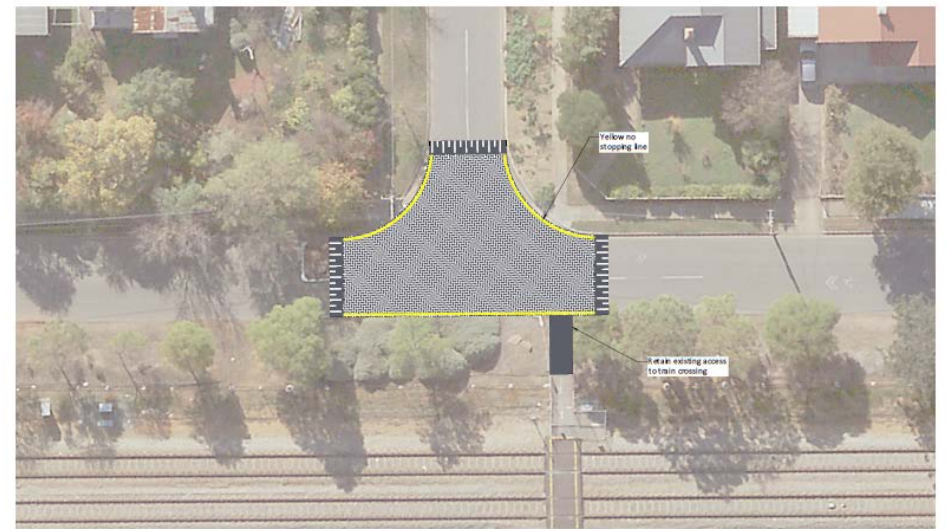


**Raised Intersection Treatment**  
Hughes Street North - Belmore Terrace  
Woodville



**LEGEND:**

 RAISED INTERSECTION PATTERN  
PAVE CHARCOAL COLOUR

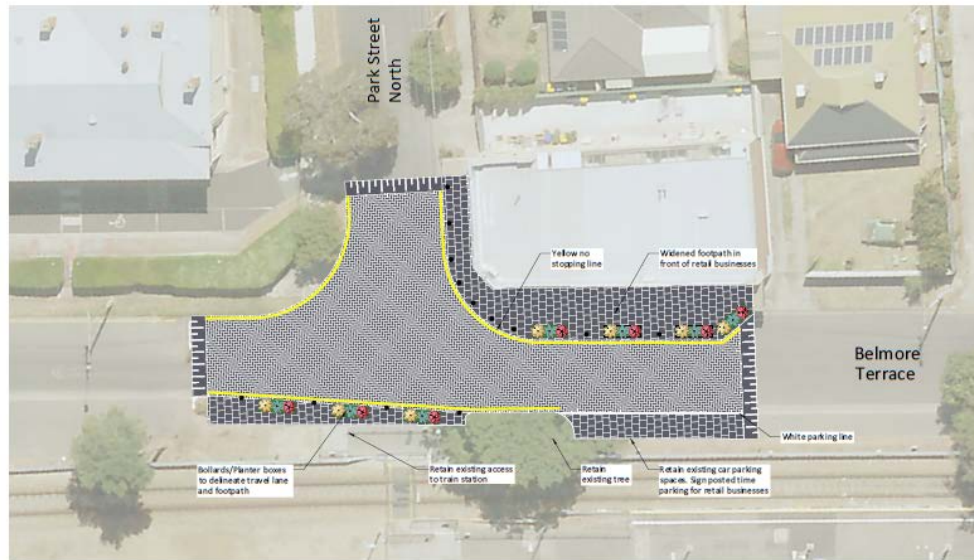


**Raised Intersection Treatment**  
Dale Street - Belmore Terrace  
Woodville Park



**LEGEND:**

 RAISED INTERSECTION PATTERN  
PAVE CHARCOAL COLOUR



**Raised Intersection Treatment**  
Park Street North - Belmore Terrace  
Woodville



**LEGEND:**

 NEW PAVED FOOTPATH  
 RAISED INTERSECTION PATTERN  
PAVE CHARCOAL COLOUR



**Appendix B**

**Stage 2 Consultation Material**



## Traffic Safety Improvements, Belmore Terrace Proposed Alternative Option

We recently consulted with residents and business owners along Belmore Terrace and surrounding streets on the upgrade of the existing traffic controls at the intersections of Belmore Terrace at Hughes Street North, Park Street North and Dale Street in Woodville.

The existing traffic controls are due for renewal in 2019/20 which provides us with the opportunity to review the current design to ensure the treatment is the most appropriate for all users (including bicyclists using the Outer Harbor Greenway - a major cycling corridor within metropolitan Adelaide) and complies with current standards. As we previously advised, Council staff looked at several options for the existing traffic controls which considered the needs of bike riders, pedestrians and adjacent land use and also to facilitate increased cycling activity along the corridor. A raised intersection treatment was determined to be the most appropriate design solution and this option was presented to the community for consideration. We received marginal support for this option during the period of engagement, however, following the consultation period, some residents voiced concerns about the removal of plants and landscaping associated with this option and a preference to keep the existing 'chicanes' or driveway entry treatments.

Based on the feedback received, Council staff have developed an alternate option to upgrade the existing driveway entry treatments\* so that they meet current Australian Standards, and to include a bicycle bypass on both sides of the treatment. We now seek your views on your preference for installing raised intersections or to upgrade the existing driveway entry treatments.

*\*Please note that at the Park Street North intersection we propose a raised pavement component for both intersection options to improve safety at this local precinct with high levels of pedestrian activity.*

### Driveway Entry Treatment (new option)

A driveway entry narrows the width of the road to a single lane two-way road for a short distance. It is an extended form of a slow point that generally provides a visual and physical presence that minimises through-traffic speed and volumes.

The driveway links in Belmore Terrace create modified T Intersections, which gives priority to vehicles travelling along the intersecting streets (i.e. motorists and cyclists travelling along Belmore Terrace are required to give way to motorists/cyclists travelling along Hughes Street North, Park Street North, and Dale Street).

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Significant reduction in vehicle speeds through the treatment</li> <li>Discourages non-local traffic</li> <li>Landscaping opportunities</li> <li>May discourage through traffic due to lower speeds and longer travel times</li> <li>May discourage heavy vehicle through traffic due to restricted lane widths</li> </ul>	<ul style="list-style-type: none"> <li>Larger vehicles (trucks/trailers/caravans etc) can find manoeuvring difficult</li> <li>Reduction of on street parking</li> <li>Creates a pinch point for cyclists (if bypass lane is not provided)</li> <li>Does not provide traffic priority to road users in Belmore Terrace (forces Greenway users to give way)</li> <li>Increases traffic noise at and through the treatment</li> <li>Inconvenient for emergency service vehicles</li> <li>Can restrict subdivision opportunities and access into and out of driveways</li> </ul>

### Raised Intersection Treatment (previously consulted on)

A raised intersection consists of hump leading to a raised section of road pavement (about 10cm higher than the roads that lead to it) in the centre of the intersection. The humps are marked with 'piano key' markings to make the raised intersection more visible.

Because of its hump a raised intersection slows traffic on the approach to it, improving safety at these locations along Belmore Terrace. Raised intersections also reduce the potential for accidents because these intersections look and feel different to other intersections and pedestrians, cyclists and motorists tend to negotiate them more slowly and cautiously. Raised intersections improve safety for bicycle riders and pedestrians crossing the road as motor vehicles negotiating the intersection travel at safer speeds.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Significant reduction in vehicle speeds at the treatment</li> <li>Treatment spans the entire intersection (i.e. traffic is forced to slow on all approaches)</li> <li>Provides traffic priority to road users in Belmore Terrace (including Greenway users)</li> <li>May discourage through traffic due to lower speeds and longer travel times</li> <li>Highlights the presence of a local activity area (local shops, station, pedestrians crossing).</li> </ul>	<ul style="list-style-type: none"> <li>Can increase traffic noise due to braking and accelerating</li> <li>Can restrict subdivision opportunities due to access in and out of driveways</li> <li>Less opportunity for landscaping</li> <li>Less impact on through traffic speeds in Belmore Terrace than driveway entry</li> </ul>

We now invite you to have your say on your most preferred option!



Enclosed you will find concept plans for both options. To provide comments you can:

- Complete a survey online:  
[www.yoursaycharlessturt.com.au/belmore-terrace-woodville2](http://www.yoursaycharlessturt.com.au/belmore-terrace-woodville2)
- Come along to Community Information Session  
Tuesday 12 February 2019  
Café Latino (cnr Park Street North/ Belmore Terrace)  
Drop in anytime between 4.30pm and 6.30pm

Any feedback should be provided by 5pm Wednesday 20 February 2019

Following this final stage of consultation we will review all comments and provide an update to you in the coming months.

### For any queries please contact:

Kath Mardon, Community Engagement Officer  
8408 1270 or email [kmardon@charlessturt.sa.gov.au](mailto:kmardon@charlessturt.sa.gov.au)

Rebekah Maxwell, Transport Officer  
8408 1853 or email [rmawell@charlessturt.sa.gov.au](mailto:rmawell@charlessturt.sa.gov.au)



## Traffic Safety Improvements, Belmore Terrace

### Feedback Form

#### Have Your Say!

To provide your feedback on this project, please complete the survey online at [www.yoursaycharlessturt.com.au/belmore-terrace-woodville2](http://www.yoursaycharlessturt.com.au/belmore-terrace-woodville2)

Alternatively send back your form to Council using the enclosed reply paid envelope.

Survey closes 5pm Wednesday 20 February 2019

#### 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:

Address:

Email:

Phone:

Your gender:

What age group best describes you?

☐ Under 18 ☐ 18-24 ☐ 25-39 ☐ 40-54 ☐ 55-64 ☐ 65 plus

#### Council's emailed newsletter

Would you like to receive council's Diamond Bytes emailed newsletter to be kept up to date with council news?

☐ Yes ☐ No ☐ I already receive it

My interest in this project is as a:

☐ Home Owner

☐ Tenant

☐ Business Owner/Representative of an organisation

☐ I own a property within the area that I do not live in

Please provide address

☐ User of the Outer Harbour Greenway

2

#### Your Feedback

To enable us to adequately capture your feedback, please complete all questions to this feedback form.

1. What is your most preferred option for the intersection of Belmore Terrace / Hughes Street North traffic control upgrade?

☐ Raised Intersection Treatments (previously consulted on)

☐ Upgrade of existing Driveway Entry Treatments (new option)

Please provide comments to help us understand your decision

2. What is your most preferred option for the intersection of Belmore Terrace/Park Street North traffic control upgrade?

☐ Raised Intersection Treatments (previously consulted on)

☐ Upgrade of existing Driveway Entry Treatments (new option)

Please provide comments to help us understand your decision

3. What is your most preferred option for the intersection of Belmore Terrace / Dale Street traffic control upgrade?

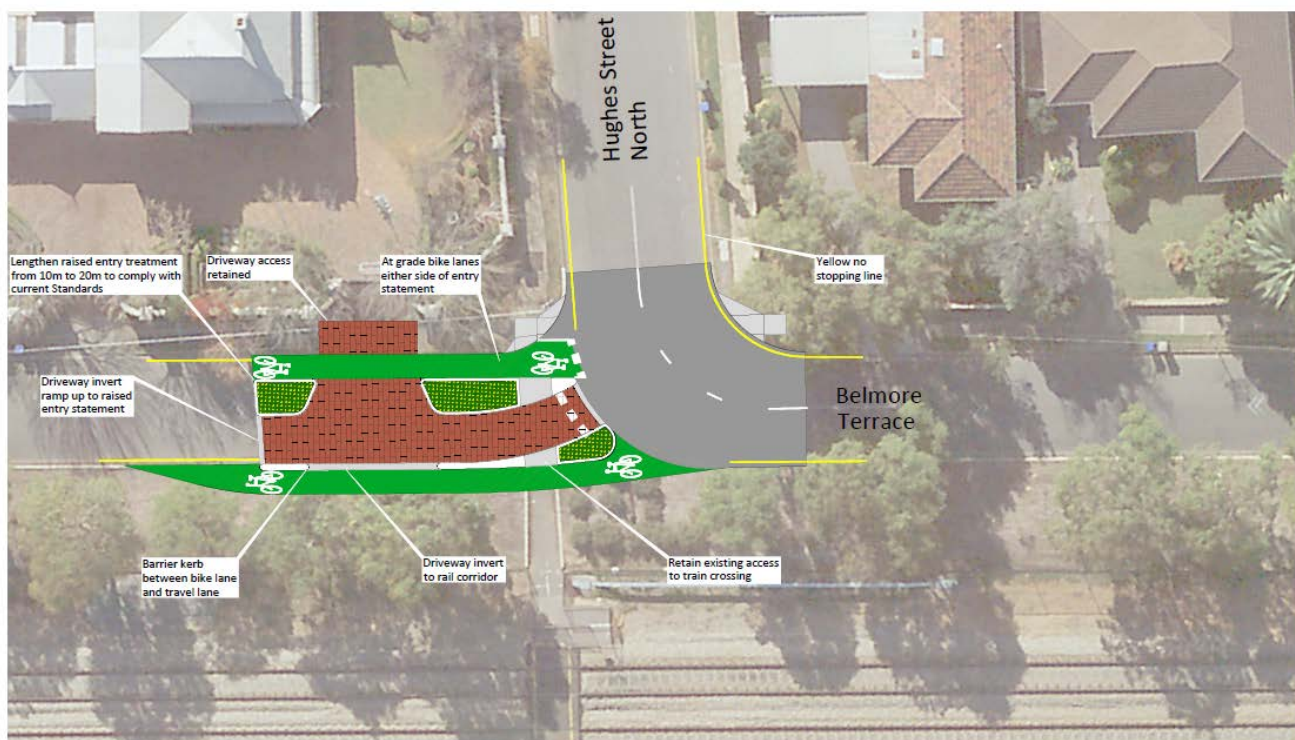
☐ Raised Intersection Treatments (previously consulted on)

☐ Upgrade of existing Driveway Entry Treatments (new option)

Please provide comments to help us understand your decision

4. Do you have any other comments in relation to this proposal?

Thank you for taking the time to participate in this project



### Driveway Entry Treatment (new option) Hughes Street North - Belmore Terrace Woodville



#### LEGEND:



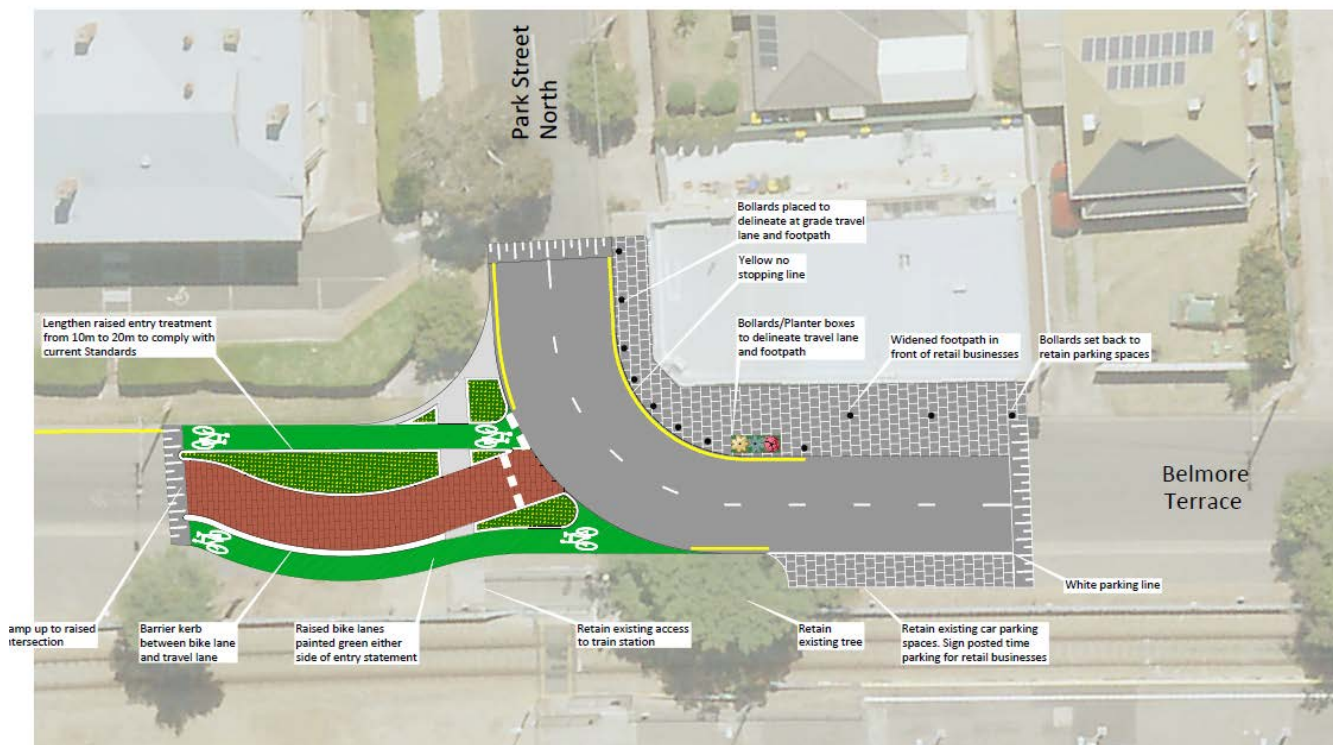
### Raised Intersection Treatment Hughes Street North - Belmore Terrace Woodville



#### LEGEND:





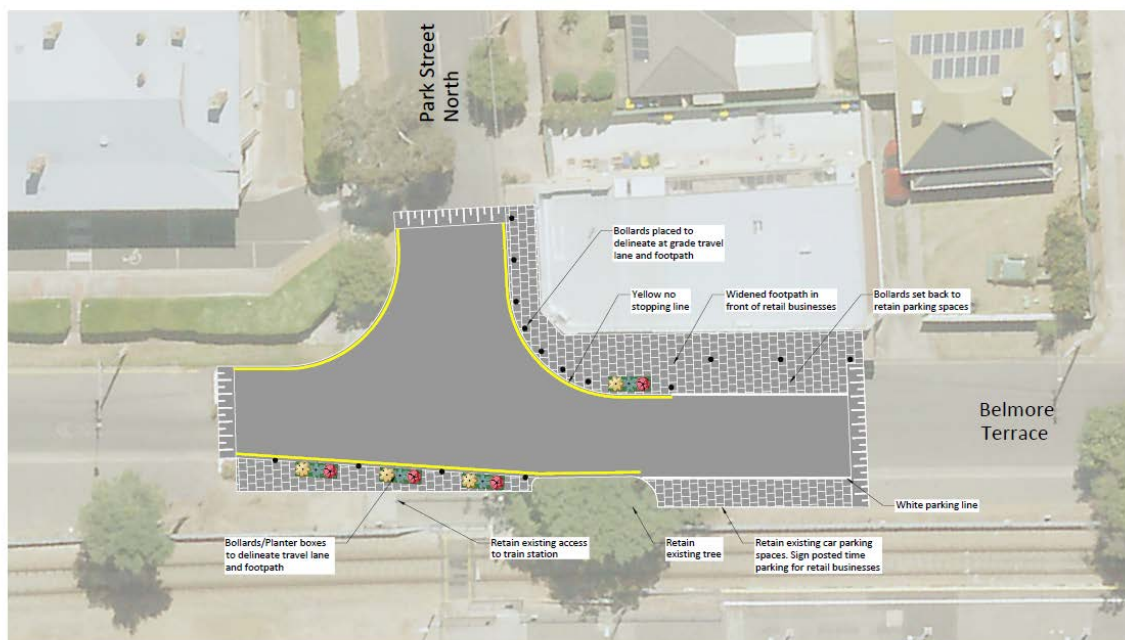


**Raised Intersection with Driveway Entry Treatment  
(new option)  
Park Street North - Belmore Terrace Woodville**



**LEGEND:**

	RAISED DRIVEWAY LINK TREATMENT
	RAISED INTERSECTION
	PAVED FOOTPATH
	GARDEN BED AREA/NEW PLANTING



**Raised Intersection Treatment  
Park Street North - Belmore Terrace Woodville**

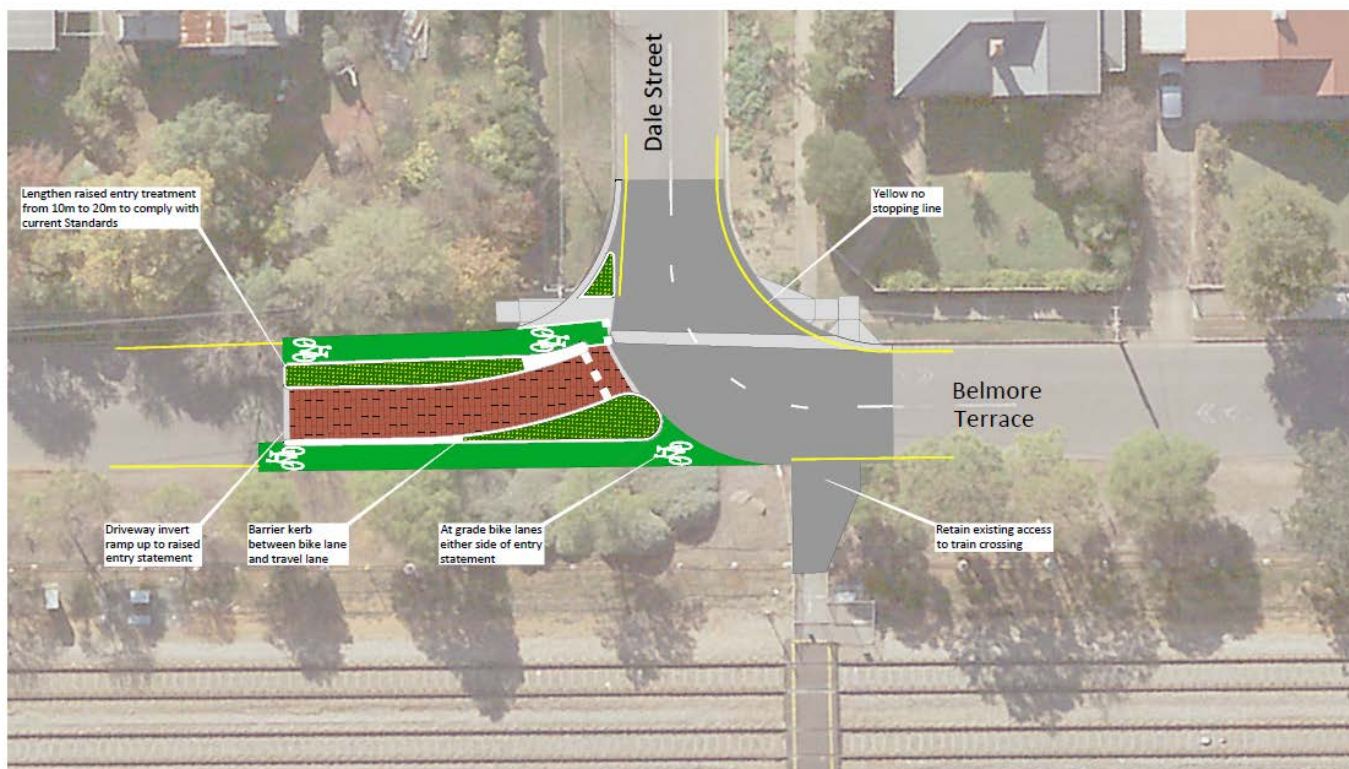


**LEGEND:**

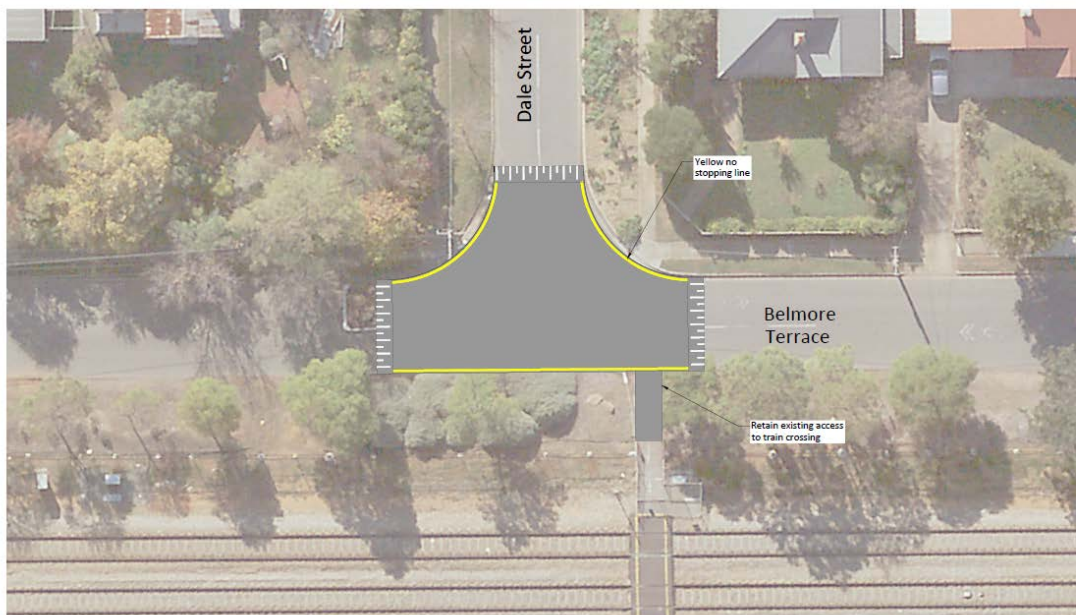
	NEW PAVED FOOTPATH
	RAISED INTERSECTION PAVEMENT TREATMENT TO BE CONFIRMED







### Driveway Entry Treatment (new option) Dale Street - Belmore Terrace Woodville Park



### Raised Intersection Treatment Dale Street - Belmore Terrace Woodville Park



**Appendix C**

**Verbatim Comments**

## What is your most preferred option for the intersection of Belmore Terrace / Hughes Street North traffic control upgrade?

<i>The road is not that busy and I don't believe that it requires that much of an upgrade. Riding flat and not having to ride over a bump is better for riding. I like the gardens and having a dedicated bike track is great.</i>
<i>Dedicated cycle lanes are preferred to a raised intersection. My suburb, wayville, already has raised intersections and I consider them to be useless.</i>
<i>Much better design. Separates cars and bikes.</i>
<i>retaining existing car park and access to train station</i>
<i>More benefit compared to the new option. Main benefit is better access for all users.</i>
<i>Trucks having easier access.</i>
<i>I prefer neither</i>
<i>With the amount of vehicles that are SUV or 4x4 on our roads, this option will ensure these type of vehicles slow down, as the raised intersection design these vehicles can easily drive over the raised hump at a high speed with the suspension &amp; tyre size</i>
<i>difficult in/out as very narrow entries</i>
<i>This is far a better use of the road for pedestrians, cyclists and cars. There is attention for detail for parking line works around street garden beds</i>
<i>More open and free flowing</i>
<i>As a bicycle user as far as I can tell this option is superior, it's easy to "float" over the raised section and having right of way on the greenway makes travelling on it quicker and more attractive.</i>
<i>As a cyclist, the new option provides a safer thoroughfare for cyclists in both directions, provided they are not obstructed by unnecessary bollards, and that the bike lane can accommodate cargo bikes.</i>
<i>Motor vehicle access point in/out, need to wider and easier to navigate, to avoid having to cross over the white centre lines to "safely" turn left on to Hughes or to continue straight out onto Belmore. Garbage trucks don't fit these cut outs &amp; damage kerbs</i>
<i>Much more user friendly allowing 2 way traffic, removing raised barrier kerbs + confusing who gets to go thru single lane first</i>
<i>Easier to use than current arrangement</i>
<i>I like the openness of that option</i>
<i>At least some garden there to soften it</i>
<i>Widens the road, reducing the need for vehicles to drive on incorrect side of road to gain access to speed restrictor. Regarding the new option, it is extremely unlikely bike riders will use the proposed bike lanes due to possible tyre damage.</i>
<i>The new proposal, as per the current intersection, limits traffic flow down (in northwest direction) of Belmore Tce as traffic is required to go to right side of road (when clear) to improve the turn into the single access lane.</i>
<i>Effective traffic control, better safety for cyclists, space for beautification of area</i>
<i>I don't like the current treatment that exists at all</i>
<i>Promote community gardening</i>
<i>I garden on my intersection's verge for hours each day. I am yet to see a conflict involving cyclists at the chicane and few conflicts between vehicles</i>
<i>The new option is a safety issue forces vehicles onto the wrong side of the road and may restricted access to heavy vehicles e.g. fire brigade. Both are safety issues. See diagram for the suggested solution</i>
<i>Ease of access for facilities e.g. garbage. No need for the narrowed version and it is a no through road</i>
<i>The current design slows traffic, all enter calmly, have never witnessed any altercations or problems with vehicles and cyclists</i>

<i>The new option allows optimal safety, with reduced speed and potentially discouraging non-local traffic. Ability to landscape &amp; beautify the area and allow birdlife to thrive significantly improves our community spaces but permits use by cyclists</i>
<i>Beautification of the area</i>
<i>This option still allows better access to trucks and cars with large trailer</i>
<i>I would like to see as much garden to be retained as possible but appreciate visibility and safety need to be considered</i>
<i>Very quiet location, minor through traffic due to western end being closed. Largely unnecessary change. Either roadway style is sufficient.</i>
<i>neither satisfy any purpose intended as far as design concerned from a motorist / cyclist/limited mobility (pram usage) view.</i>
<i>my preferred option is to leave as is because it is still suitable for bikes and cars and it is 'greener'.</i>
<i>Bikes and cars use it carefully and considerately of each other.</i>

### What is your most preferred option for the intersection of Belmore Terrace/Park Street North traffic control upgrade?

<i>I love the new design. I disagree with the garden bed outside the shop window being removed, it is a great established ecosystem that cools the environment and provides homes for insects. Please see extra notes below.</i>
<i>This is a huge improvement - well thought through and designed</i>
<i>retaining existing car park and access to train station</i>
<i>More benefit compared to the new option.</i>
<i>I often attend the cafe on the corner and watching the trucks/larger vehicles manoeuvring the intersection with difficulty (i.e ALWAYS having to drive over the raised bed, destroying the curb in the process) makes me feel like a change is needed.</i>
<i>Leave it as it is and keep the gardens</i>
<i>With the amount of vehicles that are SUV or 4x4 on our roads, this option will ensure these type of vehicles slow down, as the raised intersection design these vehicles can easily drive over the raised hump at a high speed with the suspension &amp; tyre size</i>
<i>difficult in/out as very narrow entries</i>
<i>this will hopefully suit the local business allows for use of kerb space by cafe which is good for the whole area, car parking maybe an issue for 1-2 businesses. More detailed thought have been implemented in relation to cyclists, cars, garden beds</i>
<i>Don't want a reduction in car parking as it affects my business. Want to encourage local traffic to promote my business. I DO NOT WANT A REDUCTION IN CAR PARK SPACE. We need more car parks</i>
<i>As a cyclist, the new option provides a safer thoroughfare for cyclists in both directions, provided they are not obstructed by unnecessary bollards, and that the bike lane can accommodate cargo bikes.</i>
<i>For the same reasons as above. A straight clear passage for vehicles would give better vision for pedestrians + cyclists. As beautiful as the existing vegetation is, it makes it difficult to see pedestrians walking nearby</i>
<i>New treatment provides better vehicle/bicycle/pedestrian segregation</i>
<i>Same reasoning as answered previously, plus installation of boards will protect pedestrians and diners.</i>
<i>The new proposal, as per the current intersection, limits traffic flow down (in northwest direction) of Belmore Tce as traffic is required to go to right side of road (when clear) to improve the turn into the single access lane.</i>
<i>the landscape planting here is beautiful and should be left intact</i>
<i>I don't like the current treatment that exists at all, BUT I understand that the locals love their garden and I would like this retained with a raised intersection. Engineers/horticultural experts/gardening gurus/place makers can do magic together</i>
<i>Promote community gardening</i>
<i>Beautification of the area</i>
<i>Same safety issues as above. See diagram for suggested solution</i>



<i>This is a much more public hub and really needs this. Plus it allows further gardens which really add to this hub</i>
<i>Current design slows all traffic, provides access for all vehicles (as advised by officers at the meeting)</i>
<i>* Distinct bike lane safer for bikes and cars * Community garden can be retained</i>
<i>What ever option which would save garden beds. Believe due to traffic / bike numbers the change is unnecessary.</i>
<i>We do not agree with both options, we want to leave gardens like it is</i>
<i>Definitely leave as is because it is beautiful and green and birds, bees and bikes get to enjoy this section.</i>
<i>This is the greenest part of the outer harbor greenway.</i>
<i>It's a community hub and the garden is beautiful. Not enough bikes that YOU destroy garden.</i>

### What is your most preferred option for the intersection of Belmore Terrace / Dale Street traffic control upgrade?

<i>I like the new design I think it is better for riders and the environment as stated above.</i>
<i>Much better design. Separates cars and bikes.</i>
<i>More benefit compared to the new option.</i>
<i>Trucks having easier access.</i>
<i>With the amount of vehicles that are SUV or 4x4 on our roads, this option will ensure these type of vehicles slow down, as the raised intersection design these vehicles can easily drive over the raised hump at a high speed with the suspension &amp; tyre size</i>
<i>Rubbish collectors/delivery trucks constantly hit concrete due to tight access -&gt; the raised width/shared with bike riders would require "give way signs" as bike riders speed through. The new option would indicate they have priority</i>
<i>As a cyclist, the new option provides a safer thoroughfare for cyclists in both directions, provided they are not obstructed by unnecessary bollards, and that the bike lane can accommodate cargo bikes.</i>
<i>Hate the tall curbs and tight chicane</i>
<i>The new proposal, as per the current intersection, limits traffic flow down (in northwest direction) of Belmore Tce as traffic is required to go to right side of road (when clear) to improve the turn into the single access lane.</i>
<i>I don't like the current treatment that exists at all</i>
<i>Promote community gardening</i>
<i>I garden on my intersection's verge for hours each day. I am yet to see a conflict involving cyclists at the chicane and few conflicts between vehicles</i>
<i>Same safety issues as above. See diagram for suggested solution</i>
<i>Equable and much easier to travel over - all ways need to slow down</i>
<i>The current design slows traffic, all enter calmly, have never witnessed any altercations or problems with vehicles and cyclists</i>
<i>*Distinct bike lane safer for bikes and cars * Garden area can be developed</i>
<i>I dislike the height curbs and high risk of scratching rims going through the high section with the new option</i>
<i>This junction is again reasonably quiet. Unnecessary change, therefore either option is fine.</i>
<i>Preferred option to leave as it is. Greener and still safe, no reason to change.</i>
<i>Bikes and cars use it carefully and considerately of each other.</i>

## Do you have any other comments in relation to this proposal?

<i>We are heading into 40+ degree summers and the proposed paving of the footpath and removal of the garden bed outside the shop window shouldn't happen. It is a cooling ecosystem, that beautifies the location. The shop does not require the extra outside space. What you are proposing to put in will not be the equal of what you plan to take out and it will heat up the outside zone of the shop whilst also reducing insect habitat.</i>
<i>Belmore Terrace, currently functions well as a shared zone. The only issue is the pinch points at the current driveway entry's, that are unacceptably dangerous for cyclists. I think the final say should be with the residents, who I consider as the most bicycle friendly in Adelaide.</i>
<i>1. For the Belmore/Park junction - is there a chance of having the whole raised area painted a different colour (red?) or maybe painted tarmac? Would encourage drivers to think more about pedestrians/kids/cyclists 2. For the other 2 junctions with Hughes and Dale St - I think having a raised intersection before and after the curve would be a good thing to slow cars down - but with a metre free each side for bikes to pass through. 3. Any chance of more speed limit signs along Belmore Tce? Especially between Park and Dale? Every day I see cars doing 60-80kmh here - regular 40 signs and perhaps one of those neon signs that flashes up your speed would be a good thing. 4. Could the whole of Belmore Terrace be painted green? 5. Thanks for consulting on this. I don't think the last design was great but this is really in a different league - a huge improvement</i>
<i>Hughes Street/Belmore Terrace requires the parking and the existing pedestrian access to the train station lines up with the disabled ramp</i>
<i>The new option calls for two bike lanes which in my option are not required in this area as cyclists would not use them. Perhaps a single bike lane on the south side would be of benefit as this would mean cyclists would not be crossing the T section if using the northern bike lane. However, as stated above, I don't consider a bike lane of any benefit as it would not be used.</i>
<i>Leave Belmore and park as is and keep the lovely gardens. I live on Belmore and have no problem with the way things are. Target money elsewhere.</i>
<i>I prefer neither option provided. Why not replace the broken kerbing and move on. This is not a high traffic, nor high risk area to proceed with these proposals. The gardens at the Park Street area provide much value in terms of community pride and engagement. These are looked after by locals, leave them as is. The cyclists, in my experience, won't even use the bike lanes in area like this anyway!</i>
<i>Dotted white lines would be also a help indicating "Give way". Dale Street is narrower than Belmore -&gt; turning in/out has always been difficult (see the many concrete kerb scratches!)</i>
<i>1. Please seek advice &amp; views of local businesses that will be impacted 2. Emergency services access for larger vehicles</i>
<i>Can majority work be done outside business hours. Very concerned how it is going to affect my business. While roadwork is being done will there be replacement parking?</i>
<i>Clearly whoever came up with this new design has no intention of using this road</i>
<i>Don't spend too much</i>
<i>Now we have 40 km speed limits - reduced need to slow traffic to same extent. * Raised kerbs difficult to negotiate for new drivers + large vehicles - damaging rims/tyres</i>
<i>Love the idea of the widened footpath in front of the cafe and hope it can be used for alfresco dining</i>
<i>1. Can you also look at parking at corner of Belmore Terrace and Hugh Street at the shops in front of Train Station. Also parking at corner Belmore and Kilkenney Road. Not enough parking at either location causing problem and accidents. 2. Garden beds along Belmore Terrace should be maintained with irrigation and or more plant planted. I am also suggesting gutters be constructed along Belmore Tce along railway track as part of Belmore Tce was done many years ago &amp; other half was left as is. Unfair to residents along this end.</i>
<i>The current driveway treatment are hard to manoeuvre into and out of. The gardens and vegetation make visibility of other vehicles harder. Extending them will make the issue worse</i>
<i>The current speed restrictions are cumbersome and dangerous. Realignment needs to happen soon.</i>
<i>Reviewing the new Park St North proposal, I can see a possible issue of traffic going from Park St North turning left into Belmore Tce as limited view by shop(s) looking south east down Belmore Tce. Traffic might be required to halt in lane with possibly reversal required to enable intersection to be cleared.</i>
<i>I personally would like to see the Belmore Terrace/Park Street North chicane particularly left as is. I don't see that a raised area is needed. The chicane is sufficient to slow traffic.</i>



<i>I couldn't see any dimensions on the drawings, there is no indication of widths of the bike lanes or road lane. I don't like the idea of barrier kerbs, I see them as a hazard, particularly if there is glass or large debris on the proposed bike lanes for the "upgrade of existing Driveway Entry treatments". Will the kerb side or station sides of the bike lanes have raised kerbing as well? If so then cyclists truly are trapped/confined in the bike lane when they enter it for the "upgrade of existing Driveway Entry treatments" scenario. For the Hughes Street Scenario ("Driveway Entry treatments"), for cyclists heading northwest on the southwest bike lane, how will you manage potential conflicts with cars heading northwest and cyclists heading northwest at the same time? who will have right of way? What is the lighting like at night? There's no room for error if cyclists are confined within raised kerbing. Will cyclists be able to clearly see the curvature of the bike lane, particularly on the Park Street North intersection at night? If it pleases the residents and locals I would also support the "Driveway Entry treatment" at Cafe Latino and raised treatments at the other two intersections, is that a possible scenario?</i>
<i>I am a lifelong cyclist and non-driver. I regard chicanes as the premium traffic calming treatment. If it ain't broke, don't try to fix it. The raised intersection is a challenge to hoon drivers and the chicanes are not.</i>
<i>Beautification of the area. Flowers, herbs, shrubs enhance the area</i>
<i>Regarding proposed planting of garden beds. Belmore Terrace/Hughes Street end. Perhaps could go back to earlier plan in planting new shrubs &amp; trees given the council has paid and installed watering pipelines along Belmore Terrace.</i>
<i>As observer who has a very good view of Belmore Tce and fraction west of Dale/Marlborough Avenue, I see good use being made of the bikeway, including family, users at weekends, and especially for them. This is a worthwhile improvement</i>
<i>Thank you for the option to choose different options</i>
<i>No info could be provided by officers about technical details, accident numbers if any or complaints if any. The original proposal of a raised intersection will encourage speeding and hoon drivers. It provides no protection for cyclists. The "advantages"/disadvantages listed in your information is misleading and not balanced.</i>
<i>More distinct/apparent bike lanes needed along Belmore Terrace</i>
<i>Compliance with standards in non-negotiable and increased use by cyclists and pedestrians is a great objective. We have lived here for almost 7 year and have greatly appreciated the efforts to landscape and consequent pride the community has in the area and would like these aspects (landscaping, birdlife) to remain a priority.</i>
<i>I do not wish my info to be shared with other promotional agents</i>
<i>Very much in favour of the widened footpath in front of the retail businesses</i>
<i>My person opinion, waste of good money. You should look at Stanley Street between 'Hughes Street and Park Street. It is a DRAG Strip and most of the cars going through don't know what 40 km/hr is.</i>
<i>Have ridden this road many times vehicular traffic is always light, unnecessary change. The gardens put in by local shop owner transforms the corner and should be retained.</i>
<i>There is no urgency in this work of replacement. See additional comments in Trim</i>
<i>This seems to be an exercise to justify the existent of council officials. There is no need for 2 bicycle lanes.</i>
<i>Whatever is the outcome, it will be for the benefit of the residents</i>
<i>We are living in the Woodville Gardens and we want the garden to remain. We love to have coffee in the Café Latino in the garden. As I am a bike rider myself.</i>
<i>1. Simple roundabouts and bumps 2. The new option with modifications or 3. See Unley Council treatments as they seem more effective / purposeful as 'traffic calming'. Given bikes (electric/motorised) motorists and pedestrians are all in mix. Please refer to further recommendations and comments provided on plan</i>
<i>Prefer to leave everything as is and plant more plants/trees. The bowden bikeway needs opening though as this is still closed to bikes.</i>
<i>The intersections are effective in slowing traffic. Dangerous speeding and hoon drivers may be attracted by the proposed raised intersection treatment.</i>
<i>Speed humps on streets so hoons stop racing down Radstock street cutting through to Torrens Road when traffic build up at the Torrens and regency lights. Better the money spent here on public safety.</i>
<i>I am writing to express my views in relation to the proposed improvements on Belmore Tce, Woodville and Woodville Park. I am particularly interested in the improving facilities for cyclists while maintaining the community gardens at the relevant locations. Currently, Belmore Tce between Park St and Woodville Rd is a quiet street because there is no</i>

through traffic to Woodville Rd. Consequently, it is well suited to bicycle traffic. The existing chicanes are doing a good job of slowing down traffic and in my opinion, there is no need to alter the chicanes. Leaving the chicanes unchanged would protect the community gardens.

I think that the proposed improvements are unnecessary, and they will damage the existing community gardens and undermine the associated community involvement in their local environment. Is it possible for the money allocated to this project be spent on repairing the damaged curbing on the chicanes and using the surplus money to support the development of additional community gardens? There is an excellent site for a new community garden at the chicane of Hughes St South.

I do not see any advantages in altering the existing traffic arrangements. Bikes and vehicles, even big cars with trailers navigate the junctions well. Drivers/riders are patient and aware and wait. This is not a bad thing as it inhibits speeding and develops courtesy. Belmore Terrace does not give vehicle access to Woodville Rd, bike riders have a much more open pathway in its current form-in both directions.

There is some need for repair to the existing chicanes, not only on Belmore Terrace but also on the other side of the railway line. Chicane repair and paint would add to both roads appearance. These two roadways add significantly to the suburban area and environment, as does the tree and shrub planting already existing. Further garden planting on the chicanes would add even more. The chicanes are important in keeping traffic at a slow pace so not to encourage speeding drivers. They also deter drivers 'cutting through' between the main arteries of Woodville and Kilkenny Roads, therefore it is mostly local traffic that use these roads.

If the aim is to add to the Port Adelaide to City bike trail, then what is planned for the other side of Kilkenny Rd, where there is an unsightly, graffitied, disused building? Belmore Terrace already gives cyclists access, yet this area does not.

The community garden on Belmore Terrace /Park St offers a great meeting place for the community, along with the most beautiful floral displays, lifting the spirits of those who pass by it. The social impact of this garden CANNOT be understated when it comes to people's health, both mentally and physically. The retention of this garden in full is, I believe, the best solution particularly when it was created by volunteers and one man's dedication in particular. This has broadened community awareness relating to environment and eco systems. The positives of retaining both garden and road/bike paths far outweigh any other option.

As a council I believe Charles Sturt has been offered a unique opportunity, in that the community of Woodville Park (Village of Wood) has already demonstrated an appreciation for beautification and a willingness for participation in their local environment. The council could view this as a "MODEL" to develop further, both locally and across other suburbs. Given the loss of trees across the community. Surely the opportunity to create and support broader garden and greening projects, particularly if the local community is already involved is again an easy option to follow.

Please take the time to consider what some other councils around Australia are doing:

The expansion of verge and garden participation across the community is significant with multiple benefits for all. People take active responsibility for maintenance of their environment.

Education opportunities and information sharing within communities (there is a huge amount of untapped knowledge out there) re: plants, seeds, soils, water, insects, bees, etc. This could take the form of informal community get-togethers, workshops, schools, etc. Last year I attended an excellent talk at Woodville Town Hall (full house) by Sophie Thompson educating the community on bee hotels. Charles Sturt Council has already demonstrated that these issues and changes can be successful. While not all members of the community will be interested in garden/verge development, they will experience the benefits of others labours both visually and environmentally. So too will the native fauna of the area as gardens grow, resident insect and bird life increases, an eco-system develops. More council money could be invested in supporting such projects, to stimulate interest and in the long term less money would be spent by council in verge mowing and maintenance. A successful example of suburban beautification and participation is the creative stobie pole painting developed from a small group in Kilkenny, many years ago and has since expanded across the suburbs. This is also unique to Adelaide and South Australia.

The recent silo painting across southern Australian rural towns is also another example of supporting local economies and communities. There are many short and long-term benefits for the community, and the council, in adopting a "Model" of planning that support green corridors, of gardens, verges, quiet accessible bike and foot paths. I believe Belmore Terrace and surrounds could be a very good beginning.

I write to convey concern at the proposed changes to Belmore Tce and subsequent removal of the established community garden. The gardens have been a source of joy and their positive effects should not be underestimated. Together with the local corner shops they have been responsible for building community spirit.

If Council removes the garden and takes over ownership, then it will be unlikely that those volunteers who enjoy working and maintaining them would want to continue. This really is a marvelous opportunity for some forward and creative thinking to "build on" rather than remove what is already there! Obviously, Council has an allocation of funds for the project. It would be wonderful if Council could look at a bigger picture and create extended gardens and greenery to run alongside a bike path. Not all cyclists wish to travel along a cycle route with speed. Many enjoy cycling for leisure! Creating a standardised route does not have to be the answer. In fact, for safety and leisure it is preferable to have a varied cycle path. As locals we question the need for the proposed changes especially as we are unaware of accidents occurring with the current road layout at Belmore intersections. If council is to spend money on cycle paths, it should not be at the expense of local community. In fact, most leisure cyclists I am sure would be happy to embrace variation as they ride, especially shade, gardens, cafes etc! Surely, with innovative thought Belmore Tce could become a "showpiece" and model for other councils!

Thank you again for the opportunity to consult on this project. I don't envy the council after having attended the meeting at Cafe Latino, we all have our own opinions and variations for what would seem to be such a simple process so after listening to other neighbours, looked through other cities solutions & designs I've attached my survey including any further suggestions (just to make your job easier ;-). My understanding of this whole process and the sole purpose of changing seems to be to comply with Australian standards for this sort of road treatment. In doing that complement ongoing 'greenway' initiatives, speed limit restrictions and harmoniously tie in green garden areas that have popped up in recent years - which admittedly have changed considerably the landscape and made the whole stretch of road so much more inviting. Our family often walks the area with a pram these days, we cycle and are also car users, so we get the full scope and purpose of use, as well as that rate payers so we certainly have every vested interest in seeing that our dollar goes further. So, our suggestions are as follows

1) Round about at each point as below - Ive been told by fellow neighbour Mr Atkinson as I have previously suggested this option at another intersection which vehicles have a hard time stopping that apparently it causes more rife and resistance. Not sure why because it's economical and effective in slowing down traffic. I'd be interested to know why this was not considered.

2) Whilst the new option seems more expensive and involved in maintenance I still don't agree in full with the design see attached design modifications suggested at each exit I would add within a short (1-2 car space max.) exiting bumps to ensure that cars don't speed off. The curvature works well in slowing cars down Cut out one side of the bike lanes - its unnecessary and makes it more confusing and dangerous for traffic all round

Each corner on the southern side of treatment cut it back so that cars can better get around without collecting tires or having to swerve out on other side or having to reverse if other motorist hasn't stopped far back enough. On Park St N I would still like 1 bollard to be added to the northern side of the shops driveway for safe measure - I realise it's not required however some cars still speed up as they are exiting the bend and have at times come so close to crashing into parked cars in front of house it's a matter of time someone goes through our fence.

By providing the cafe outdoor dining I ask that smoking ban apply to the whole exterior dining area as well as checking that proper space is there for the safe and comfortable passage of prams, wheelchairs, frames etc. - again as is currently the Park St N access to the footpath is limited and often hard to negotiate around outdoor diners as well as getting whiffs of smoke as we walk by not to mention wheelchairs going on the road to avoid it.

3) Please look at Unley treatment attached

this is quite an interesting approach and it would mean making each street exit onto Belmore a clearly signed Giveaway and multiple raised sections along to ensure it does not become a drag racing strip (as I am afraid Option 1 which council presented would certainly lead to easier racing conditions) and make it easy for all stakeholders involved. Raised pedestrian crossing areas which are wide would not only help make it more visible where pedestrians cross but also again slow traffic. It is less involved in terms of road works and seems simpler in design and maintenance.

Whichever decision council takes please lets also consider the small group of retailers I did not hear one neighbour even ask or express their concern for them. Let's not have a Queen Street Scenario - the time and interruption is key in this project. As residents it's one thing but as a shop holder this is individual's bread and butter - even a small amount of work tends to drag into months with council and to them it means the difference between staying open and closing

*down. If this is programmed for 19/20 FY then I would see the whole thing drag into December - some of these businesses struggle through winter and from Sept/Oct onwards is when they thrive so timing is very important.*