

Community Engagement Feedback Report

Traffic Safety Improvements Frederick Street and Welland Ave, Welland

February 2019

Prepared by:

Kath Mardon, Community Engagement Officer

Ph: 8408 1270, kmardon@charlessturt.sa.gov.au

1. Project Overview

The Welland Transport and Parking Plan (WTPP), endorsed by Council in 2013, recommended the installation of traffic calming devices in Welland Avenue and Frederick Street in Welland to address the issue of relatively high vehicle speeds.

The WTPP recognised that both Frederick Street and Welland Ave are north-south 'link' streets through the suburb and recommended devices to slow traffic rather than measures that would lead to a dramatic redistribution of traffic flow, such as; road closures, 'one-way' sections and priority changes at intersections. Whilst the WTPP recommended that single lane angled slow points be installed in these streets, further investigation has found this treatment would not work due to insufficient space between driveways.

We sought the views of the local Welland community on four alternative traffic calming options that achieve similar benefits in terms of slowing traffic being Single Lane Parallel Slow Points, Road Humps, Raised Intersections and Driveway Links.

2. Community Engagement Approach

Community Engagement was undertaken over a minimum required time of 21 days (3 week period) and was open from 19 November to 10 December 2018, engaging with 317 local residents/businesses.

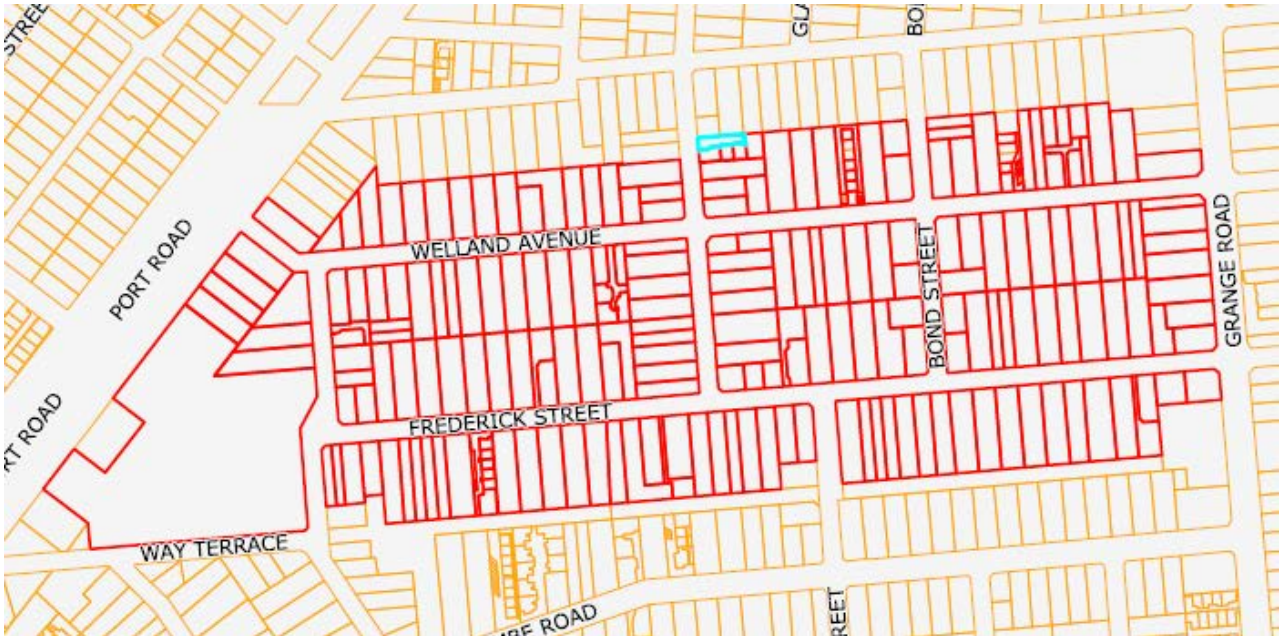
We provided the opportunity for feedback through:

1. YourSay Charles Sturt Website
 - Online survey
 - Q & A tool

The engagement was communicated through the following channels:

- Consultation material, including a feedback form, coloured brochure and traffic devices information sheet, directly mailed to affected households/businesses identified in the consultation area. **Refer Appendix A**

The Consultation area is highlighted in the map below



3. Consultation Feedback

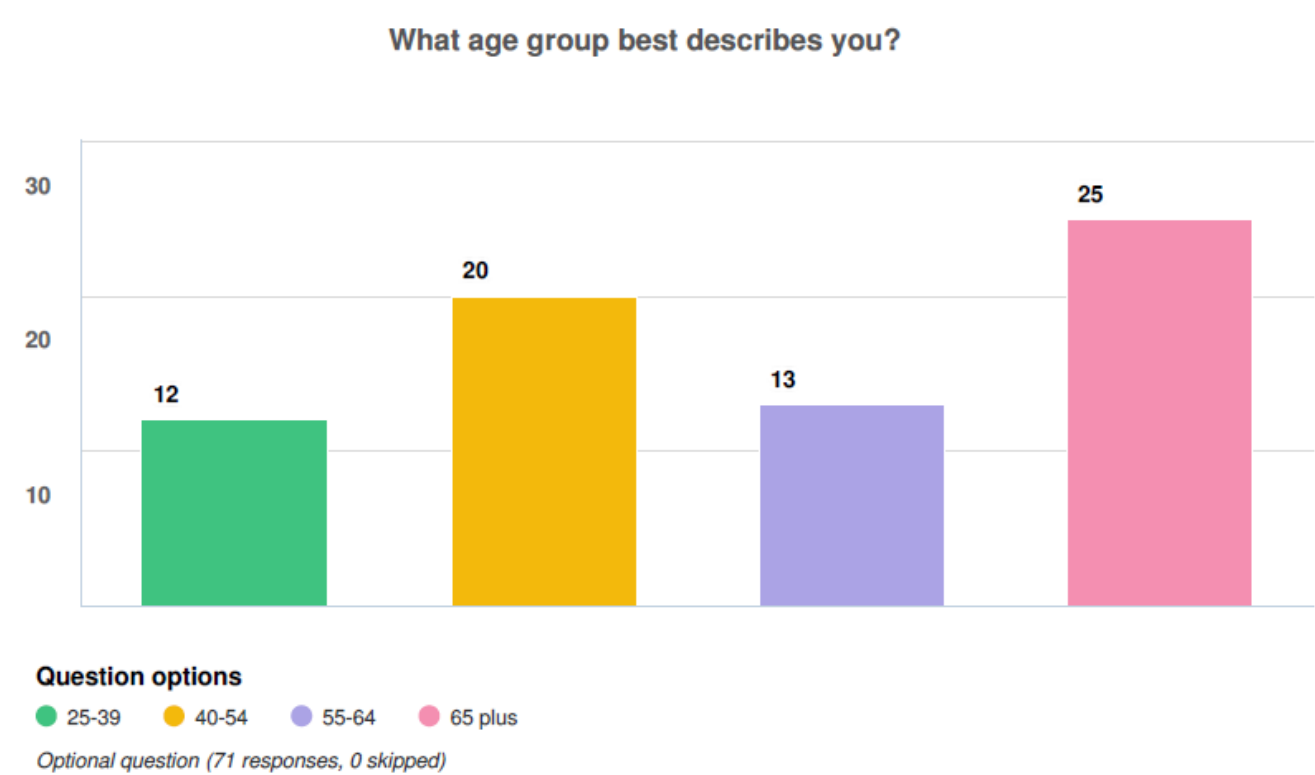
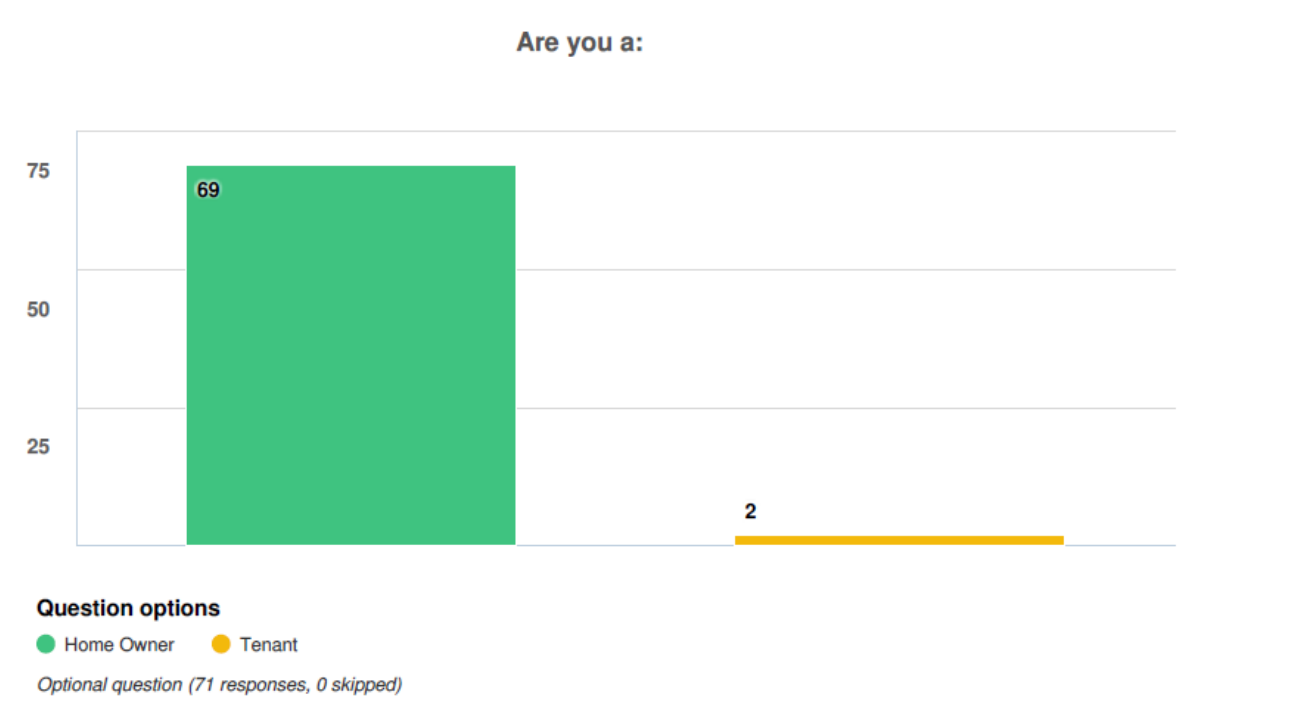
During the consultation period, we received 71 responses to the proposed four options through our survey. **Refer Appendix B**

3.1 Your Say Charles Sturt Website

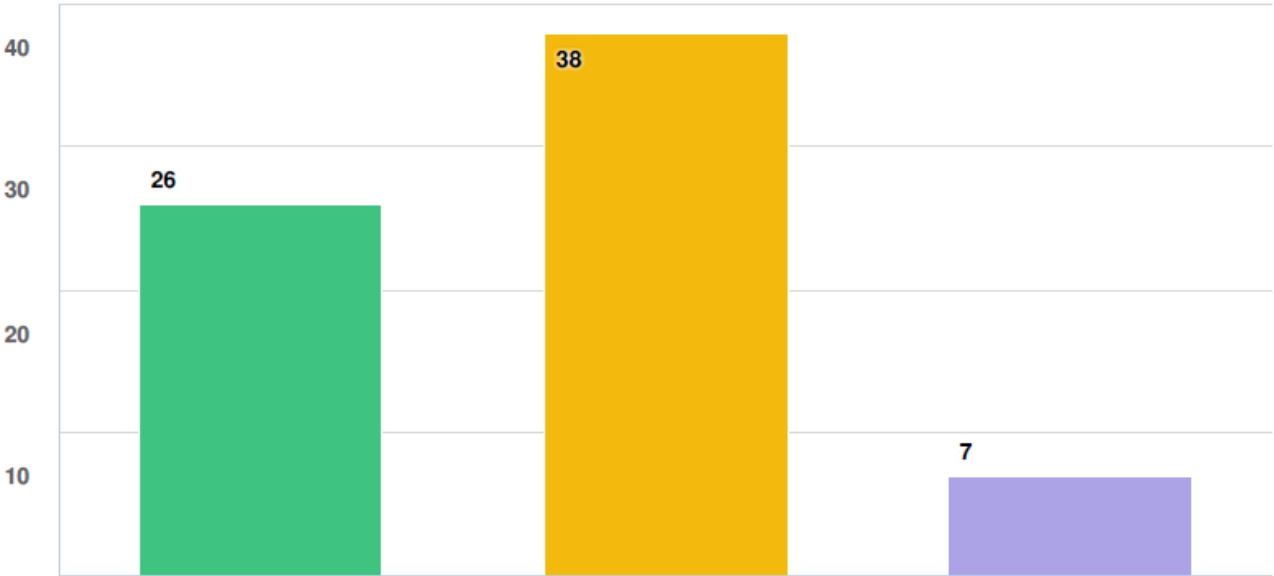
Visitors Summary

	= n
Total visits to the YourSay project page	66
New registrations	11
Engaged participants (People who participated)	27
Informed Participants (People who visited and contributed to a tool)	36
Aware participants (visited at least one page)	43
Q & A (people who asked a question)	0

3.2 Demographic Snapshot



In which street do you live or own a property?

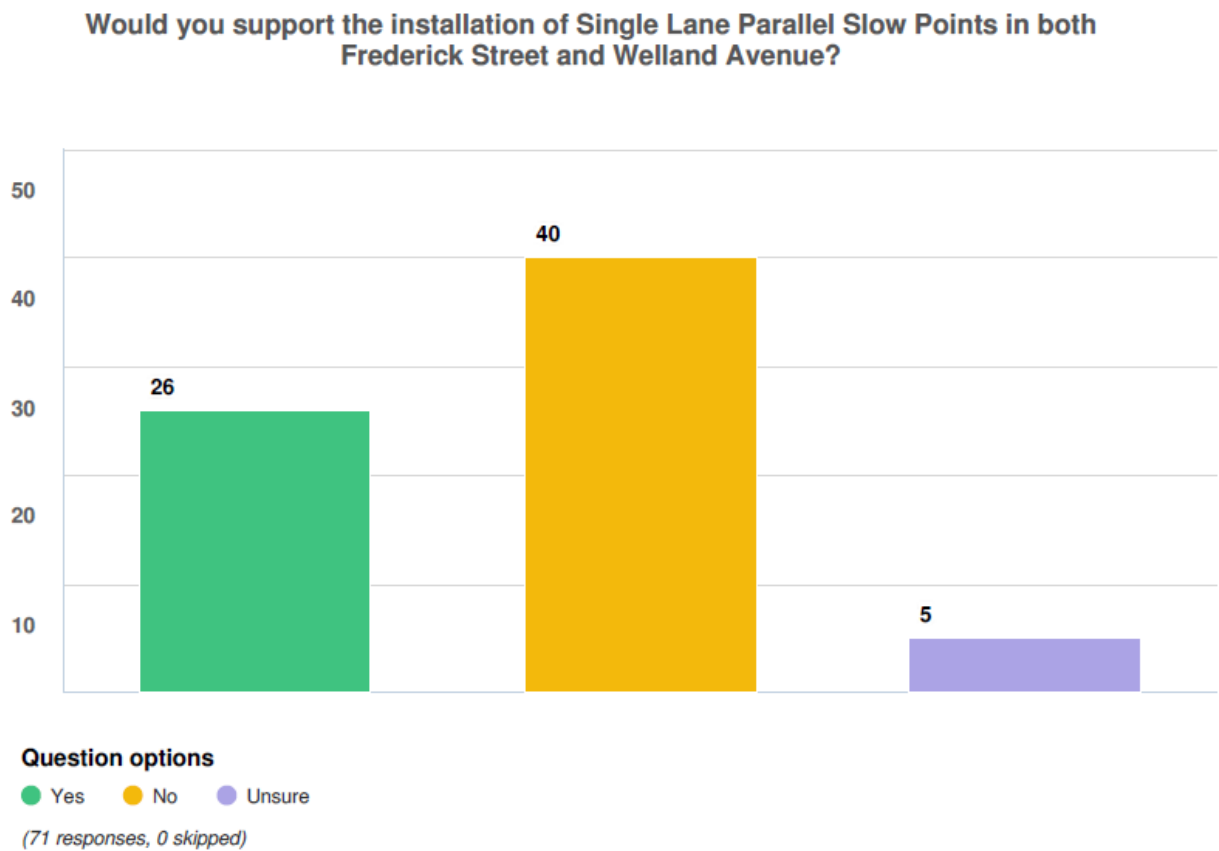


Question options

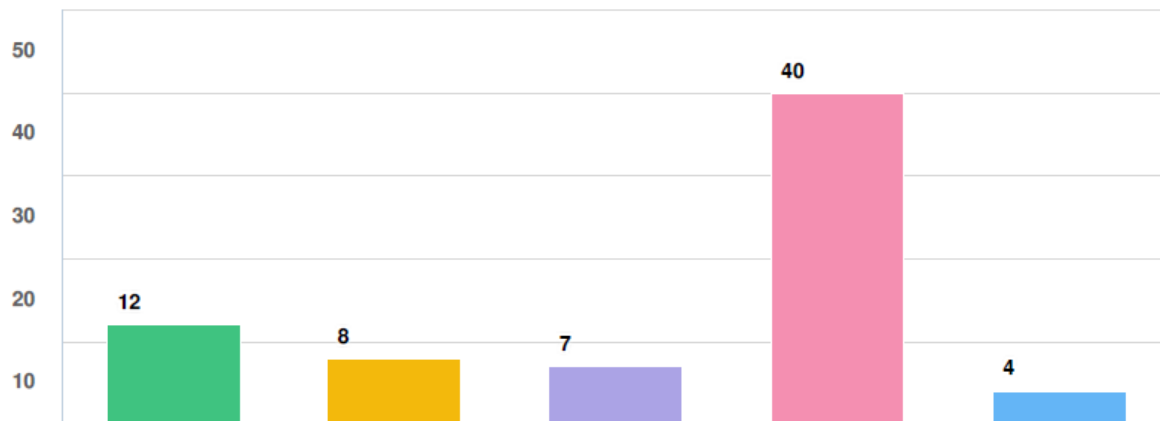
Frederick Street Welland Avenue Other

(71 responses, 0 skipped)

Single Lane Slow Points



Would you be willing to have a Single Lane Parallel Slow Point located outside or near your property?



Question options

- Yes, I would strongly support having a Single Lane Parallel Slow Point installed outside or near my property
- I would accept having a Single Lane Parallel Slow Point installed outside or near by property if there were no other options
- I'm not sure
- I would object to having a Single Lane Parallel Slow Point installed outside or near my property
- N/A - My property is not located in Frederick Street or Welland Avenue

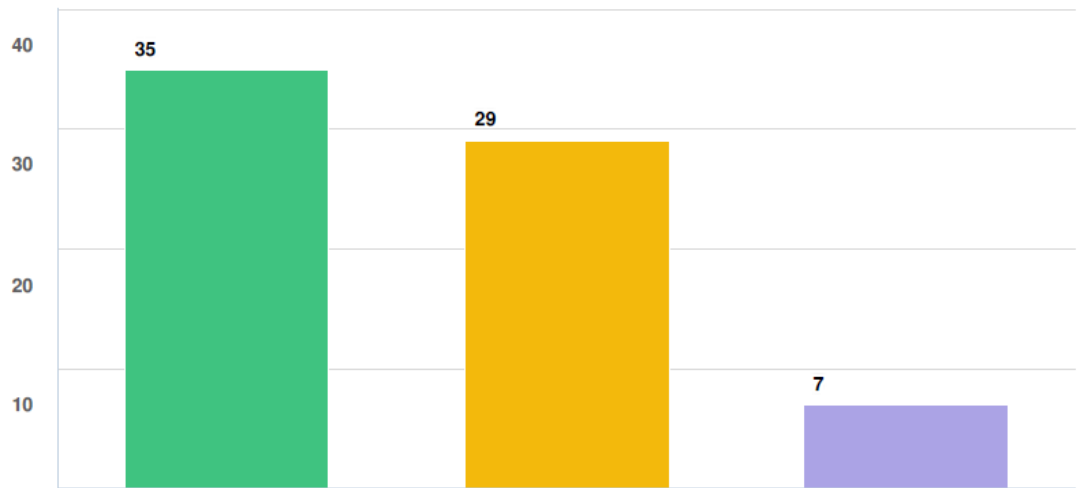
(71 responses, 0 skipped)

Some of the key themes identified in responses were:

- Concern that parking on both sides of Welland Ave is creating congestion due to business parking
- Concern that slow points won't fix the traffic issue
- Concern that they will create sight issues when reversing from driveways
- View that traffic calming is not required in Frederick Street

Road Humps

Would you support the installation of Road Humps in both Frederick Street and Welland Avenue?

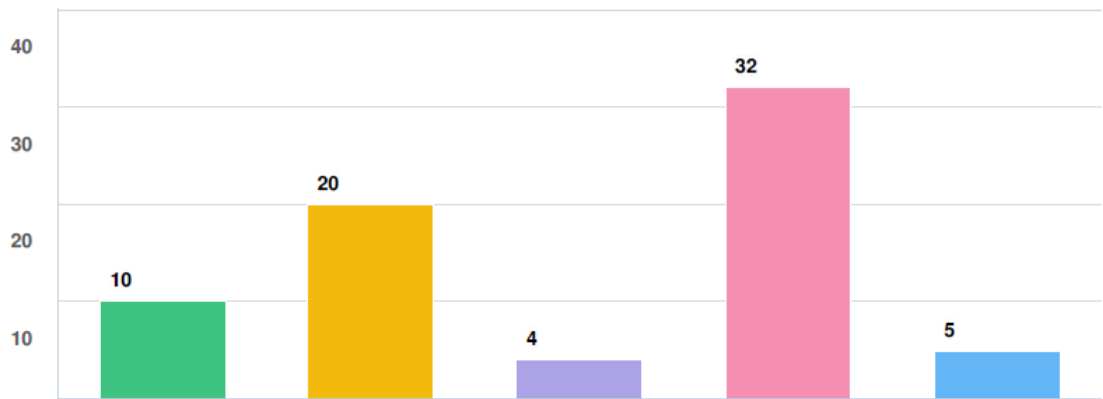


Question options

Yes No Unsure

(71 responses, 0 skipped)

Would you be willing to have Road Humps located outside or near your property?



Question options

- Yes, I would strongly support having Road Humps installed outside or near my property
- I would accept having Road Humps installed outside or near my property if there were no other options.
- I'm unsure
- I would object to having Road Humps installed outside or near my property
- N/A - My property is not located in Frederick Street or Welland Avenue

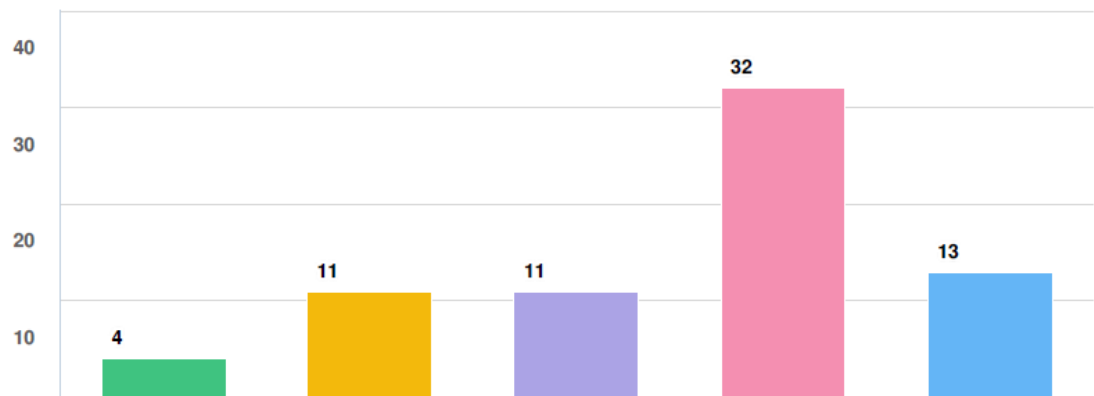
(71 responses, 0 skipped)

Some of the key themes identified in responses were:

- Concern that these streets are used as short cuts and is an issue
- View that road humps will slow traffic
- Concern that they will not slow hoons
- View that traffic needs to be slowed down and redirected
- Concern that road humps will increase noise

Raised Intersections

Would you be willing to have a Raised Intersection located outside or near your property?

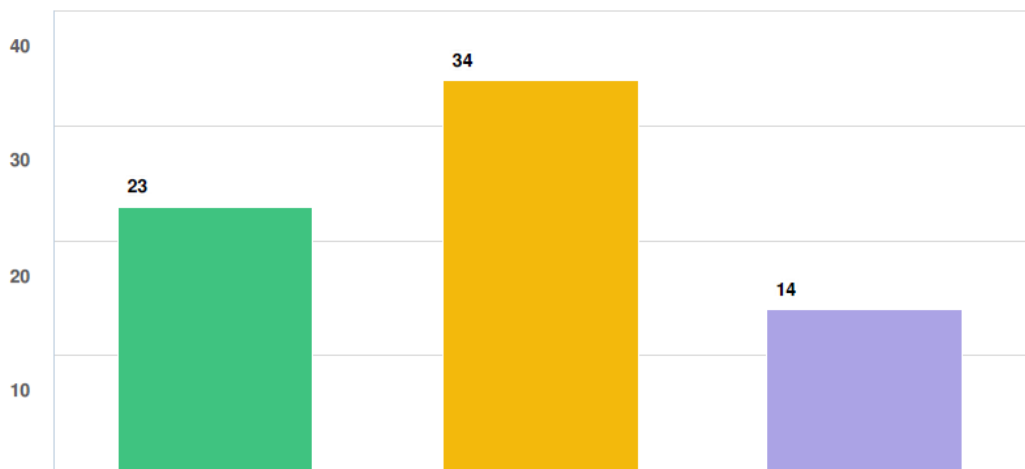


Question options

- Yes, I would strongly support having a Raised Intersection installed outside or near my property.
- I would accept having a Raised Intersection installed outside or near my property if there were no other options
- I'm unsure
- I would object to having a Raised Intersection installed outside or near my property
- N/A - My property is not located in Frederick Street or Welland Avenue, nor near an intersection

(71 responses, 0 skipped)

Would you support the installation of Raised Intersections in both Frederick Street and Welland Avenue?



Question options

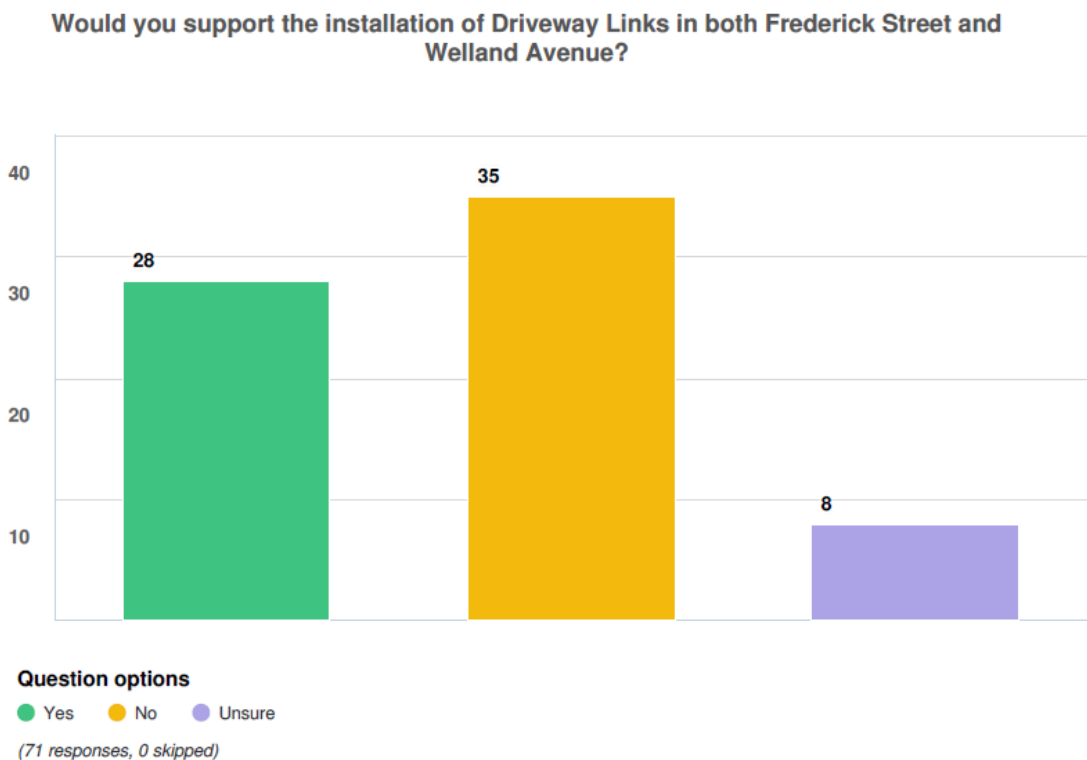
- Yes
- No
- Unsure

(71 responses, 0 skipped)

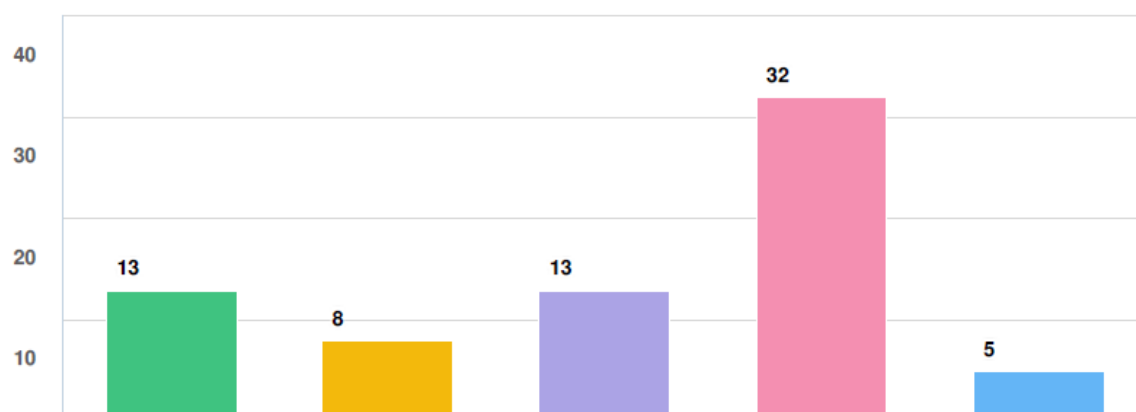
Some of the key themes identified in responses were:

- Concern that they won't be effective in slowing traffic
- View that it's a waste of money
- View that it would stop speeding at the corner of Welland and Brand Ave
- Concern that they will attract hoon behaviour
- View that they would work well with other calming methods
- Concern that they would be inconvenient for local residents
- View that they are not aesthetically pleasing
- Request for Council to beautify the streets

Driveway Links



Would you be willing to have a Driveway Link located outside or near your property?



Question options

- Yes, I would strongly support having a Driveway Link installed outside or near my property
- I would accept having a Driveway Link installed outside or near my property if there were no other options
- I'm not sure
- I would object to having a Driveway Link installed outside or near my property
- N/A - My property is not located in Frederick Street or Welland Avenue

(71 responses, 0 skipped)

Some of the key themes identified in responses were:

- View that Welland Avenue needs something to slow traffic
- Concern that there would be confrontations when approaching / driver conflict
- View that they will deter trucks and traffic
- View that they will slow speeding cars
- Concern that it's a waste of rate-payers money
- View that the disadvantages outweigh the advantages
- Concern that they would make the street narrower with loss of parking

Following the initial consultation process, we developed a preferred location plan for road humps and door knocked several affected residents in March 2019 in both streets to determine their acceptance for a hump being placed in front of or near their property. A summary of that targeted consultation is provided below:

FREDERICK STREET

Hump Location	Resident Response
Outside 3-8 Frederick Street	General support from adjacent owners/occupiers.
Outside 15-24 Frederick Street	General support from adjacent owners/occupiers.
Outside 27-36 Frederick Street	2 x adjacent occupier support (1 owner objects). One adjacent owner uncontactable.
Outside 29-31-50 Frederick Street	Mixed response from adjacent owners, but majority support.
Outside 53-76 Frederick Street	Objection and 'no response' from adjacent owners/occupiers.
Outside 81 Frederick Street	Support and 'no response' from adjacent owners/occupiers.

WELLAND AVENUE

Hump Location	Resident Response
Outside 3 Welland Avenue	No responses.
Outside 15-18 Welland Avenue	Adjacent owner/occupier support, some surrounding property objection.
Outside 27-30 Welland Avenue	Adjacent owner/occupier support, no response from surrounding properties.
Outside 32A-29B Welland Avenue	Objection and 'undecided' response from adjacent owners/occupiers.
Outside 41-44 Welland Avenue	Support and 'no response' from adjacent owners/occupiers.
Outside 47-50 Welland Avenue	Support and 'undecided' response from adjacent owners/occupiers.
Outside 62-64-65 Welland Avenue	Mixed response from adjacent owners, but majority support.

5. Next Steps

A report presenting the technical assessment and outcomes of community engagement for Traffic Safety Improvements in Frederick Street and Welland Avenue and including the proposed road humps scheme will be presented at the meeting of our Asset Management Committee on Monday 20 May 2019 (commencing at 6pm) at the Civic Centre, 72 Woodville Road, Woodville

Should the scheme be endorsed by the Council, it is proposed to construct road humps in Frederick Street in 2019/20 and in Welland Avenue in 2020/21 (in coordination with whole-of-road reconstruction scheduled for that year).

Appendix A

Consultation Materials

Traffic Safety Improvements

Frederick Street and Welland Avenue, Welland

**HAVE
YOUR SAY**

Project Information

The Welland Transport and Parking Plan (WTPP), endorsed by Council in 2013, recommended the installation of traffic calming devices in Welland Avenue and Frederick Street in Welland to address the issue of relatively high vehicle speeds.

The WTPP recognised that both Frederick Street and Welland Ave are north-south 'link' streets through the suburb and recommended devices to slow traffic rather than measures that would lead to a dramatic redistribution of traffic flow, such as; road closures, 'one-way' sections and priority changes at intersections.

Whilst the WTPP recommended that single lane angled slow points be installed in these streets, further investigation has found this treatment to be unsuitable due to insufficient space between driveways.

We are now seeking your views on traffic calming options that achieve similar benefits in terms of slowing traffic. Please refer to the enclosed information sheet.

You can provide your comments by:

- > Completing a survey online
www.yoursaycharlessturt.com.au/welland-trafficssafety
- > Completing the hard copy survey enclosed and return to Charles Sturt by using the reply paid envelope

Feedback must be received by
5pm Monday 10 December 2018.

Once feedback is collated you will have an opportunity to view and comment on potential concept designs based on your feedback and suggestions. Further information will be provided to you at a later date.

For any enquiries please contact:

Kath Mardon
Community Engagement Officer
Phone 8408 1270 or email
kmardon@charlessturt.sa.gov.au



City of Charles Sturt
72 Woodville Road, Woodville
8408 1111 www.charlessturt.sa.gov.au



Feedback Form

Frederick Street and Welland Avenue, Welland Traffic Safety Improvements



Have Your Say!

To provide your feedback on the proposed concept plan, please complete the survey online at www.yoursaycharlessturt.com.au/welland-traffic-safety

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

Survey closes 5pm Monday 10 December 2018

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/Business address:

Email:

Phone:

Are you a: ☐ Business Owner ☐ Home Owner ☐ Tenant

What age group best describes you?

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

Your Gender:

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

Your Feedback

1. In which street do you live or own a property?

☐ Frederick Street

☐ Welland Avenue

Other _____

Traffic Calming Device – Single Lane Parallel Slow Points

2. Would you support the installation of Single Lane Parallel Slow Points in both Frederick Street and Welland Avenue?

☐ Yes

☐ No

☐ Unsure

3. Would you be willing to have a Single Lane Parallel Slow Point located outside or near your property?

Yes, I would <u>strongly support</u> having a Single Lane Parallel Slow Point installed outside or near my property.	I would <u>accept</u> having a Single Lane Parallel Slow Point installed outside or near my property if there were no other options.	I'm not sure.	I would <u>object</u> to having a Single Lane Parallel Slow Point installed outside or near my property.	N/A - My property is not located in Frederick Street or Welland Avenue.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments you may have to help us understand your responses to Q2 and Q3.

Traffic Calming Device - Road Humps

4. Would you support the installation of Road Humps in both Frederick Street and Welland Avenue?

☐ Yes

☐ No

☐ Unsure

5. Would you be willing to have Road Humps located outside or near your property?

Yes, I would <u>strongly support</u> having Road Humps installed outside or near my property.	I would <u>accept</u> having Road Humps installed outside or near my property if there were no other options.	I'm not sure.	I would <u>object</u> to having Road Humps installed outside or near my property.	N/A - My property is not located in Frederick Street or Welland Avenue.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments you may have to help us understand your responses to Q4 and Q5.

Traffic Calming Device - Raised Intersections

6. Would you support the installation of Raised Intersections in both Frederick Street and Welland Avenue?

☐ Yes

☐ No

☐ Unsure

7. Would you be willing to have a Raised Intersection located outside or near your property?

Yes, I would <u>strongly support</u> having a Raised Intersection installed outside or near my property.	I would <u>accept</u> having a Raised Intersection installed outside or near my property if there were no other options.	I'm not sure.	I would <u>object</u> to having a Raised Intersection installed outside or near my property.	N/A - My property is not located in Frederick Street or Welland Avenue, nor near an intersection.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any comments you may have to help us understand your responses to Q6 and Q7.

Traffic Calming Device – Driveway Links

8. Would you support the installation of Driveway Links in both Frederick Street and Welland Avenue?

☐ Yes

☐ No

☐ Unsure

9. Would you be willing to have a Driveway Link located outside or near your property?

Yes, I would <u>strongly support</u> having a Driveway Link installed outside or near my property.	I would <u>accept</u> having a Driveway Link installed outside or near my property if there were no other options.	I'm not sure.	I would <u>object</u> to having a Driveway Link installed outside or near my property.	N/A - My property is not located in Frederick Street or Welland Avenue.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

City of Charles Sturt 72 Woodville Road, Woodville, South Australia 5011 T 08 8408 1111 F 08 8408 1122 www.charlessturt.sa.gov.au

Please provide any comments you may have to help us understand your responses to Q8 and Q9.

10. Do you have any other comments in relation to traffic safety in Frederick Street and/or Welland Avenue?

Frederick Street and Welland Avenue, Welland

Traffic Calming Devices Information Sheet

Single Lane Parallel Slow Points



Advantages

- Provide a potential landscaping opportunity
- Can reduce speeds in the vicinity of the device due to the narrowed travel lane and if drivers are required to give way to oncoming vehicles /bicycles
- Minimal impact / inconvenience on local residents while driving.
- Relatively little impact/inconvenience on emergency service vehicles.

Disadvantages

- Creates a pinch-point for cyclists
- Can cause drivers to travel along the middle of the road for the full length of the road
- Confrontations between opposing drivers may occur when arriving simultaneously and it may be unclear who should give way.
- Some on-street parking is removed.
- Possible increase in traffic noise due to acceleration and deceleration after giving way to oncoming drivers
- Restricts subdivision opportunities

Example:

You can see this device on Ellen Street in Croydon

Raised Intersections



Advantages

- They require drivers to slow to approximately 20 km/h over the hump
- They can reduce crash risk and severity as all vehicles are required to slow down
- No loss of street parking

Disadvantages

- Can encourage hoon behaviour, particularly burn outs
- Inconvenient for emergency service vehicles
- Inconvenient for local residents while driving
- Increase in noise as drivers slow down, travel over and accelerate after each hump

Example:

You can see this device at the intersection of Charles Sturt Avenue and Fort Street, Grange

Driveway Links



Advantages

- Private access driveways can be located within the device
- Provide a potential landscaping opportunity
- Reduces speeds in the vicinity of the device due to the narrowed travel lane and if drivers are required to give way to oncoming vehicles /bicycles

Disadvantages

- Confrontations between opposing drivers may occur when arriving simultaneously and it may be unclear who should give way
- Can cause conflict between cyclists and motorists as both are 'squeezed' into the same road space
- On-street parking is removed in the vicinity of the device
- Possible increase in traffic noise due to acceleration and deceleration after giving way to oncoming drivers
- May restrict subdivision opportunities
- Inconvenient for emergency services

Example:

You can see this device in Lochside Drive, West Lakes and Gibson Street, Bowden.

Road Humps



Bitumen Hump

Advantages

- Relatively easy for cyclist to use
- Slow drivers to approximately 20 km/h over the hump and 40 km/h along the street
- No loss of on-street parking

Disadvantages

- Can encourage hoon behaviour, particularly burn outs
- If parking on a hump, getting in and out of your vehicle can be uncomfortable
- Increase in noise as drivers slow down, travel over and accelerate after each hump
- Inconvenient for local residents while driving
- Can restrict subdivision if new driveways conflict with hump location
- Inconvenient for emergency services
- Could divert drivers to other streets
- Inconvenient for emergency services

Example:

You can see bitumen humps in Foster Street, Allenby Gardens

You can see flat top humps in Fife Street, Woodville South



Flat top road hump

Appendix B

Verbatim Comments

Would you be willing to have a Single Lane Parallel Slow Point located outside or near your property?

Anything that slows the traffic
As far as I am concerned there is NO traffic problems down Fredrick Street. I have lived here for 50 years and the traffic is the same now as it was back then. It's a quiet street so please don't touch it. We also reverse our car/trailer into our driveway and any traffic device would be detrimental to us.
At Bon Street we get significant morning and evening traffic. I'm not sure if changes to the other street may raise our use?
Because Welland Avenue is a though street between Grange & Port Road it's busy and 40km/hr doesn't slow traffic; I'm home often & hear loud acceleration over the speed limit frequently. I've experienced tail-gating in both Welland and Frederick Streets
best choice
By installing single lane parallel slow points, you going to spoil the beauty of these streets that we all enjoy
Concerned about reduced flow of traffic through single lane points. People use these roads to get to/from Welland Plaza so won't necessarily be discouraged from travelling.
don't want it
Drivers (85%) do not know the rules already as to who has right of way when cars are parked in our street
Driveway links are preferable for deterring speed and reducing volume
Far more important to this issue, is the staff of "Deaf Can Do" parking in front of my location. Clogging the roadway and making Welland Ave very crowded. Landfill collection has been impacted with cars blocking the collection by being parked near my location and the location of other properties.
Frederick Street and Welland Avenue are too narrow
Having a boar caravan and trailer I need more room now and no restrictions. Even parked cars across from my driveway are a problem
I am absolutely fed up with the speed of traffic along Welland Ave.! My 93-year-old mother lives at [REDACTED] I visit every day and each time I reverse out of the driveway, I expect to be hit by a passing car. Adding to the moving traffic, is also the fact that both sides of the road, starting from Grange Rd, have cars parked along both sides of the road ALL DAY, making it impossible to even see if any cars are about to pass! I feel I'm taking my life in my hands each time I back out of the driveway. Not to mention expecting to get my car written off each time! I would LOVE to have a single lane parallel slow point put right next to the driveway and hope that it would also stop the cars parking there all day. It seems people are parking there and then catching bus into town to work.
I do not support any changes made in the streets. I think they are fine as it is now
I don't believe that this method is effective in slowing down traffic. In Brand Ave this has not slowed traffic
I don't believe this will do anything to stop the traffic problem.
I don't envisage this device having any real impact of the amount of traffic passing though Welland Avenue nor on its speed
I don't feel this will fix the problem with key problems on Welland Avenue speeding and commercial/industrial through traffic. This option will just mean people drive down the centre of the road at 60+km/h.
I see no reason to install calming devices as Frederick Street is currently inundated with parked cars on both sides most of the weekdays
I support the added benefit of landscaping which can come with this street design

I would prefer humps on the road
<p>I would prefer the original options of creating a one way exit at Port Road.</p> <p>I am concerned that any one-way sections will cause the hoons to still snake through at top speed and that this will be dangerous. The ability to streetscape with these is appealing though.</p>
<p>I would support Single Lane Parallel Slow Point in Welland Ave, however as we live close to Welland Ave & Fischer St roundabout () there is very limited curb side to locate this infrastructure near our property. There are quite a number of driveways entering Welland Ave within our immediate vicinity ()</p>
<p>I would support any traffic calming devices being installed in Welland Avenue & Frederick Street because lots of people use these streets as a short cut between Port Road and Grange Road and they often speed (early mornings, evenings and nights)</p>
It is hard enough to turn into driveway with the power pole where it is and the above would make it even worst
Live in units (4) Meals on wheels call nurses showing there is a lot of traffic in and out or units
My corner is an "accident waiting to happen". Anything to slow traffic going into Coles would be well worth my council rates
No need to change
No room in the street already
Single lane device still gives a straight run for those speeding drivers. Usually parked cars narrow the street this does not slow them down!!
<p>Single Lane Parallel Slow Points will do nothing. There is no difference between SLPSP's and 2 cars parked across the road from each other. This only slows the traffic when a car comes from each direction. On occasions, this causes a game of chicken between two aggressive drivers which I have witnessed a number of times. Including an occasion where a car has almost hit my car parked in the street. The only thing that stopped him, was that he hit the gutter first.</p> <p>This will not slow down the late-night speeding drivers that drive at excessive speed down the middle of the road.</p>
Single lane slow points more appealing visually. Traffic increase in Welland Avenue has been very significant of late and cars speed. I am very pleased Council is planning to address this issue
the speed limit is now 40 km/hr, in my opinion it will only slow them down at the point of installation and they will still speed in between whatever you install. Stop wasting our money. Council rates keep going up and you keep on spending!
The stretch of Welland Avenue between Port Road & Brand Avenue is constantly packed with parked cars - due to the medical centre. Car park closed all the time. This caused problems with traffic on Welland Avenue (Going to or out Port Road). Accidents have happened.
There are too many driveways located near my property and the street is too narrow
There is definitely an issue with the number of vehicles which use Frederick Street as a shortcut to Welland Shopping Centre as well as the number of cars which park on Frederick Street to access the Prana gym on Grange Road making it difficult as a resident to get in and out of our driveway at times as well as being able to park out the front of our property if we need to swap cars around in our driveway.
There is too much traffic on Frederick street for this to be suitable. Best suited in my opinion would be the flat top road hump
This makes no difference to people, it will not affect their driving habits. Frederick street is already narrow and when two cars are parked opposite each other people sped up, play chicken and abuse each other.
This option will not slow down drivers as they would just travel down middle of the road. This will not stop speeding

<p>This would be a seriously stupid response for both motorists and residents. There is a carpark that occurs at the area of Grange Road & Welland Avenue between 8-5 Monday to Friday which causes significant safety issues for those entering from Grange Road. The volume of traffic parking either sides causes a bottleneck already makes it difficult for residents to safely enter and exit properties. High traffic volume, speed is a problem which is amplified by the single lane caused by cars parking either side of the road. Using these will just push the problem further down the street. What happened to the smart idea of the connector port to port road connector being moved to reduce flow through to Grange Road and policing of businesses that are supposed to have adequate off-street parking!</p>
<p>This would be my first preference out of all the options. Re: location outside my property - I am not sure because when reversing out of my driveway I'm already restricted in seeing traffic coming from the southern end of Welland Ave by a stobie pole, large tree & numerous parked vehicles. I also have to take extra precaution as the front of my car hits the driveway exit/entry point.</p>
<p>This would not slow people entering Welland Avenue + will make street more dangerous</p>
<p>We favour the best measure to both reduce speed and traffic volume. We believe driveway links will do the most to achieve these two aims. Single lane slow points would be our second preference behind driveway links.</p>
<p>We support Single Lane Parallel Slow Points, with a raised centre, but we do not want it positioned outside or near our house. It will eliminate parking space at the front of our house, and as we have invested heavily in our house - we have extensively renovated a Character home - we believe it will de-value our house value. We also have a lot of visitors at our house and the elimination of parking space will become an issue for us. If incorporated, we believe the Single Lane Parallel Slow Point should have a raised red centre and be landscaped to provide an attractive look as per the photo supplied in the survey.</p>
<p>Welland Avenue is one way now near our property to parking from businesses near Grange Road End</p>

Would you support the installation of Road Humps in both Frederick Street and Welland Avenue?

No because the 40K zone has not been adhered to by many drivers and I suspect hoon driving will continue with an increased noise level occurring.
As a tenant I'm not sure I could give an opinion to this. Tricky one this!
bumps are bad
Clutter already in street
Flat top road humps as pictured do nothing, road jumps (bitumen) if high enough and close enough together may deter people using the street. I don't believe this will resolve the issues we have in the street.
I am unsure about Road Humps in Welland Ave as I think it would encourage hoon behaviour and burn outs. If fact we have noticed increase noise and car engine acceleration in our section of the street as cars approach and accelerate through the Welland Ave & Fischer St roundabout the fact that it would reduce speed is a benefit, but it may encourage other undesired car driving behaviour. Road Humps would also be inconvenient for local residents and also emergency vehicles using the road
I am worried about excessive noise from speed humps - cars slowing down and accelerating
I do not feel this is the best option but is third in line: <ol style="list-style-type: none"> 1. Single lane angled slow points 2. Driveway links (at least two required) 3. Road Humps
I have lived here for nearly 40 years, find nothing wrong the way the traffic drives along the streets now
If you install speed humps it will just make the street noise as drivers slow down and speed up
in my opinion down Frederick Street the most suitable one would be the flat top road hump
My first option is single lane parallel slow points
Noise from accelerating and deceleration will be an issue, Restrict the number of cars parked in the street from Deaf Can Do. The street is already an obstacle course when trying to get my driveway because of those cars cluttering Monday to Friday 8 - 6. Don't add another obstacle.
Prefer road humps equally with raised intersections, instead of other choices but maybe still not necessary.
Road humps are our least favoured alternative, principally because of potential noise and driver behaviour issues.
Road humps may slow Bond Street traffic as well
Road humps will not slow down traffic. It will result in more noise
Road humps will reduce parking that is already limited rear my house
Road humps would be the better option as we do not have a lot of parking options as it is and at least we could still park on them
Same answer as Q7
same as Q2 and Q3
Since the 40km speed restriction was introduced there has been more speeding in the street. Frederick st is very narrow and apart from speeding there is a very serious issue with parking. When cars are parked on either side of the road there is hardly any room for large vehicles to get through and on two occasions I had my car damaged.

Single Lane parallel slow points is first choice
The increase in noise as cars travel over this device both from accelerating and from thuds, makes this an unsuitable option for this area
There is definitely an issue with the number of vehicles which use Frederick Street as a shortcut to Welland Shopping Centre as well as the number of cars which park on Frederick Street to access the Prana gym on Grange Road making it difficult as a resident to get in and out of our driveway at times as well as being able to park out the front of our property if we need to swap cars around in our driveway.
They are ugly, and, in my experience, many drivers tend to speed up to the hump, brake suddenly and then speed off to the next hump causing a lot of noise
They just don't work
This option would slow traffic, depending on how many are along road and distance between them
This will slow them down and deter these that quick straight run-down Frederic Street!
Too many driveways near my property and on street parking needed
Traffic urgently needs to be slowed on Welland Avenue and redirected to main roads, not use as a through road
Unless there has been fatalities on a regular basis why restrict traffic flow, Restricting or slowing of traffic flow only creates frustration
We are not in favour of road humps. They increase noise pollution, look unsightly - and make the area look unappealing to buyers as it creates a negative impression about speeding cars. We use Main St Beverley frequently and the road humps in that street are very unsightly and make the area look unappealing. If road humps were to be incorporated they should be made to look as inconspicuous as possible, ie bitumen hump rather than black rubber humps as per Main Street.
Welland Avenue and Frederick Street always been used as s short cut between Port Road and Grange Road only few cars drive over the speed limit and these few they keep doing so regardless
worst option of the four
Would create more traffic hazards & further impede the smooth flow of traffic at 40km/hr & potentially set the scene for traffic accidents
Would not slow down hoons
Would slow cars using Welland Avenue as a drive thru from Grange to Port Road and vice versa
Yes, as long as there is enough of them. They must be installed close enough together that it does not give the speeding drivers enough room to accelerate to above speed limit speed. This will also deter drivers as using the road as a short cut between Grange and Port roads. It will also deter Semi-Trailers (including B-doubles) from using our street to access the Coles Super market. This will also stop the late night speeding drivers.

Would you support the installation of Raised Intersections in both Frederick Street and Welland Avenue?

See comments on my previous response for road humps
Again, serve very little purpose other than making driving trickier. We are already driving at 40km/hr so humps serve no purpose other than cause stress to cars
Anything is better than what we have.

As I understand it the use of road humps would likely be used to replace the roundabout on Fischer St and Welland Ave. This round about is the only (partially) effective control we have to reduce industrial (truck) traffic. I do not feel a raised intersection would be as effective as a roundabout at deterring trucks. I would strongly oppose the removal of this round about for replacement with a road hump. I would support the application of a road hump at the intersections: Welland Ave and Brand Ave or Welland Ave and Bond St.
as per above
bumps are bad
Don't want it
I am unsure about Road Humps in Welland Ave as I think it would encourage hoon behaviour and burn outs. If fact we have noticed increase noise and car engine acceleration in our section of the street as cars approach and accelerate through the Welland Ave & Fischer St roundabout the fact that it would reduce speed is a benefit, but it may encourage other undesired car driving behaviour. There already exists a roundabout in the intersection which helps slow down traffic to some extent. Raised intersection would be inconvenient for local residents and also emergency vehicles
I do not think that these will be effective in slowing traffic
I don't think that there would be any benefit to this. There is a roundabout near me at the intersection of Welland ave and Fischer St and this doesn't stop the speed of traffic past my house. This option would only work if done in conjunction with other calming methods along the straight stretches of road in between
I object to have raised intersections or humps near my property or as you put it. Extra noise
I see no valid reason to do so
I think they make the street look ugly
I think this is the least viable of the options as there are only 3 intersections and they are all quite close together. There is definitely an issue with the number of vehicles which use Frederick Street as a shortcut to Welland Shopping Centre as well as the number of cars which park on Frederick Street to access the Prana gym on Grange Road making it difficult as a resident to get in and out of our driveway at times as well as being able to park out the front of our property if we need to swap cars around in our driveway.
Most of our thru traffic on Bond Street appears to be speeding
Not at the sacrifice of the roundabout on Welland Avenue
Once again these are a waste of time, this will not resolve the issues (reasons already stated) they are also not aesthetically pleasing.
Our third preferred option. Traffic is already slowed a little by the roundabout at the Fischer Street intersection. This option still leaves a fair stretch of road for unimpeded travel between Port Road and Fischer Street, unless other measures are proposed in conjunction with raised intersections.
Raised Intersections are practically useless other than looking pretty. They may slow down a modified car that has been lowered but that is about it. Waste of money.
Raised intersections make the street look like an industrial area - not residential. We need beautification down our street not make it look any more ugly than it is
Same as Q2 and Q3
Stop signs here may help
The disadvantage expressed by council says it all
There is no intersection on Frederick Street for the raised intersection to be applied
There needs to be a speed deterrent between Fischer Street and Grange Road

This is likely to reduce speed and provide drivers at that intersection with a warning that it is just that - an intersection.
This option won't slow people down from Brand Ave to Fisher Street section of Frederick Street
This would stop the speeding on the corner of Welland and Brand. You would still need other traffic calming along the road to stop speeding
Too much noise?
We have had cars go through fences on both Frederick and Welland Avenue since the 40 km/hr was introduced. Nothing before that?
Welland Avenue is a short cut between Grange and Port Roads. People use Welland Avenue as a speedway. People are constantly speeding. Somebody will be seriously hurt one day. Maybe killed!
won't decrease traffic down street, too few intersections
Worried about hoon behaviour there is enough already this would attract hoon drivers
would accept this option definitely at intersection with brand ave near supermarket back car park. Terrible set up there at too many drivers driving straight in and out of welland carpark without giving way. A nightmare
would not slow down hoons
Would slow cars down and reduce accidents that have occurred at the intersection near our property

Would you support the installation of Driveway Links in both Frederick Street and Welland Avenue?

A driveway link will suit and improve the look of Frederick Street. And will slow down speeding drivers which is a common occurrence
as per 5 & 7 points
As per our previous reply installation of this would eliminate parking space for us and our families and will also cause noise pollution. However, we support the use of Driveway Links and believe they are the most appealing and attractive option for traffic calming of all the options presented. We fear that the trucks and heavy vehicles that use our street will damage the curbing of the Driveway Links and it will just look unsightly after time. We personally feel that Welland Avenue should not be available to heavy vehicles and should have a load limit sign installed preventing medium and large trucks from using the street. They are very noisy and with our young children we feel they are very unsafe to have coming through. Additionally, due to the amount of dips and deteriorating road surface the noise of the trucks is amplified.
Best option for reducing speed and volume
Didn't understand the description of a driveway link
Don't want it
Drivers would not have the patience here - lots of frustrations
Driveway links on streets like Bond Street would stop our thru traffic. I don't think whatever happens to Frederick or Welland would necessary affect us
Driveway links with enough of a chicane will be effective, they will slow down the traffic and deter trucks. They need to be designed with a long lead in concrete island, not yellow pasties, large vehicles just drive over them and then they dislodge from the road.
good choice

I believe that this is the only device out of the options presented that could achieve both a reduction in speed and a reduction in the amount of traffic. However, due to my health conditions I need unimpeded access to my property which includes on street parking. Access is also needed should an emergency vehicle be required to attend
I believe this would be the best option to reduce the traffic problem in our street
I believe this would not be suitable at all because there is too much traffic flowing down Frederick Street for this
I do not approve any traffic changes in ether streets
I think that this would be an effective way to slow traffic, but I would be concerned that if my driveway was located within this that it would be very difficult and would markedly impede me to reverse a trailer or boat down my drive
I would support a Driveway Link in Welland Ave However as we live close to Welland Ave & Fischer St roundabout (Within a block of 4 Strata units) there is very limited curbside to locate this infrastructure near our property. There are quite a number of driveways entering Welland Ave within our immediate vicinity ([REDACTED])
Once again, I need space not restrictions on roadway
Same as Q2 and Q3
The disadvantages seem to outweigh the advantages, but I'm happy to see on-street parking would be removed near the device
The narrowing of the street is obvious will before the driver get to it. The opportunity for landscaping and beautification of Welland Avenue I strongly support
The street is already congested through without making it even more narrow.
There is definitely an issue with the number of vehicles which use Frederick Street as a shortcut to Welland Shopping Centre as well as the number of cars which park on Frederick Street to access the Prana gym on Grange Road making it difficult as a resident to get in and out of our driveway at times as well as being able to park out the front of our property if we need to swap cars around in our driveway.
These are aesthetically pleasing, they will encourage people to slow down (so long as the link has a large enough/sharp enough link in it forcing people to turn their steering wheel).
This is a really bad solution that will impact an already bad situation.
This is not a realistic or practical application for slowing traffic in a narrow street like Frederick Street. All those options will create more problems
This is our preferred option. Of all the measures we see it as having the best chance of slowing traffic and discouraging vehicles shortcutting between Port and Grange roads.
This is the closest option we are given to that recommended by the WTPP i.e. single lane angled slow lanes. However, I feel there would need to be at least two of these driveway links. I find the description of this item and that it is not listed as the closest option to the recommendation of the WTPP deceptive. It gives me the impression that the council does not want to proceed with this option. The residents want a meaningful reduction.
This would be my possible second preference out of the options. Welland Ave needs something done to slow traffic and control parking, however given how busy this area is I can foresee a higher level of confrontations occurring between opposing drivers with this option
too many driveways near my property and lose of on street parking not an option.
Waste of tax payer's money - my money
Will slow traffic as it is raised an only one car can go though. Will slow speeding cars
Would not provide any benefit as it is one way down our end anyway due to parking both sides of Welland Avenue

Would not stop hoons

Do you have any other comments in relation to traffic safety in Frederick Street and /or Welland Avenue?

A roundabout would be beneficial at Welland & Bond Street
Another issue with both streets is parking during business hours. People park in the street & then commute into the city by bus, therefore leaving a single lane for through traffic as vehicles are parked on both sides of the road. This means cars are frequently having to pull over to allow oncoming traffic to drive through with speeding drivers this creates a danger for cars exiting their driveways
As implementation will be a while more active policing would reduce the current unacceptable number of speeding vehicles!!
As mentioned before, the congestion caused by staff from Deaf Can Do parking in Welland Ave. They should park on Grange Rd or their own car park. Often cars are parked very close to the edge of my drive way and the drive way of others, making it dangerous to enter and exit the properties.
comment in relation to traffic safety on Welland Avenue (Frederick Street option crossed off). The speeding on this road has been an issue for a very long time. Something needs to be done about it as nothing was done back in 2013 when recommended
Could I be given a reason that Frederick Street is a north-south link street (how it differs from Coombe Road, Arlington Tce, Albemarle Street?). Why can't roundabouts be used? With speed humps between Brand Avenue and Fischer Street along Frederick Street ** I am still waiting for some kind of monitoring of Frederick Street by police for those speeding drivers. 2/3 of drivers are not obeying 40 km/hr limits! Still many hoon driving between 80-100 km/hr cars/motorbikes
Could I please be made aware of any discussions and/or decisions as I live on this street and I know we only have one chance to get this right, so I want to know that you are making the right decision. I have witnessed so many near hits on Frederick st and the fact that a child or elderly person has not been hit by a speeding car is pure luck.
Could you take this opportunity to do some street landscaping? Not painted red cement that look like pavers - this looks cheap. Nice shrubs please
Do not have any traffic safety concern, I just see vehicles going about their own way, and leading their daily lives
Frederick Street and Welland Avenue have a huge volume of traffic. With careful thought you could combine all 4 options in strategic points of the 2 streets.
Frederick Street is always very congested with cars parked in both sides of the road
Frederick Street is very dark when driving through at night
I am concerned that the Welland Ave industrial zone on the south side of grange road will have an influence on the traffic controls on the eastern residential zone. The industrial zone use our street as a short cut. As such their input should not be weighted equally with those of us that live on the street. Grange, South and Port roads are now an excellent conduit for industrial and commercial traffic. It needs to be used by them not the residential zones.
I am opposed to any restrictions in Frederick street as the street is too narrow. When cars are parked down the street which is almost all the time they act as natural speed restrictions because cars must slow down to get through. Speed restriction devices will only impact and frustrate the residents. I have lived here for over 28 yrs and have no real issue with the traffic except the debacle at the back entrance to the Welland shopping centre. I feel this driveway access should be removed and located further down in brand street which would reduce the amount of people driving straight out of there like hooners and the ones that drive straight in without giving way to the brand street traffic. It will also lessen the larger trucks using the street to access the coles receiving dock Needs to be looked at.

I am very pleased that the council is addressing the speed of traffic in my street. I have lived here for 31 years and the traffic speed is crazy, there is no regard by drivers to the speed they go even after the 40kmh signs were erected. The other problem is the volume of traffic. Welland Ave is clearly a shortcut and, in the mornings, it can often take me a few minutes to exit my property waiting for a break in the traffic which makes me feel like I live on a main rd not a side street. It seems to have gotten worse in recent years. Is there any way that the crossover on Port Rd could be moved either west or east so as to make it difficult for people to short cut down Welland Ave. In regard to speed humps, I think that bitumen humps are preferable to the flat top humps as I think that they are perhaps less noisy? I have seen excellent speed humps in George St Clarence park. These are smaller less wide humps but are quite gentle to drive over so perhaps less noisy for residents. A car can comfortably drive over them without the need for dramatic acceleration/deceleration maintaining a speed of 40 and the 20 over the hump is a gentle drive and not noisy. They are spaced in such a way that a car can really only reach a max of 40 before they need to slow down for the next hump. Welland Ave is a lovely wide street so it could also be a good opportunity to enhance the streetscape. Frederick street is a narrow street with a lot of cars parked so perhaps speed bumps would be a good solution there. Thank you

I am very supportive of this traffic safety improvement initiative. Having been involved in multiple surveys on the matter, I am keen to see action in the very near future. The number of cars and speed of some of those if a hazard to my growing family.

I do agree that the number and the speed of cars driving through our street - Welland Ave - has been steadily increasing (esp with all the road work at the South Road / Port Road intersection) and the traffic speed of cars using these roads (Welland & Frederick Ave) needs to be slowed down my preference is for Single Lane Parallel Point or driveway links rather than speed humps or raised intersection.

I have lived in Welland for 48 years and sure the traffic have increased from then but so it did everywhere else and the big works of T2T put bit more pressure on our street but now it's nearly completed and already you can see the difference n traffic, Please leave our streets as they are, I would like to thank you for changing the traffic flow of Welland and Brand Avenue intersection to its original way well done

I have serious concerns about the traffic coming off Grange Road into Welland Avenue heading north. With traffic leaving petrol station, cars parked illegally on Welland avenue and cars parked on both sides of the road - I have witnessed many near missed at that intersection. I would suggest that there be one side only parking on Welland Avenue to Bond Street so that traffic can flow easily and avoid a potential accident happening. The intersection of Bond Street and Welland Avenue has many near misses on a regular basis - any slowing down of traffic is welcome. I would suggest that any changes should be done with consideration to making the street look appealing by landscaping of a high quality.

I hope that any traffic calming devices installed in Welland Avenue and Frederick Street will stop drivers speeding to get from Port Road & Grange Road & vice versa. Some of the traffic calming devices might also discourage people parking in the streets 7 catching the bus into work - hard for garbage pickups and other road users to navigate between cars when both sides are full of parked cars

I think that it is great that something is being done as cars use Frederick Street as a cut through from Grange Road to Port Road and they do come down very fast sometimes I think road humps "pained" would be the best option

I think there should be a police blitz every now and then now that it is 40km/hr speed limits.

I would much prefer the original concept of making one or both ends of Welland avenue one-way exits and rationalising the treatment throughout the block so that the problem is not moved elsewhere. it should be possible to prevent most of the throughflow and make it only desirable for residents to be using these streets. The 40 km limit has improved the noise level of people accelerating out of the roundabout. It doesn't however deter dangerous hoon driving including excessive speeds and people doing repeated doughnuts around and around the roundabout. Hopefully any options decided upon will deter the heavy traffic including the fuel tankers that use Welland avenue for their weekly deliveries and that have to drive over the top of the roundabout because they can't fit around it. It would be good to deter heavy vehicles from these two streets given they are a conservation zone and most of the buildings are set on pile footings and not protected from the vibration that results from heavy vehicles going through (as they would be if they were on concrete slabs).

In Welland Avenue closer to Grange Road end - Private companies located on Grange Road where they have their own car park. The staff from (Deaf Can Do) park their cars all day in front of our houses making reversing out of driveways blindly.

If something can be done about this as an accident will occur soon. Thank you!
More needs to be done to address the greater issue of the amount of traffic entering Welland Avenue as well as its use as a throughfare. Moving the Port Road median crossing that is currently adjacent to Welland Avenue, as recommended by the WTPP, would go some way to alleviating this. Also of concern is the increased use of Welland Avenue by trucks and heavy vehicles, which cause far greater disruption and noise than car traffic. Additionally, Welland Avenue is a residential street and should be designated as such
My corner from Coles - Frederick/Brand Street is shocking. But my concerns fall on deaf ears. Accident waiting to happen. Road rage lives at this intersection
No - but state that speed and volume of traffic is a major issue in Welland Avenue
No heavy transports they have East Avenue which would be easier as it's wider
Now that South road has been completed the level of traffic has been reduced again. People are no longer using it as much to avoid the road works. Improve the main road flow and remove bottle necks and this will stop the need for drivers to use Frederick & Welland Avenue as a through road
People park on both sides of Welland Avenue all day and then catch the bus to work. Makes street congested, reduced to one lane and makes it difficult to reverse out of my drive. Also, nowhere for visitors to park. Suggest 3-hour limit or residents' Parking only on one side of street.
Please ban or reduce to only a couple of hours, on-street parking from Grange Rd to the first intersection in Welland Avenue. I have stated why in my first lot of comments.
Please do something about the number of cars that use our street. It is far too many for a residential street
Question asked at street meetings who polices the 40 km/hr and how many caught so far no response. Put the "no trucks entry" signs back on Grange Road to Frederick Street and yellow "No parking" line where required or make both Frederick and Welland Avenue "No through" roads. Plantation halfway down like Brompton and Bowden areas
Radar traps and speed cameras reduce high vehicle speeds. The problem here is they won't be the traditional money spinners in this area.
Restrict heavy vehicles using the street as a short cut to Port Road.
Restrict off street parking especially where businesses are located near residences where this occurs. Widen streets to promote better traffic flow. Increase speed limits to 50 km/hr. 40km/hr is ridiculous. I don't believe traffic planning is well thought out.
road needs to be resurfaced or pot holes/uneven bitumen to be repaired

Road Resurfacing

We believe Welland Avenue is in desperate need of road resurfacing with curb repairs. It is rough and uneven and the amount of cars that use the street creates unnecessary noise pollution when travelling across the uneven surface.

Tree Planting

Welland Avenue receives a lot of traffic across the course of the day and could benefit from having more consistent tree plantings to increase visual appeal. There is a mixed bag of tree species which look messy and unattractive as a street frontage for visiting / passing vehicles.

Roundabout

The roundabout on Coombe Road has recently been given a makeover with plantings, pavers and landscaping. We would like the same treatment applied to the 2 roundabouts on Welland Avenue. They look very uncared for and dried up, some simple landscaping would improve their appeal and refresh the area. There is a large number of cars that frequent Welland Ave, increasing its visual appeal would serve to create a more appealing area for drivers and residents to use.

Load Limit

As per our previous comment we believe a load limit should be applied to Welland Avenue, so that medium and heavy vehicles are not allowed to use the road.

We have lived here for 10 years and have had to put up with speedsters and heavy traffic throughout this entire time. The introduction of the 40km speed limit was definitely a welcomed change for us but has done little (unfortunately) to reduce speeds and nothing at all to deter heavy vehicles from our street. This is a residential area; heavy trucks should not be allowed to come down our street as they currently do. As a designated "collector" street we get enough traffic as it is, we should not have to also deal with large trucks on a daily basis. Overall, we like the options of Driveway Links and Single Lane Slow Points, we are definitely not in favour of the road humps for reasons stated. Thank you.

Roundabouts in Welland Avenue and corner of Bond street would be a good idea

someone going to get killed. Have had a car wrecked and a cat killed already

70 km/hr 3-4/hour 6am - midnight

80 km/hr 1/hour 6am - midnight

in Frederick Street 40 km/h zone

Something to deter this from Frederick Street is a must as they regularly use the street to go to the welland shopping centre. The speed limit of 40km is ignored, even reducing the speed to 20km will not deter road users (school parents, truck drivers and general public users). The number of drivers using Frederick street must be reduced before a tragedy occurs, the risk to children travelling to and from school or walking down this street is extremely high and a major concern. I would like to be kept up to date on outcomes, discussions etc on this matter. I appreciate this attempt to consult myself and our community and can only hope that a positive and effective resolution is put in place as soon as possible.

Strongly support making Welland Avenue a No Through road from corner Welland/Brand Avenue. This was proposed in 2013 along with Port road through street to Welland Plaza. We believe this is most effective way to reduce road hazards. Would mean trucks and traffic have access from Port Road to Welland Plaza via Brand Avenue BUT would stop traffic speeding from Port Road to Grange Road. PLEASE REVISIT THIS SOLUTION!

The problem is speed, volume which exacerbates risk caused by cars parking either side of Welland Avenue up the Grange Road end.

The speeding in Welland Ave is getting worse. I'm happy to hear something is getting done

The WTPP highlights both speed and traffic volume as problems in our street. Measures to reduce speed are welcome, but what is being done to stop traffic using Welland Avenue as a short cut between Grange and Port Roads?

There is definitely an issue with the number of vehicles which use Frederick Street as a shortcut to Welland Shopping Centre as well as the number of cars which park on Frederick Street to access the Prana gym on Grange Road making it difficult as a resident to get in and out of our driveway at times as well as being able to park out the front of our property if we need to swap cars around in our driveway.

too many cars parked on either side of Frederick Street after Knight Street heading towards Grange Road

<p>Traffic safety is fine in both streets. Frederick Street is narrower than Welland Avenue, so with parked cars along the street traffic flow is automatically slowed down as drivers have to give way to allow oncoming traffic to get through narrowed road. Traffic speed on both roads has been reduced to 40km. All these options will make the smooth movement of traffic flow much more difficult, cause potential accidents & is a complete waste of rate payers money. Both streets have dropped speeds to 40 km/hr so why install hazards to complicate driving down these streets.</p>
<p>Traffic safety on Bond Street directly affects us the other 2 obviously have more traffic but ours may worsen if they are re-engineered. Unsure about this. There may be an indirect improvement.</p>
<p>We have lived here since 2010 and have found the traffic to be quite busy especially at the corner of Brand and Frederick Street at the shopping centre entrance. There have been times when cars are coming around the corner too quickly and we are crossing the road and am afraid of an accident occurring.</p>
<p>Well signed 40km/hr & more of them in both streets - "Aged Person" Signs? How about Welland Avenue one way & Frederick the other At the end of the day residents of both streets adhere to the 40km/hr. Others don't care.</p>
<p>Welland Ave has become increasingly dangerous & a potential hazard because of the high level of cut through traffic & parking issues. I have been involved in near misses & witnessed numerous confrontations/near misses particularly on the southern end due to a high number of parked cars on both sides & traffic having to stop/give way/be restricted to one car access only. Cars are often left with limited area to pull over due to the parked cars. The highest point of danger seems to be when cars are entering Welland Ave from Grange Rd or exiting/entering the service station - they are not able to anticipate traffic that has stopped to give way to opposing drivers (due to one car access from parked cars). There has also been times when my driveway has been partially blocked by parked cars, restricting me from exiting/entering my driveway. Welland Ave & the Welland area is in high need of safety & aesthetic improvement.</p>
<p>What a terrible idea for Welland Avenue. There is already serious bottleneck. This would make it worse by pushing it down the street. It is already a safety issue. This would make it worse. Get real Charles Sturt: Police regulations being flouted which is the Deaf Can Do people having insufficient car parks because their parks are taken up by fleet vehicles. Tell them to run a depot somewhere else. And do your job and police regulations properly.</p>
<p>While measures to curtail speed are welcome, residents of Welland Avenue have long had a problem with excessive numbers of vehicles using our street, in particular as a shortcut between Port and Grange roads. The WTPP comprehensively covered this, demonstrating that Welland Avenue is a residential street and that traffic volumes are excessive. The council has made a commitment to reduce vehicle numbers to 1000 per day, including 6% commercial vehicles. As the WTPP is now over 5 years old, what other measures are planned, in conjunction with traffic calming, to reduce vehicle numbers to acceptable levels? There's an opportunity here to address both issues at once.</p>
<p>with the speed limit on Frederick Street now at 40 km/hr there is no justifiable need for traffic calming devices. There is NO problem with traffic in these streets. I am not sure how you get this impression that there is a traffic problem and now with the T2T South /Road finished there will be less traffic flowing down these streets. Please spend the money on fixing the road surfaces, footpaths and curbing instead of wasting it on un-necessary works that will ultimately achieve nothing and create irate council rate payers. Please HANDS OFF FREDERICK STREET and WELLAND STREET</p>
<p>Would prefer a larger police presence in our streets</p>