

Community Engagement Feedback Report

Traffic Safety Improvements Blanford Street, West Croydon February 2019

Prepared by:
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1. Project Overview

In 2008, the City of Charles Sturt investigated high volumes of traffic using Blanford Street and Malcolm Street, West Croydon, as a cut-through route to avoid the Rosetta Street/Port Road intersection. At that time, we proposed 4 different modification options to the Malcolm Street/Port Road intersection, to reduce the number of cars travelling into/out of Malcolm Street, however, strong objections were received to each of the 4 options due to restricted access into and out of the area and a risk of pushing the problem to adjacent streets. Therefore, it was resolved to retain the current arrangement and not take any further action.

Due to 'cut through' traffic and high vehicle speeds remaining an ongoing concern for residents in Blanford Street, we undertook further investigations into the installation of traffic controls to try and discourage this behaviour.

A number of traffic control options were considered for Blanford Street, including slow points, raised plateaus, traditional speed humps and driveway links; however, it was found that many are not suitable due to the location of existing driveways. Following our review, road humps and driveway links were identified as two feasible options to reduce the speed at which people drive through Blanford Street and to discourage some non-local traffic from using the street.

2. Community Engagement Approach

Community Engagement was undertaken over a minimum required time of 21 days (3-week period) and was open from 28 November to 20 December 2018.

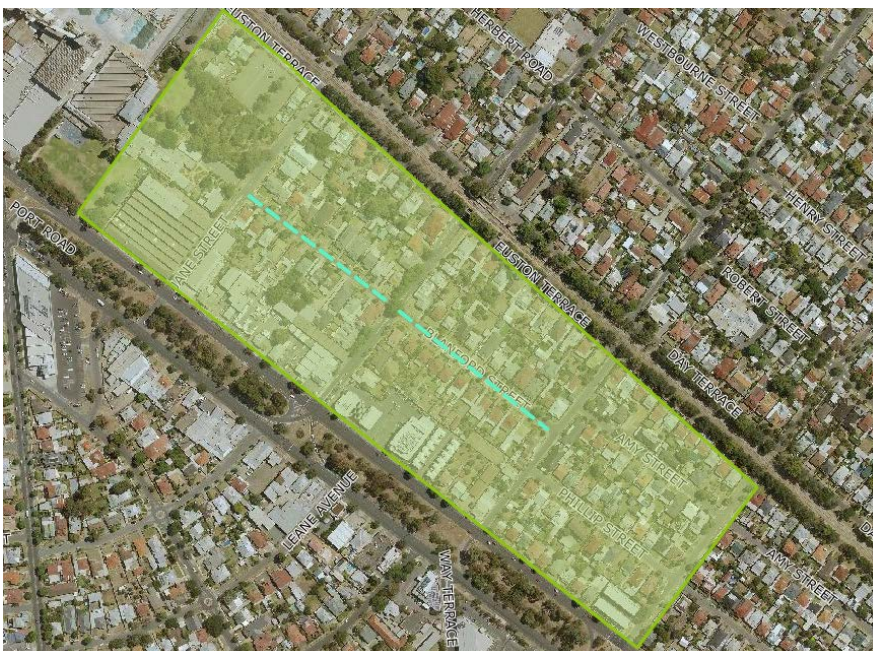
We provided the opportunity for feedback through:

1. Online Survey
2. Direct hard copy feedback forms

The engagement was communicated through the following channels:

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

The Consultation area is highlighted in the map below

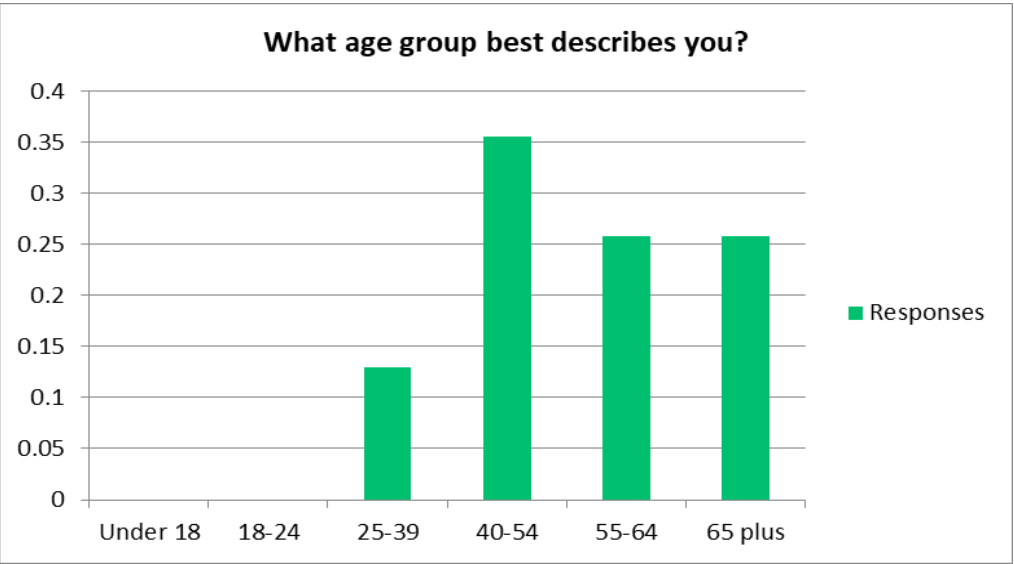
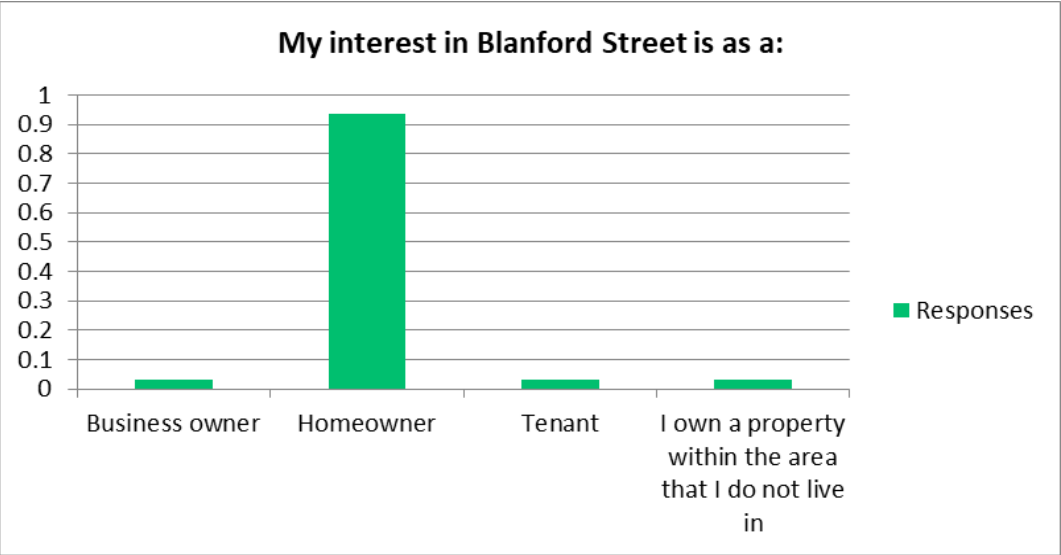


3. Consultation Feedback

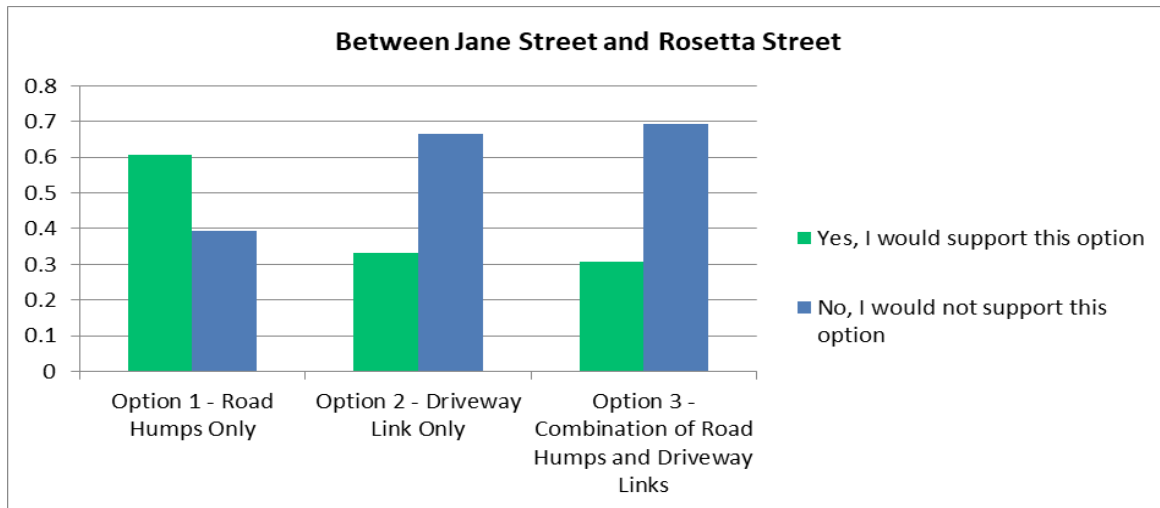
During the consultation period, we posted 296 packages to those identified as being in the consultation area. We received 31 responses to the survey.

Most of the respondents were homeowners (29), with one (1) being a tenant and one (1) being a business owner. Respondents were aged between 40-54 (11), Eight (8) were aged between 55-64 and eight (8) were aged over 65.

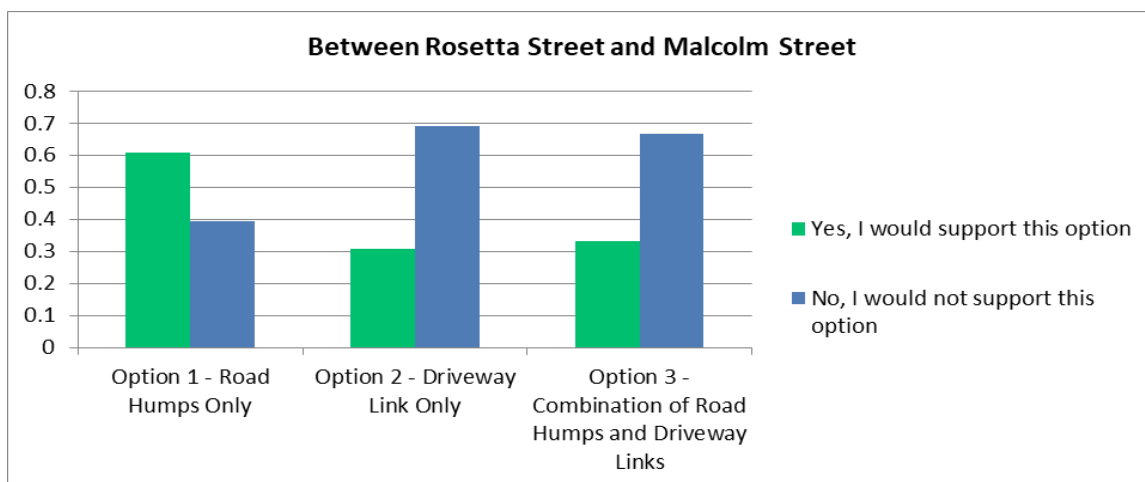
A breakdown of the survey is shown below:



Qn. Would you support either following traffic options between Jane Street and Rosetta Street and; Malcolm Street to Rosetta Street

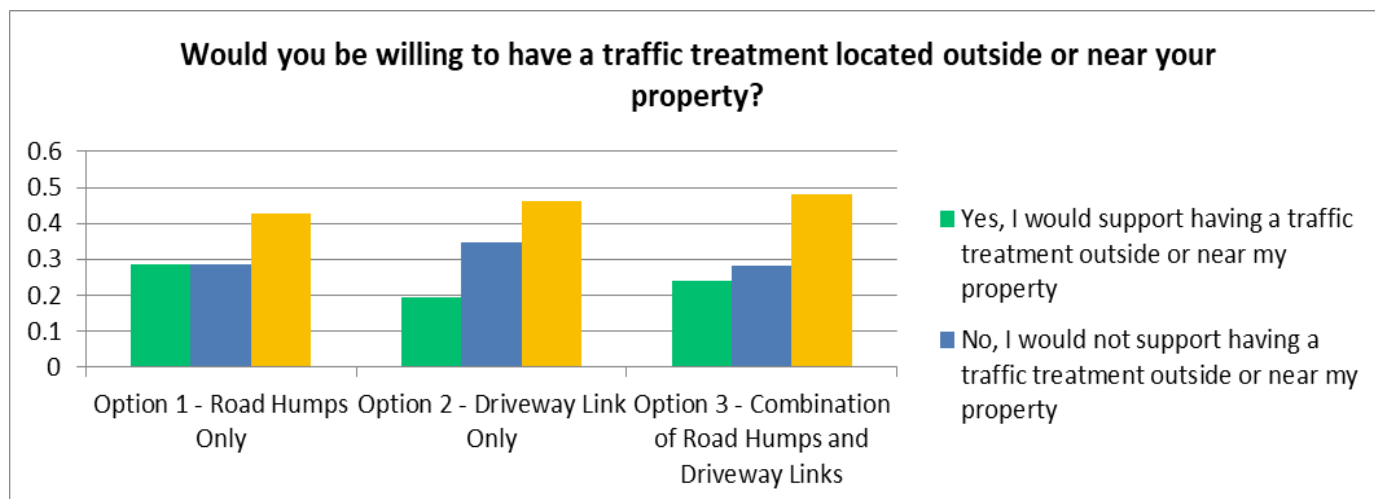


	Yes, I would support this option		No, I would not support this option		Total
Option 1 - Road Humps Only	60.71%	17	39.29%	11	28
Option 2 - Driveway Link Only	33.33%	9	66.67%	18	27
Option 3 - Combination of Road Humps and Driveway Links	30.77%	8	69.23%	18	26



	Yes, I would support this option		No, I would not support this option		Total
Option 1 - Road Humps Only	60.71%	17	39.29%	11	28
Option 2 - Driveway Link Only	30.77%	8	69.23%	18	26
Option 3 - Combination of Road Humps and Driveway Links	33.33%	8	66.67%	16	24

Qn. Would you be willing to have a traffic treatment located outside or near your property?



	Yes, I would support having a traffic treatment outside or near my property		No, I would not support having a traffic treatment outside or near my property		My property is not located on Blanford Street		Total
Option 1 - Road Humps Only	28.57%	8	28.57%	8	42.86%	12	28
Option 2 - Driveway Link Only	19.23%	5	34.62%	9	46.15%	12	26
Option 3 - Combination of Road Humps and Driveway Links	24.00%	6	28.00%	7	48.00%	12	25

Common themes that came out of the feedback were:

- Parking is at a premium at the school end
- eliminate cut through traffic
- Cars are cutting over port road median to access streets
- Malcolm and Blanford is a dangerous intersection
- Need safer streets
- Excessive speeds in these streets
- One-way access between Jane to Rosetta Street

Of the residents living in Blanford Street who responded to the survey, 87% were supportive of the installation of road humps and 13% were not supportive of the installation of road humps.

60% of residents living in Blanford Street who responded to the survey stated that they would be happy for a road hump to be installed directly in front of their property.

5. Summary

Given that most support received was for road humps in Blanford Street (both between Jane Street and Rosetta Street, and between Rosetta Street and Malcolm Street), we will now seek budget approval for the installation of road humps in the 2019/20 financial year.

To determine where the road humps are installed, the project team have balanced the ideal locations for Road Humps (in-line with Austroads guidelines) and resident's responses regarding their level of acceptance of road humps outside or near their properties.

The project team have also undertaken door knocking and had conversations with the affected property owners/occupiers where a road humps is located.

A road hump location concept plan will be developed and provided back to the community.

6. Appendix A - Information Flyer and Feedback Form

Traffic Safety Improvements Blanford Street, West Croydon

In 2008, Council investigated high volumes of traffic using Blanford Street and Malcolm Street, West Croydon, as a cut-through route to avoid the Rosetta Street/Port Road intersection. At that time, Council proposed 4 different modification options to the Malcolm Street/Port Road intersection, to reduce the number of cars travelling into/out of Malcolm Street.

During the consultation process, strong objections were received to each of the 4 options due to restricted access into and out of the area and a risk of transferring the problem to adjacent streets. Therefore, it was resolved to retain the current arrangement and not take any further action.

It is understood that 'cut through' traffic and high vehicle speeds remains an ongoing concern for residents in Blanford Street, therefore, Council is considering the installation of traffic controls to discourage this behaviour.

A number of traffic control options have been considered for Blanford Street, including slow points, raised plateaus, traditional speed humps and driveway links; however it was found that many are not suitable due to the location of existing driveways. Following our review, road humps and driveway links have been identified as two feasible options to reduce the speed at which people drive through Blanford Street and to discourage some non-local traffic from using the street.

Road Humps

Road humps are raised sections of road to slow drivers. They should be evenly spaced along the entire length of road, at approximately 90-100 metre intervals and humps should also be located within 50m of the start of the road where possible. Although road humps are likely to reduce the speed at which vehicles travel along this route, they may not have a significant impact on the volume of traffic.



Enclosed is a concept map showing the most appropriate locations for speed humps within Blanford Street having regard to design standards and location of existing driveways. The recommended speed over a hump is 20 km/h. Road humps have no impact on street parking and, being narrow, are able to be located in between driveways where other treatments such as slow points or speed plateaus may not fit. There is no landscaping to maintain or areas that may become prone to weeds. Street lighting may need to be upgraded to support this treatment option.

Advantages	Disadvantages
<ul style="list-style-type: none">• Slow drives to approximately 20 km/h over hump and 40 km/h along the street• May deter some non-local traffic from using the street• Relatively easy for cyclists to use• They are cost effective• No loss of on-street parking• Generally low maintenance	<ul style="list-style-type: none">• Inconvenient for local residents accessing the street• Increase in noise at and on approach to each hump• Inconvenient for emergency service vehicles• Not effective in reducing hump driving behavior• Can limit subdivision opportunities due to access in and out of driveways

Driveway Link

A driveway link is an extended form of slow point, often extending for at least one and sometimes two or three residential frontages. It provides an even greater visual and physical break-up of the continuity of the street, and somewhat greater scope for landscaping. This treatment would require an upgrade of street lighting and could also be used in conjunction with road humps.

Advantages	Disadvantages
<ul style="list-style-type: none">• Landscaping opportunities• Improved street amenity• Slows vehicle speeds at the location of the treatment• May deter some non-local traffic from using the street• Can be used in conjunction with road humps	<ul style="list-style-type: none">• Larger vehicles (trailers/caravans etc) can find maneuvering into private property difficult.• Likely to result in reduction of on street parking (although some parking can be incorporated into the design)• Can create a pinch point for cyclists• Higher treatment cost in comparison with road humps• Increase in noise at and on approach to the driveway link• Inconvenient for emergency service vehicles• Not effective in reducing hump driving behavior• Can limit subdivision opportunities due to access in and out of driveways





**We are now seeking your comments on
traffic safety in Blanford Street!**

You can provide your comments by:

➤ Completing a survey online <https://www.surveymonkey.com/r/blanfordtraffic>

Or

➤ Completing the **hard copy** survey enclosed and return to Charles Sturt by using the reply paid envelope

Feedback must be received by **5pm Thursday 20 December 2018**.

Once feedback is collated we will provide you with the consultation outcomes in early 2019.

For any enquiries please contact:

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



7. Appendix B – Verbatim Comments relating to additional comments

Parking is already at a premium in this part of Blanford Street. My neighbours across the road always have 2 or 3 cars parked on the road outside their property. At school drop off and pick up times, the southern side of Blanford is always full of parked cars. If you remove some of the parking spaces to install driveway links, it will be most inconvenient and potentially dangerous as parents take unsafe shortcuts when dropping their children. And also, I would like to be able to exit my property in a safe and timely manner.

Malcom Street has become very busy and Blanford Street, with some aggressive driving as people cross Port Road into Blanford Street. I support both road humps and the driveway links to try to eliminate non-local traffic which also uses Phillip Street to get to Officeworks and the Queen Street/Port Road lights. I do not want to see the build-up of traffic in Phillip Street or any other street, as we cop noise from Port Road, the train and increasingly aero planes using a route above this area. In late 2017, with the Outer Harbor/Grange line closed, the construction of the Torrens to Torrens Motorway, and major roadworks down Port Road opposite Welland Shopping Plaza, it become very busy down my street. Phillip Street. I rang the then traffic engineer for Charles Sturt Council in November/December 2017, who said he would could conduct a traffic survey once the rail line was open and the Torrens to Torrens motorway was finished. I would still like to see this traffic survey done in Phillip, particularly with the set of light occurring on the corner of Queen Street and Port road as promised. He also said he would ask the police to patrol the area more as I perceived more speeding occurring at this time.

Given that the portion of Blanford Street (ie. both sides) is located within the Residential Character Zone and a number of inter-war dwellings exit, from an aesthetic perspective, driveway links would be my preference - particularly given the mishmash of front fencing styles that exist. That said, I do appreciate that links are the costlier alternative. I/We are located on [REDACTED] of Blanford Street and Malcolm Street. From my experiences, the majority of vehicle movements along Blanford and Malcom involve motorists using these two streets to by-pass the Rosetta Street and Port Road signalised intersection. Assuming that it is feasible from a traffic engineering perspective, I would ideally (all things being equal) like to see two driveway links installed in the following locations - 1. on Malcom Street between Blanford Street and Phillip Street; and 2. on Blanford Street adjacent 2 - 4 Blanford Street and 1 - 3 Blanford Street. I would imagine this would result in vehicle speeds (and hopefully reduce the number of motorist using these two streets as a "short cut") being reduced as motorists approach this particular junction. In addition, I would image this would result in a less likelihood of potential vehicle conflict at this junction. From my own experiences (on occasions that is), if I am travelling in a northeast direction along Malcolm Street (ie. heading towards my garage which fronts Malcolm Street) occasionally a motorist who has yielded at the end of Blanford Street and is intending to make a right-hand turn onto Malcolm Street will assume that I intend to make a left-hand turn into Malcolm Street and as such, they commence their right-hand turn. I have had several near misses that I can recall readily this year. In addition to this, I suspect that having driveway links installed in these two locations would also assist the occupiers from 1 Blanford Street to access and egress from their driveway more safely given that their crossover is located at the apex of Blanford Street and Malcolm Street.

Blanford Street is a heritage streetscape. The problem is mainly volume issue coming of Port Road where people are attending Dan Murphys then cutting across three lanes of traffic to Malcom Street/Blanford Street to Rosetta Street. There will be a serious accident on Port Road. The corner of Malcom & Blanford is a dangerous intersection with poor vision. Possibly the intersection could be raised as with Rundle and the Parade West at Kent Town. The cut through the Port Road median strip should be made into a U-turn directing traffic back towards Adelaide.

please see attached letter

Traffic safety/control improvements is needed to stop/reduce the through vehicles from using Blanford Street. But, there is an issue of the stormwater/drainage system in Blanford and adjacent streets unable to cope with medium to high intensity rain events. I have enclosed copies of photos taken in September 2009 of the flooding, so the traffic control devices must have a small impact of the streets capacity to hold the water and so reduce the risk of flooding within private property.

Please reconsider 40km/hr speed zones within suburbs. The speed humps will prevent excessive speeds within suburbs, but motorists are confused enough with the many speed zones within a city. Motorists don't need more risks accidentally creeping over a speed limit only to be caught by a speed trap losing their days wages and demerit points. With regards to bicycles lanes on Port Road. Cyclists face real danger riding on our main roads. Why not consider bicycle lanes within the protected island in the centre of Port Road - much safer for cyclists, much easier for motor vehicles using this road + residents can again park their vehicles without risking the excessively high fines.

Install speed cameras

I think maybe what would work best is putting the driveway link at the end of Blanford Street making it a one-way street so people can only go out at the end which would cut down traffic and with a few speed humps to cut down speeding traffic which happens all the time

Any option to make the street safer. Jane St needs to be looked at. The factory workers are always speeding

I think it is a great idea

This work is long overdue, Blanford Street between Rosetta and Jane Street has been used as short cut for years for traffic to miss the Port Road/Rosetta lights. I have complained to police about the excessive speeds cars + bikes are reaching on my street. Looking forward to seeing this upgrade finished ASAP. Thanks

I think driveway link proposal would worsen the congestion already apparent regarding traffic using the school and recycling factory. There is still a problem with cars (especially those working at the factory) leaving Euston Tce and turning right into Rosetta Street, regardless of the signs. I think the sign "No through road to Rosetta Street" is misleading and "No through Road" would be an improvement.

No. Either leave as is or Road humps

We as a family like the combination of links and humps. I also wonder about making Jane Street towards Port Road end (maybe half way from Blanford to Port Road) as a one-way access. lowering the speed limit was a good idea (throughout the side streets i West Croydon) but it is not being enforced thus car are still speeding; mostly cut through traffic).

My house is located near the far end of Blanford Street, closest to Malcolm Street. My concern is that by installing road humps or driveway links is not the best solution for this outcome. The problem is T-junction where Malcolm Street and end of Blanford Street meet. Cars speed down Malcolm Street and as they turnaround right on the corner into Blandford Street or left and there is an oncoming car coming straight down Blanford Street heading towards Malcom, before me there had been a few close incidents where bad collision could have happened. Also the cars that park outside on kerb close corner of Malcom Street/Blanford Street are hazard as well. Should be no standing signs down that end and install either road humps or driveway links on Malcom Street!!

All these ideas are terrible! The only time the street is congested is when the dance school is having lessons & school drop off and pick up times. You need traffic lights on Port Road entering Jane Street as that's where the bottle neck happens. Cars on Jane Street have to give way to get onto Port Road which caused a long line all the way to Blanford Street

Speed within these areas are now only 40km/hr how much slower! Have spoken many time & sent information about pedestrian crossing over between Port Roads & Plantation: make good to help older people with walkers etc. - never been may good since stormwater work was carried out within that area. Have had no feedback on this matter. Please do so. The resident provided a drawing of Port Road section opposite Welland Shopping centre. Most likely pedestrian crossing near Garnet street. It is indicated on the drawing that section of the pedestrian crossing need to be wider and the path across the median to be smoother.

any such traffic measures will just divert traffic to other streets and move the problem. If something has to be done because Council feels it has to act, then some small speed humps only might be an option.

I definitely do think something needs to happen. Only reason I don't want it outside my house is because I have a trailer for work and it would make it hard to reverse in every day.

I also support a combination of the 2.

If there is a major traffic issue with volume/speed of vehicles in the area, I would only support installation of road humps as they are visually more appealing and, as you suggested, would only REDUCE speed NOT VOLUME of vehicles. We DO NOT want to deter the VOLUME of passing vehicles around the Rosetta Street Shop Precinct, as business operators rely heavily on VOLUME of passing vehicles. We need to help keep these small business operators alive and thriving not only by the locals but through the support of passing vehicles. As a suggestion, could we not reduce the speed along Rosetta and surrounding streets to 40km p/h as a test.