

13.2 Decision Reports

13.2.1 40 Km/Hr Speed Zone for Alberton (Partial) - Engagement Results

Report Type	Decision
City Plan Theme	Community Placemaking
Report Author	Traffic/Transport Planner, City Assets
Report Summary	This report discusses the results of the community engagement to implement an area wide 40km/hr speed zone in part of Alberton as an extension of the City of Charles Sturt 40km/hr speed zone proposal in Cheltenham.
Attachments	1. Alberton Area 40 Engagement Package [13.2.1.1 - 4 pages] 2. Alberton Community Feedback [13.2.1.2 - 3 pages]

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "40 Km/Hr Speed Zone for Alberton (Partial) - Engagement Results" be received and noted.
 2. A formal submission to the Department for Infrastructure and Transport (DIT) is made to progress with an area wide 40km/hr speed zone proposal in Alberton (partial) and Cheltenham, in collaboration with the City of Charles Sturt.
 3. The Mayor writes to the Local Member of Parliament providing details of this report including consultation results requesting support for the 40km/hr speed zone proposal in the Alberton/Cheltenham area, with the response to the letter to form part of the application to DIT for the 40km/hr speed zone proposal application.
 4. Subject to Council receiving approval from DIT, implementation of the area wide 40km/hr speed zone in Alberton (partial) proceeds.
 5. The City of Charles Sturt be advised of the above.
 6. Subject to approval from DIT, residents and property owners be advised of the planned implementation of the 40km/hr speed zone.
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Report

At its meeting on 12 July 2022, Council resolved as follows:

1. *'....the Director City Assets' report titled "40km/hr Speed Consideration for Alberton (Partial)" be received and noted.*
2. *Council Administration conduct community consultation on the proposed 40km/hr speed zone with affected residents for part of Alberton (all streets south of (and including) Brougham Place).*
3. *Speed and traffic volumes in the areas identified in (2) above, be collected.*
4. *The City of Charles Sturt, the Department for Infrastructure and Transport and the Local Member of Parliament be advised of (2) above.*
5. *A future report be brought back to Council with the results of the community consultation.'*

The previous report resolved to consult on a 40km/hr speed limit in part of the Alberton area to align with the City of Charles Sturt proposal for a 40km/hr speed limit in Cheltenham and to ensure the limit, if supported, would align with a more logical road boundary rather than the council boundaries (ie Brougham Place). A location plan is shown in Figure 1 which shows the subject area under consideration.



Figure 1 – Proposed 40km/h Speed Limited Area

In accordance with recommendation (2) above, Council consulted with the impacted community via direct mail outs and the online 'Participate PAE' platform. This report discusses these results.

The City of Charles Sturt Council, at its meeting on 22 May 2023 endorsed the area wide 40km/h speed zone throughout Cheltenham, which borders Alberton and resolved *'for a joint application to be made to the Department for Infrastructure and Transport to apply for a 40km/hr speed limit in all local streets in Cheltenham and the streets in Alberton up to and including Brougham Place subject to a resolution by the City of Port Adelaide Enfield'*.

Background

Council was approached by the City of Charles Sturt in relation to introducing a 40km/h area wide speed limit on all their local streets in the suburb of Cheltenham, which is on the Council boundary with Alberton. Usually 40km/h speed limits are installed on local streets between arterial roads so that it is clear to a motorist that they are entering a 40km/h local area when exiting a main or arterial road.

Council resolved to consult with the community on the 40km/hr speed zone up to and including Brougham Place. This provides a more intuitive and natural transition to the lower speed limit. This also encompasses Alberton Oval which is considered an 'Activity centre'.

Community Engagement

Two separate engagements were completed by the respective Councils, for their respective portions of the community.

City of Port Adelaide Enfield

Staff completed a mail-out to all residents and property owners within the affected area (green area in Figure 1), along with email notifications to subscribed Participate PAE members for the suburb.

A copy of the consultation materials can be found in **Attachment 1**. For consistency, staff used the exact same survey questionnaire that was developed by City of Charles Sturt. A summary of the engagement is provided in Tables 1 and 2.

Engagement Summary

Letters sent	128
Responses received	25
Response rate	20%

Table 1 – 40km/hr Engagement Summary – City of PAE

Scheme Support

I am supportive of the 40km/hr speed zone	18 / 72%
Neutral	1 / 4%
I am NOT supportive of the 40km/hr speed zone	6 / 24%

Table 2 – Support for 40km/hr - Engagement Summary – City of PAE

With an above average response rate, and majority support from the local community, Staff are supportive of the proposed 40km/hr speed zone extending up to and including Brougham Place, Alberton. A summary of the City of Charles Sturt support for the proposal is provided in Table 3 and a combined summary in Table 4.

City of Charles Sturt

Scheme Support

I am supportive of the 40km/hr speed zone	31 / 42%
Neutral	2 / 3%
I am NOT supportive of the 40km/hr speed zone	40 / 55%

Table 3 –40km/hr Engagement Summary – City of Charles Sturt

Scheme Support

I am supportive of the 40km/hr speed zone	49 / 50%
Neutral	3 / 3%
I am NOT supportive of the 40km/hr speed zone	46 / 47%

Table 4 –40km/hr Engagement Summary – Combined

It is noted that the overall scheme (Alberton and Cheltenham) only has a slight majority support. However, with 72% support rate from the PAE community, there is a clear majority of residents in the Alberton area supportive of the 40km/h local area speed limit.

Analysis (Alberton Only)

The Alberton Community was very supportive of the proposed speed limit change – some of the key themes and comments from the engagement are shown in Table 5.

Community Feedback	Council Response
'Great idea' & 'Great work'	Noted
This will reduce noise pollution	This proposal will result in quieter, calmer street
Enforcement is required to ensure it is effective	Staff will liaise with SAPOL when the scheme is implemented and monitor speeds in this area.
Request for physical treatments, such as roundabouts or road humps	Staff will monitor speeds in the local area to determine if physical interventions are required. Speeds to date have been within acceptable parameters. (also noting that a LATM scheme was implemented in the area in the early 2000's.

Table 5 – Qualitative Feedback on Proposed 40km/hr Speed Limit (PAE Only)

A full copy of survey results and feedback provided is included in **Attachment 2**. Any personal or identifying information has been removed or redacted.

Speed Limit Review Process

Council does not have the delegated authority to set or alter speed limits and is required to request approval from the Commissioner of Highways – Department for Infrastructure and Transport (DIT).

The 'Speed Limit Guidelines for South Australia' documents the speed limit review process. This process requires the following information to be submitted for assessment.

- Resolution from Council endorsing the proposed speed limit change;
- Indication of support from the local State Member of Parliament;
- A site plan accurately indicating existing speed limit signs, location of proposed speed limit signs, local roads, distances and any other relevant information, such as details of roadside development, parking controls, traffic signals, and existing and proposed physical speed control treatments or traffic calming devices;
- A traffic impact statement;
- The collection of speed data on 'relevant' streets (ie those streets longer than 250m) to meet required DIT criteria;
- Details of consultation completed with impacted stakeholders.

If approval is granted (via this report) to support the 40km/hr speed limit in the Alberton/Cheltenham area, then this information will be used to accompany the application.

Implementation

Approval must be granted from DIT / Commissioner of Highways before a road authority can install, alter or remove a speed limit sign. Installation, alteration or removal of a speed limit sign without proper authority is an offence under section 21 of the Road Traffic Act 1961.

The implementation of new speed limits may also require the following measures to maximise effectiveness.

- Local media campaigns to reinforce/raise awareness of changed speed limits;
- Liaison with SAPOL to ensure appropriate enforcement;
- Use of variable message trailers for a short period of time.

Next Steps

With Council endorsement staff will progress with the stages of implementation, seeking approval from DIT / Commissioner of Highways to alter the speed limit in collaboration with Charles Sturt officers.

City Plan Relationship

The proposed speed limit reduction to 40km/hr supports the keys themes of the City Plan of:

- **Community** – We are a safe, vibrant, inclusive, and welcoming City for our residents, business and visitors alike. Improving road safety and encouraging greater non-vehicular travel helps create a sense of community.
- **Placemaking** – we are a unique and distinctive collection of active places, created and cared for through strong partnerships. Creating low speed environments encourages more pedestrian movements and helps activate the streetscape.

Legislative Context and Related Policies

Any consideration of a lower speed environment would need to be designed in accordance with the following legislation and standards:

- Speed Limit Guideline for South Australia (2017)
- The Department for Transport and Infrastructure's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements)
- Local Government Act (1999)
- Road Traffic Act (1961)
- Australian Road Rules (1999)
- Road Traffic Regulations (1999)
- Various Austroads Guidelines.

Stakeholder Engagement

Staff have completed community consultation with directly impacted residents and property owners. Engagement summary has been discussed above with a majority support from the Port Adelaide Enfield community.

Risk Management

Evidence has shown that there is a slight reduction in average speeds in a local area when a 40km/hr local area speed limit is introduced.

There will be less confusion for motorists by extending the speed zone to Brougham Place, rather than the council boundary.

Financial Management

The consideration and subsequent installation of a local 40km/h speed limit would cost in the order of \$2,000 - \$8,000 including the following:

- Community consultation costs (completed)
- The collection of speed and volume data (completed)
- The installation '40km/h area speed limit' at entry points and 'reminder' signs where necessary and 'end local area speed limit' signs

Other indirect costs such as Council Administration time would also be required to undertake the above tasks. Such costs can be covered in Council's existing traffic budgets.

Environmental and Social Impacts

Based on evidence-based research, the proposed speed reduction will have very small to no impact on fuel consumption and vehicle emissions above those already occurring in 50 km/h speed limit areas. However, the introduction of a 40km/h speed limit will require the installation of several signs at each entry and exit point to each local area under consideration.



XX XXX 2023

Name
Address 1
Address 2

Dear [NAME]

Changes to speed zones in a section of Alberton 40km/hr speed zone in some streets

We are writing to seek your feedback on our proposal to implement a 40km/hr speed zone to the local streets in a small part of the suburb of Alberton.

Background

We have been working with the City of Charles Sturt (CCS) to investigate reducing the speed zone to 40km/hr in Cheltenham (in CCS) and a neighbouring part of Alberton (in PAE).

Typically, 40km/h speed zones are installed on local streets between main roads to indicate to motorists that they are entering a 40km/hr local area. However, in this case, the boundary between the two councils is Seventh Avenue, Fifth Ave and Earle Ave, which is not a main road and so does not provide the best location to introduce a 40km/h local area. We are therefore proposing to extend the 40km/hr speed zone across the boundary into Alberton, up to and including Brougham Place.

What are we proposing for Alberton?

- Implement a 40 km/hr speed limit to some local roads in Alberton. These include: Brougham Place, Seventh Avenue, Fifth Ave, Earle Ave, King Street & Queen Street (south of Brougham Place).
- Install new traffic signs to indicate the speed zone change throughout the area
- Local roads to the north of Brougham Place will be treated with 'End 40 Area' to signpost the return to the default urban speed limit of 50km/hr.

Please see overleaf for a map of the designated area, as well as for more information.

How can I provide feedback?

We would like you to let us know what you think. You can participate in one of several ways.

Please either:

- Go to: <https://participate.cityofpae.sa.gov.au/alberton-40kmhr-proposal> (or scan the QR code)
- Complete and return the survey form by using the reply-paid envelope
- Email us at Consultation@cityofpae.sa.gov.au
- Call us on 8405 6600



The closing date for your comments is **Wednesday 19 April 2023**.

At the end of the consultation period, we will consider all the feedback that we have received in collaboration with the City of Charles Sturt and report it to Council.

Kind regards,

J. Ward - Jordan Ward – Traffic/Transport Planner, City Assets

CIVIC CENTRE

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Port Adelaide SA 5015
PO Box 110,
Port Adelaide SA 5015

COUNCIL OFFICES

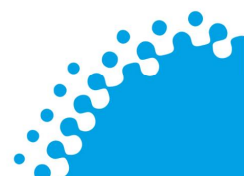
Enfield Library
1 Kensington Crescent, Enfield
Greenacres Library
2 Fosters Road, Greenacres

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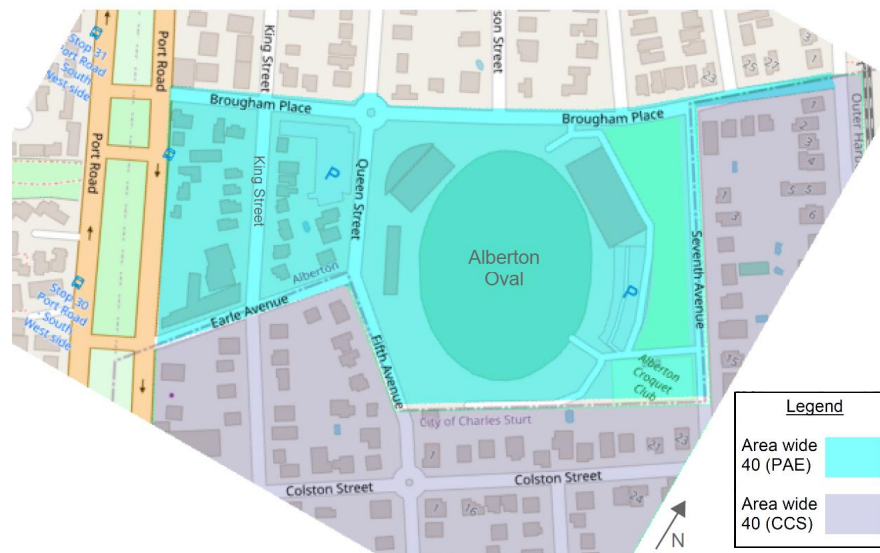
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Frequently Asked Questions

Where are you proposing to implement the 40km/hr speed limit?

Please see the map below for the proposed location of the change in speed zone:



Why are we proposing this speed limit?

Speed is a major factor in the severity of a crash involving a pedestrian and a car. If a driver hits a pedestrian while travelling at 50km/h, the risk of fatality to the pedestrian is doubled compared to what it would be if the driver had been travelling at 40km/h.

The faster you drive, the further you travel before you stop — and the harder you hit.

What are the benefits of the 40km/hr speed limit on the local roads in this area?

The key benefits of the 40km/hr speed zone are:

- Improved safety outcomes for road users, including pedestrians and cyclists
- Calmer traffic within local streets
- Safer access to Alberton Oval, which is a major activity centre that attracts a lot of pedestrians to the local area

What are the other impacts?

We will install additional signage to indicate the start and end of the speed zone. An example of the types of signs that you will see are shown below. You may have already seen some of these in your neighbouring suburbs.



How can I stay up to date with this project?

To stay up to date with this project, make sure to check in with our 'Participate PAE' webpage: <https://participate.cityofpae.sa.gov.au/alberton-40kmhr-proposal>



ALBERTON - 40KM/HR SURVEY QUESTIONNAIRE



Your Details

Full Name:

Email:

Property Address:

Which of the following best describes you?

- ☐ Resident / Tenant
 ☐ Ratepayer / Owner
☐ Business Owner
 ☐ Visitor
☐ Other (please specify)

40km/hr Area Speed Limit for Alberton (partial)

Do you support lowering the speed limit in your local neighbourhood?

- ☐ Yes
 ☐ No
 ☐ Neutral

Current Perception of Traffic within your street/neighbourhood

Do you think that cut through traffic is a problem on your street?

- ☐ Yes
 ☐ No
 ☐ Unsure
 ☐ No Opinion

Do you think that drivers travel too quickly on your street?

- ☐ No
 ☐ Only a few hoons
 ☐ Yes, Some drivers
☐ Yes, most drivers
 ☐ No opinion

Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood (ones that are proposed to become 40)?

- ☐ No
 ☐ Only a few hoons
 ☐ Yes, Some drivers
☐ Yes, most drivers
 ☐ No Opinion

Do you think that drivers look out for pedestrians and cyclists when travelling on the local streets in your suburb?

- ☐ No
 ☐ Yes, some drivers
 ☐ Yes, most drivers
 ☐ No opinion

Office Use: Attn. City Assets Admin.

ALBERTON - 40KM/HR SURVEY QUESTIONNAIRE



Here are some of the reasons we have heard from our community in the past. You can tick any of these statements, if you agree, or add further comments

Reasons for Support

- ☐ Reduces the chance of crashes ☐ Discourages cut through traffic
- ☐ Reduces the chance of injury, death or damage in the even of a crash
- ☐ Encourages active transport (i.e. walking, cycling) ☐ Improves local amenity
- ☐ Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle riders and children

Please provide any other comments:

Reasons for Non-support

- ☐ Ignored by drivers ☐ Doesn't stop hoon driving
- ☐ Inconvenient for drivers / adds too much time to a trip
- ☐ Increases road rage / tail-gaiting ☐ Little evidence to support 40 Areas
- ☐ Confusing (with different speed limits in the area)
- ☐ Speed limit doesn't match the road environment (all streets/particular street/s)
- ☐ Not enforced enough ☐ Revenue raising ☐ Waste of money

Please provide any other comments:

Neutral

- ☐ I don't mind the 40 Area
- ☐ I don't mind the 40 Area, but I do /don't think it should be installed on a particular street or streets
- ☐ Name Street(s):

Please provide any other comments

Office Use: Attn. City Assets Admin.

ATTACHMENT 13.2.1.2

Address	Do you support lowering the speed limit to 40km/hr in your local neighbourhood?	Which of the following best described you?	Do you think that cut through traffic is a problem on your street?	Do you think that drivers travel too quickly on your street?	Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood ?	Do you think that drivers look out for pedestrians and cyclists when travelling on local streets in your suburb?	Reasons for support of speed lowering to 40km/hr	Reasons for support of speed lowering to 40km/hr Other comments	Reasons for non-support of speed lowering to 40km/hr	Reasons for non-support of speed lowering to 40km/hr Other comments
Durham Te	Yes	Resident / tenant	Yes	Yes, Some Drivers	Yes, most drivers	Yes, some drivers	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic	No comment	None listed	No comment
Not Provided	Yes	Ratepayer / owner	Unsure	Yes, Some Drivers	No Opinion	Yes, some drivers	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Encourages active transport (i.e. walking and cycling) Improves local amenity	Great idea, particularly in light of the new warehouse down our street (King).	None listed	No comment
Queen St	Yes	Resident / tenant	Unsure	Yes, Some Drivers	Yes, some drivers	Yes, most drivers	Reduces chance of crashes Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling)	No comment	None listed	No comment
Not Provided	Yes	Ratepayer / owner	Yes	Yes, Some Drivers	Yes, some drivers	No	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children.	No comment	None listed	No comment
Brougham Pe	Yes	Resident / tenant	Yes	Yes, Some Drivers	Yes, some drivers	Yes, most drivers	Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic	No comment	None listed	No comment
Queen St	Yes	Ratepayer / owner	Yes	Only a few hoons	Yes, only a few hoons	Yes, some drivers	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Encourages active transport (i.e. walking and cycling)	No comment	None listed	No comment
King St	No	Resident / tenant	No	No	No	Yes, most drivers	None Listed	No comment	None listed	No comment
Brougham Pe	Yes	Resident / tenant	Yes	Yes, most drivers	Yes, most drivers	No	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	We requested consideration of speed hump on Brougham Place 4 years ago. PAE Declined - Speeding in Brougham Place still an issue.	None listed	No comment
Queen St	No	Resident / tenant	No	No	No	Yes, most drivers	None Listed	No comment	Inconvenient for drivers / adds too much time to a trip Little evidence to support 40 Areas	No comment

ATTACHMENT 13.2.1.2

Address	Do you support lowering the speed limit to 40km/hr in your local neighbourhood?	Which of the following best described you?	Do you think that cut through traffic is a problem on your street?	Do you think that drivers travel too quickly on your street?	Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood?	Do you think that drivers look out for pedestrians and cyclists when travelling on local streets in your suburb?	Reasons for support of speed lowering to 40km/hr	Reasons for support of speed lowering to 40km/hr Other comments	Reasons for non-support of speed lowering to 40km/hr	Reasons for non-support of speed lowering to 40km/hr Other comments
Brougham Pe	Yes	Ratepayer / owner	Yes	Yes, most drivers	Yes, most drivers	No	Discourages cut through traffic	No comment	Ignored by drivers Inconvenient for drivers / adds too much time to a trip Doesn't stop hoorn driving Confusing (with different speed limits in the area) Not enforced enough	No comment
Brougham Pe	Yes	Ratepayer / owner	Yes	Yes, most drivers	Yes, most drivers	No	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	No comment	None listed	No comment
Not Provided	Yes	Ratepayer / owner	Yes	Yes, most drivers	Yes, most drivers	No	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	Great Work! want to go 60 or above, take a main road.	None listed	No comment
Kingscote St	Yes	Ratepayer / owner	Yes	Yes, Some Drivers	Yes, most drivers	Yes, most drivers	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	Reduces Noise Pollution	None listed	No comment
Brougham Pe	Yes	Ratepayer / owner	Yes	Yes, Some Drivers	Yes, some drivers	Yes, most drivers	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	I live at the Intersection of Brougham Place and King Street. you get the occasional idiot in a car speeding but mainly Moter bikes, I reckon we need a roundabout here.	None listed	No comment
Not Provided	No	Ratepayer / owner	No	No	No	Yes, most drivers	None Listed	Have not noticed or seen an issues	Confusing (with different speed limits in the area) Speed limit doesn't match the road environment (all streets/particular street/s) Revenue raising Waste of money Little evidence to support 40 Areas	No comment

ATTACHMENT 13.2.1.2

Address	Do you support lowering the speed limit to 40km/hr in your local neighbourhood?	Which of the following best described you?	Do you think that cut through traffic is a problem on your street?	Do you think that drivers travel too quickly on your street?	Do you think that drivers travel too quickly on OTHER streets in your local neighbourhood?	Do you think that drivers look out for pedestrians and cyclists when travelling on local streets in your suburb?	Reasons for support of speed lowering to 40km/hr	Reasons for support of speed lowering to 40km/hr Other comments	Reasons for non-support of speed lowering to 40km/hr	Reasons for non-support of speed lowering to 40km/hr Other comments
Not Provided	No	Ratepayer / owner	No	No	No	Yes, most drivers	None Listed	Have not noticed or seen an issues	Confusing (with different speed limits in the area) Speed limit doesn't match the road environment (all streets/particular street/s) Revenue raising Waste of money Little evidence to support 40 Areas	No comment
Brougham Place	Yes	Ratepayer / owner	Yes	Yes, Some Drivers	Yes, some drivers	Yes, some drivers	Reduces chance of crashes Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	No comment	None listed	No comment
Hall Street	Neutral	Resident / tenant	Unsure	Yes, Some Drivers	Yes, most drivers	Yes, some drivers	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	No comment	None listed	No comment
Torrens Road	Yes	Ratepayer / owner	No	Yes, Some Drivers	Yes, some drivers	Yes, some drivers	Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Improves local amenity	No comment	None listed	No comment
Howard Florey St	Yes	Visitor	Yes	Yes, most drivers	Yes, most drivers	No	Reduces chance of crashes Reduces the chance of injury, death or damage in the event of a crash Slows drivers, improving road safety for all road users, particularly pedestrians, bicycle rides and children. Discourages cut through traffic Encourages active transport (i.e. walking and cycling) Improves local amenity	No comment	None listed	No comment