

13.2.3 40 Km/Hr Speed Zone for Hampstead Gardens and Manningham

Report Type	Decision
City Plan Theme	Community Placemaking
Report Author	Traffic/Transport Planner, City Assets
Report Summary	This report discusses the results of the dedicated area 40km/hr speed community engagement under the 5086 Local Area Traffic Management (LATM).
Attachments	1. 40 Km/Hr Engagement Package [13.2.3.1 - 3 pages] 2. Feedback Results [13.2.3.2 - 8 pages]

RECOMMENDATION

Council resolves that:

1. The report of the Director City Assets titled "40 Km/Hr Speed Zone for Hampstead Gardens and Manningham" 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 limit proposal in Hampstead Gardens and Manningham.
 3. Subject to Council receiving approval from DIT, implementation of the area wide 40km/hr speed limit as a stage 1 treatment under the endorsed Local Area Traffic Management (LATM) scheme proceeds.
 4. The Mayor writes to the Local Member of Parliament providing details of this report including consultation results requesting support for the 40km/hr speed limit in the Hampstead Gardens and Manningham area, with the response to this letter to form part of the application to DIT for the 40km/hr speed limit application.
 5. Subject to approval from DIT for the implementation of the 40km/hr speed limit, that all residents and property owners in the subject area be advised accordingly.
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Report

At its meeting on 9 August 2022, Council resolved as follows:

1. '.... the report of the Director City Assets titled "Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (i.e '5086') Local Area Traffic Management Scheme (LATM) - For Endorsement" be received and noted
2. That the Manningham, Hampstead Gardens, Hillcrest and Gilles Plains (ie Postcode '5086') Final LATM Scheme as indicated in Attachments 1-3 to the report is endorsed

for implementation from 2022/2023 with a total capital budget allocation of \$960,000 across two financial years with \$600,000 already allocated in 2022/2023.

3. *Progress with an area wide consultation concerning the change of speed limit in Hampstead Gardens and Manningham.*
4. *Council formally write to the Department for Infrastructure and Transport advocating for the proposed improvements at the Hampstead Road, Romilly Avenue, Ian Street and McInnes Avenue intersection, Manningham.*
5. *Key Stakeholders immediately impacted by a device or treatment be consulted to allow staff to incorporate this feedback, where possible, into the final design'.*

In accordance with part 3 of the resolution above, staff further consulted with the impacted community via direct mail outs and use of the online 'Participate PAE' platform for the consideration of a 40km/hr speed zone in the subject area identified in Figure 1. This report discusses these results.



Figure 1 – 40km/hr Speed Zone Subject Area – Hamsptead Gardens/Manningham

In line with recommendations it should be noted the implementation of the Local Area Traffic Management (LATM) Schemes (for the wider Manningham, Hampstead Gardens, Hillcrest and Gilles Plains areas) have started to be implemented and will be continued to be installed over the next six months.

Background

The Manningham, Hampstead Gardens, Hillcrest & Gilles Plains LATM, otherwise known as the '5086' LATM study commenced in March 2021. At the 9 August 2022 Council meeting the scheme was endorsed; however, further consultation was required with the community in Hampstead Gardens and Manningham in recognition of the major change that an area wide 40 km/hr speed zone would have.

Staff originally consulted on the proposed area wide 40 km/hr speed zone as part of the draft LATM engagement. However, Council felt this constituted a major change that required its own dedicated engagement.

The further 40 km/hr speed zone engagement was delayed for several reasons. Accordingly, staff were unable to consult during the 2022 Council Election caretaker period. This then led into the end of year holiday period, where it is best practice not to consult in this period as people may be away on leave.

Community Engagement

Two separate engagements have been completed with the Hampstead Gardens and Manningham community on the LATM including the 40km/hr speed limit considerations. The results of these engagement are presented below:

June - July 2022

As part of the draft LATM engagement, staff completed a mail-out to all residents and property owners within the affected area. This included the area wide 40km/hr proposal, along with other proposed devices and treatments throughout the study area.

In this engagement we received a 13% response rate from the community. A summary of the feedback from the first engagement is provided in Table 1.

40km/hr Speed Zone Support

Yes	126 / 61%
No	69 / 34%
No response provided	11 / 5%

Engagement Summary

Letters sent	1,644*
Responses received	206
Response rate	13%

Table 1 – Engagement Summary – LATM and 40km/hr Speed Limit (First Engagement)

- * *There is a recognised disparity in the number of letters sent during the draft LATM scheme engagement and the dedicated area wide 40km/hr engagement, with an approximate difference of 200 letters. This discrepancy occurred during the initial generation of the distribution list, as the system failed to include certain properties due to the large number of total houses in the study area. However, this system issue has been resolved.*

Despite this oversight, it is important to highlight that staff members are confident that the community has been given sufficient opportunity to provide their feedback, as indicated by the following actions:

- Over 1800 letters were distributed as part of the Final LATM engagement mail out.
- All properties directly affected by a device have, or will be, part of targeted consultation to discuss the specific details of the proposed device.

April – May 2023

A dedicated area wide 40 km/hr speed zone engagement was completed. A copy of the letter and survey questionnaire can be found in **Attachment 1** and is summarised in Table 2.

40km/hr Speed Zone Support

Yes	249 / 61%
No	143 / 35%
Neutral	17 / 4%

Engagement Summary

Letters sent	1,830
Responses received	409
Response rate	22%

Table 2 – Engagement Summary – 40km/hr Speed Limit (Second Engagement)

Analysis

Interestingly, from the two separate engagements, there was little variation in the results, with both surveys receiving **61% support** from the community. There was a higher response rate of 22% for the dedicated area wide 40km/hr engagement, which is exceptional for a community engagement.

The general themes where the community are supportive of the 40km/hr proposal can be summarised as shown in Table 3.

Community Feedback	Council Response
Reduced speed limit will prevent accidents and protect vulnerable road users such as pedestrians, children, and the elderly	Acknowledged – lower operating speeds reduce crash severity
Reduced speed limit will discourage ‘rat runs’ through the local road network	This can act as a deterrent for motorists wishing to shortcut through the local roads

Table 3 – Positive Community Feedback Summary and Response – 40km/h Speed Limit

There is a majority support of 61% within the community for lowering the speed limit to 40km/hr. However, there are some members within the community that have concerns or opposing viewpoints. These concerns have been summarised in Table 4.

Community Feedback	Council Response
Reduced amenity due to speed signs	Acknowledged – new speed signs will be needed to signpost the new speed zone
Speed enforcement from Police would be more effective to reduce speeds	Staff do work closely with SAPOL; and will be asked to monitor speeds periodically
Changing the speed limit alone will not solve cars speeding – physical treatments are also needed	Agreed – the area wide 40 km/hr speed zone is proposed in conjunction with other traffic calming measures endorsed through the LATM process
General inconvenience and travel time impacts	Analysis shows that travel time impacts are small. Reducing the speed to 40km/hr will have little impact on travel times (Most properties in Hampstead Gardens and Manningham can be reached within 1km or less from an arterial road)

Table 4 – Negative Community Feedback Summary and Response – 40km/h Speed Limit

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 (i.e., 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 Manningham/Hampstead Gardens 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 brief period.

Next Steps

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

Other stage 1 devices under the endorsed 5086 LATM will continue to be rolled out.

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 in Manningham and Hampstead Gardens. A summary of the community engagement outcomes and analysis has been detailed within the body of the report.

Overall, there was 61% support for lowering the speed limit to 40km/hr.

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. The 40km/hr speed zone will be further enhanced with several physical traffic calming treatments in accordance with the endorsed LATM scheme.

Financial Management

The 5086 LATM has a committed budget of \$960,000 over two years to deliver all Stage 1 treatments.

The 40km/hr speed zone has already been included within this budget allocation.

Environmental and Social Impacts

The introduction of a 40km/h speed limit will require the installation of several signs at each entry and exit point to the local road network and repeater signs on longer roads within the Hampstead Gardens and Manningham area.

11 April 2023

Name
Address 1
Address 2

Dear [NAME]



Area-wide 40km/hr speed zone – 5086 LATM Scheme

We are writing to seek your feedback on our proposal to impose an area-wide 40km/hr speed zone in Hampstead Gardens and Manningham.

Background

As part of the draft LATM (Local Area Traffic Management) scheme, we proposed an area-wide 40km/hr speed zone on local roads throughout these two suburbs, which 60% of respondents to our survey in 2022 indicated they supported. Given the impact of this speed zone, however, we are now consulting further with the community on this element of the LATM scheme.

What are we proposing for Hampstead Gardens and Manningham?

We are proposing to:

- Apply a 40km/hr speed zone on local roads in these two suburbs
- Install traffic signs to indicate the speed zone change throughout both suburbs

Please see overleaf for more information and some potential benefits/impacts of the speed zone.

How can I provide feedback?

We would like you to let us know what you think. Please either:

- Go to: <https://participate.cityofpae.sa.gov.au/5086-traffic-management> (or scan the QR code)
- Complete and return the survey form using the reply paid envelope
- Email us at consultation@cityofpae.sa.gov.au Or call on 8405 6600



The closing date for your comments is **Wednesday 10 May 2023**.

At the end of the consultation period, we will consider all the feedback we have received and report it to Council for a decision at an Ordinary Council Meeting.

Kind regards,

J. Ward

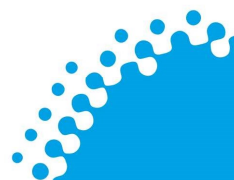
Jordan Ward – Traffic/Transport Planner, City Assets

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Frequently Asked Questions

Why are we proposing this speed limit throughout Hampstead Gardens and Manningham?

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 area-wide 40km/hr speed limit?

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

What are the other impacts?

We will install additional signage to indicate the start and end of the speed zone.

What else is happening as part of the 5086 LATM Scheme?

- We have been undertaking further (targeted) engagement with those residents with a major device immediately adjacent their property, and we have updated our designs based on their feedback
- The design, consultation and implementation of some of the smaller elements of the LATM (for example, parking controls) are scheduled to occur within the coming months

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/5086-traffic-management>

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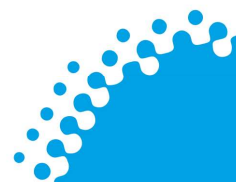
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Your Details

Full Name:

Email:

Property Address:

Which of the following best describes you?

- ☐ Resident / Tenant ☐ Owner/ Rate Payer ☐ Business
☐ Other (please specify)

40km/hr Area Speed Limit for Hampstead Gardens and Manningham

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

- ☐ Yes ☐ No ☐ Neutral

Office Use: Attn. City Assets Administration

5086 LATM Scheme - Manningham And Hampstead Gardens 40km Proposal

[illegible]

ATTACHMENT 13.2.3.2

Address	Which of the following best describes you?			Do you support a 40km/hr speed reduction in Manningham and Hampstead Gardens?			Any other comments or feedback you would like to provide
	Resident / Tenant	Owner / rate payer	Business	Yes	No	Neutral	
Birkenshaw Ave	1				1		
Birkinshaw Ave		1			1		Don't change something that doesn't need fixing.
							Business owner also on Ways Road. NOT TO 40km. You cannot justify doing this to just 2 suburbs only. 50km is enough. I live & also run a business in these areas & know it well. I support 50km NOT 40km. "It's not the speed that is issue, it's inexperienced & new Aust. road users on the road which is current problem".
Birkenshaw Ave	1				1		I have yet to see any data that presents: - That there is a notable number of safety issues in the suburb to bring a change - Speed is a point of concern in the area.
Birkinshaw Ave		1			1		I appreciate the change has benefits, yet the provided documents dont speak to it. Also the documents include more than w proposed changes are.
Bovey St		1		1			
Bovey St			1	1			
Bovey St	1			1			
Bovey St		1		1			
Bradley Rd		1		1			Why can't we also employ this strategy in Windsor Gardens instead of having blocked roads and installing those big speed bu guys said, it is the most cost effective way.
Bristol Tce		1			1		I drive these roads on a very regular basis and feel the speed reduction to 40kmh is unnecessary
Burdekin Ave		1			1		
Dyott Ave		1			1		Install traffic calming devices and parking restrictions instead
Dyott Ave		1				1	
Dyott Ave	1			1			
Dyott Ave	1			1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave	1			1			
Dyott Ave			1		1		
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			
Dyott Ave		1		1			Absolutely lower the limit to 40km ph. The increase in traffic & cars parked in this part of Dyott has increased to an extremely irritating level. "I am not surprised there has not been a serious incident"
Dyott Ave	1			1			
Dyott Ave		1			1		
Dyott Ave		1		1			
Elm St			1		1		
Elm St			1		1		
Elm St	1			1			
							I don't see that it is warranted for a blanket 40km/hr speed reduction across Manningham and Hampstead Gardens. Ways R small residential street, it is a significant connecting road between North East Road and Hampstead Road and already has a 5 reduction. If drivers are not obeying the existing 50 km/hr speed limits then it needs to be monitored by road traffic Police ai to reinforce the 50km/hr speed limit. Is there statistical information to indicate that there has been an increase in road accidents and pedestrian incidents within t that warrants the 40km/hr speed reduction across Manningham and Hampstead Gardens?
Emmett Place	1				1		
Falcon Ave	1				1		
Falcon Ave		1			1		
Falcon Ave		1			1		50 km/hr is sufficient.
Falcon Ave		1			1		
Falcon Ave		1			1		
Field St	1				1		With the exception of Ways Rd Lower speed limit is just one aspect of better / safer roads! I am more concerned about having speed humps - roundabouts i to deter speeding along here.
Fleet St	1				1		
Flint St		1		1			
Flint St		1		1			
Flint St		1		1			
Flint St		1		1			
Floriedale Rd	1				1		
Frome Ave	1				1		
Frome Ave		1			1		
Frome Ave		1			1		
Frome Ave		1			1		
Frome Ave	1				1		
Frome Ave	1					1	
Frome Ave		1			1		Why Even Consider it??? The roads in these areas are quite good!! Ridiculous have trailed at 40Kms
Frome Ave	1				1		
Frome Ave		1			1		
							Not worth the expense! Everyone knows Ways Rd is a 50 km zone. As a dog walker I see speedsters everyday - some doing at least 80km. Spend money on catching & fining these perpetrators !!!
Frome Ave		1			1		Please plant more trees and shrubs in residential streets around Hampstead Gardens and along North East road and Muller r Poole Avenue is a good example of one of the dreadful looking roads in our area. All nature strips situated outside of flats, units and town houses should contain shrubs and trees. (instead of weed beds and council doesn't look after these strips of land.
Gambia Ave		1			1		

Address	Which of the following best describes you?			Do you support a 40km/hr speed reduction in Manningham and Hampstead Gardens?			Any other comments or feedback you would like to provide
	Resident / Tenant	Owner / rate payer	Business	Yes	No	Neutral	
Gambia Ave		1		1			
Gambia Ave		1		1			
							A 40kph speed limit is tokenism at best. The speeders don't take any notice of the already legal 50kph limit, so do you think a sign is going to suddenly jolt them into addition, if the speed limit is changed to 40kph, the speeders know there is no enforcement (eg, speed cameras), so they just whatever speed they want, so the money earmarked for the signs and installation is just wasted. Speeds humps are the best way, but of course, they cost more, and PAE Council is not one to spend money on useful project tokenism as it doesn't cost as much. The speed humps at McInnes Avenue, Broadview are an ideal example. They actually SL which probably wouldn't slow down if there was a 40kph sign at the start of the road.
Gambia Ave	1						1 But I know what'll happen. You'll put the signs in, and unsurprisingly, nothing will change.
Gambia Ave		1		1			
Gambia Ave			1	1			
Gambia Ave		1		1			
Gambia Ave		1		1			
Gambia Ave		1		1			
Gambia Ave		1		1			I think this is a great idea. Lots of cars cut through our street, Ways Road, Orlando Avenue and with the school nearby and a streets re busy already, so speeding cars are a danger to everyone.
Gambia Ave		1		1			
Gambia Ave		1		1			
Gambia Ave	1				1		
Gambia Ave	1			1			
Gambia Ave		1		1			
Gambia Ave		1		1			
Gambia Ave		1		1			
Gibsons			1			1	
Gosfield Cres			1		1		
Gosfield Cres		1		1			
Gosfield Cres		1		1			
Gosfield Cres			1	1			Yes, support the 40 km/hr speed limit, given that on the Tabard St / Gosfield Crescent corner, cars habitually "cut the corner" dangerous, ongoing practice.
Gosfield Cres		1		1			
Gosfield Cres	1			1			However on our road it's not often that drivers seem to follow the speed limit, I don't think changing the speed limit will mal the rules more
Gosfield Cres	1				1		
Gosfield Cres	1				1		
Gosfield Cres	1				1		
Gosfield Cres	1			1			
Hampstead Rd	1	1		1			
Hampstead Rd		1		1			
Hampstead Rd		1		1			
Hampstead Rd		1		1			
Hampstead Rd		1		1			
Hampstead Rd		1			1		
Hampstead Rd		1			1		
Hampstead Rd		1			1		
Hanbury Court	1			1			Roll this 40k out to all PAE residential streets in PAE excepting main roads. Especially in Hillcrest, Lightsview, Northgate & Os the streets are narrow.
Harman St		1		1			I do not live in the affected areas, but very close to. I sort of expect Hillcrest to be next on the list. :)
							Please note that the council should be more focussed on making Hampstead Road safer from all of the speeding trucks, inste traffic down on side streets where it is fine how it is. 40 km/hr speed zones have no proven benefit compared to regular 50 km/hr zones and is just an excuse to waste our time w much more important things to worry about as the council.
Heath Ave		1			1		
Henry Ave		1			1		
Henry Ave		1		1			
Hobart Cres		1		1			
Howard Florey St		1		1			The proposed treatments seem they would make walking and cycling more attractive transport options through the use of tr support any treatments which make it safer for riders, young and old, to cycle.
Keith Ave		1			1		
							While I do not advocate people travelling unnecessarily fast, I am not in support of the proposed changes. Based on my understanding, road laws are such that should a relevant situation arise, police can fine or give citations to peop driving recklessly regardless of the speed they are travelling. As such, if there is a tangible (not an imaginary) concern about the area then there are mechanisms currently available to address it. Further this point, if there is an issue with vehicles driving excessively fast in the suburb that the council are aware of, then I encourage that you advocate increased police presence and policing in the area. I dare say that I would see a police car in the per year at most - and from ny recollection they were not in the process of monitoring speeding offenses. Most drivers and residents take the approach of driving appropriately for a situation, which while driving around your home often much less than 40. Those that dont feel the same way are unlikely to take heed of traffic signs that are not policed. Res however be left with the additional eye sore of excessive signage. Lastly, I would assert that those that do not respond to the feedback process are happy with the status quo and should be co such for changes to Manningham. Those wishing to push change have an obligation to garner corresponding support from th all residents, not simply from a vocal group of respondents.
Keith Ave		1			1		the more residents can experience the benefits of slower speeds in our streets the easier it will be to keep everyone safer or throughout PAE
King St		1		1			
Kirby Ave		1		1			
Kirby Ave	1			1			
Kirby Ave		1		1			
Kirby Ave	1			1			

ATTACHMENT 13.2.3.2

Address	Which of the following best describes you?			Do you support a 40km/hr speed reduction in Manningham and Hampstead Gardens?			Any other comments or feedback you would like to provide
	Resident / Tenant	Owner / rate payer	Business	Yes	No	Neutral	
Kirby Ave		1			1		
Leroy St		1			1		
Lincoln Ave		1		1			I would support speed humps on Ways Rd Dyott Ave would be adequate to deter excessive traffic in the area.
Lincoln Ave	1			1			
Lincoln Ave		1			1		
Lincoln Ave		1		1			
Lincoln Ave			1		1		
Lincoln Ave		1		1			Ways Rd has become a speedway.
Lincoln Ave		1		1			
Lincoln Ave	1			1			
Lorell Ave		1			1		
Lorraine Ave		1		1			
Lorraine Ave		1		1			
Lorraine Ave		1			1		Voting NO for now! Will wait on the outcome of other proposed traffic calming measures to be installed.
Lorraine Ave		1		1			
Lorraine Ave	1				1		
							Can we suggest that some of the funds that would have been invested in the physical road infrastructure in the first suggestion be quarantined for the purchase of external speedometers such as those often seen on roadsides to inform drivers of the speed they are travelling.
Lorraine Ave	1			1			Investing in units that allow date stamp and speed to be recorded could then inform traffic control of those periods when speed is likely to occur and hence influence the deployment of speed cameras at those times to encourage all drivers to conform to the limit.
Lovell Ave			1		1		
Lovell Ave			1		1		Leave at 50 I please.
							I do not support the 40km change. Show me the data of how many agreed with a proposed change and I'm sure its minimal 50 - 100 people, maybe even like 6 of 10 people responded.
							Simply put 50km signs up on Ways Road, Manningham and then monitor speeds and show proof of data then I'm sure this will be done.
							Show me the data of the incident and near misses as to why make the change.
							NO change to 40km not required.
Lovell Ave		1			1		"I strongly object and when I went to street park meeting it wasn't 60% wanted the change. more wanted to keep it at 50km/hr signage".
Lovell Ave	1				1		Thanks
Lovell Ave		1		1			
Lyall Ave		1			1		what a complete waste of resources. Just police the existing 50kph speed limit and the area will benefit. You've stated in the pamphlet the reason for the changes is based around safety of pedestrians and comparing the injuries to 40km/hr. I don't believe this is the reason for a second. It's about reducing traffic on suburban back roads.
							The whole framework around the funding of road infrastructure is the problem here. If the state and federal governments kept infrastructure spending up with population growth by increasing widths of roads, overpasses, widening intersections etc then the wouldn't be using back streets because there would be no need.
Lyall ave		1			1		The only reason people use back streets is because it's often quicker to get from one place to another than using congested roads they're not doing anything illegal. I can't imagine the wasted local government dollars spent over time on roundabouts/ speed through road blockages etc all to slow down and reduce the use of back streets. I am doing my share to lobby state and federal governments to on improve their infrastructure. I hope you're doing the same.
Lyall ave	1				1		
Manningham St		1			1		
Manningham St		1			1		
Manningham St		1			1		
Marie Rd		1		1			I often use my push bike to get around the district and often encounter motor vehicles driving very fast in the back streets - f Ways Road. Lowering the speed limit will help this situation (& then requires some monitoring or policing)
Marie Rd		1		1			
Marie Rd		1		1			
Marie Rd	1			1			
Marie Rd			1	1			
Marie Rd	1					1	I don't support a speed limit change if it is limited to Manningham/Hampstead Gardens. I do support a change on safety grounds deployed across the entire PAE council area. What is unique to Manningham/Hampstead Gardens that isn't applicable elsewhere? Information can you provide on the disadvantages of reducing the speed?
Matto		1		1			
Maxwell Rd		1		1			I strongly support the 40kph proposal in addition to any additional measures which would limit the speed and volume of traffic on residential streets.
Maxwell Rd			1	1			Try and do something about Ways Road eg lowering the speed limit or humps.
Maxwell Rd	1				1		Manningham & Hampstead Gardens are already extremely safe suburbs. I cannot recall any pedestrian injury or major crash in the 15 years we have resided here. I see no reason to reduce the speed limit by 10 kms apart from an increase in revenue raised from speeding fines. I STRONGLY OPPOSE the proposal.
							Please also consider a pedestrian crossing half way down Ways Rd to allow safe crossing, as cars travel at speeds of up to 80 km/hr. I have also witnessed an incident of violent road rage between a speeding driver angry at another for not pulling to the side of the road. I have also witnessed an incident of a speeding driver angry at another for not pulling to the side of the road. The speeder could not quickly proceed past parked cars. This road is used as a 'cut-through' between North East and Mullers roads and is a access road for residents.
Maxwell Rd		1		1			
Maxwell Rd		1		1			
Maxwell Rd		1		1			
Maxwell Rd		1		1			
Maxwell Rd		1		1			
Maxwell Rd		1		1			
Mebourne Cres	1				1		
Mebourne Cres		1			1		
Mehville St		1			1		
Muller Rd	1				1		
Muller Rd		1		1			
Muller Rd		1		1			

ATTACHMENT 13.2.3.2

[illegible]

ATTACHMENT 13.2.3.2

Address	Which of the following best describes you?			Do you support a 40km/hr speed reduction in Manningham and Hampstead Gardens?			Any other comments or feedback you would like to provide
	Resident / Tenant	Owner / rate payer	Business	Yes	No	Neutral	
Orlando Ave	1				1		
Orlando Ave		1			1		
Orlando Ave		1		1			
Orlando Ave		1			1		Such a low speed limit impacts local residents who drive these streets EVERY day! Speed and traffic controls are NOT needed in suburbs.
Orlando Ave		1		1			I Support 50km in those areas. Obviously with the humps and raised platform areas people will have to slow down. Probably 1 hour. If then, that becomes a problem the next step would be 40km.
Orlando Ave		1		1			
Orlando Ave	1			1			
Orlando Ave	1				1		
Orlando Ave		1			1		
Orlando Ave	1			1			
Orlando Ave		1		1			
Orlando Ave	1				1		
Orlando Ave		1			1		
Orlando Ave		1			1		In my opinion parking is more of an issue than speeding.
Orlando Ave		1			1		
Orlando Ave	1			1			
Orlando Ave	1			1			
Orlando Ave		1			1		Crossing Poole avenue from Orlando Avenue for drivers and pedestrians is very dangerous as there has been many near miss cases present there it's very difficult to judge while crossing. A speed breaker or mirror or reducing speed may solve the Pool Avenue speed should also be decreased as it's very dangerous for residents to cross it from Orlando Avenue in suburb Hamptons gardens. Please do some needful for this.
Orlando Ave	1			1			Poole Avenue speed should be reduced to 40 and speed breaker should be installed in Poole Avenue as it's very dangerous to cross Orlando. There are many near miss cases happening. So please look after this matter seriously.
Orlando Ave	1			1			Poole Avenue speed should be reduced to 40 and speed breaker should be installed as it's very dangerous to cross Poole Avenue at Orlando Avenue in Hampstead Gardens.
Page St		1		1	1		Absolutely. The way cars speed on our street, they must think they are on a race track.
Page St			1	1	1		
Pitanda Rd	1			1			Not getting hit by a car is good. Reduction in speed limits will make a negligible difference to travel times for motor vehicles over distances within the suburb.
Poole Ave		1				1	
Poole Ave		1					
Poole Ave		1		1			
Poole Ave		1		1			
Bellum Rd		1			1		
River St	1				1		
Romilly Ave		1			1		
Romilly Ave	1				1		Wide roads, great visibility, drivers already drive under speed limit. No point lowering further.
Romilly Ave		1		1			
Romilly Ave	1			1			
Romilly Ave			1	1			I was a member of the LATM and so stated this was our original proposal - a no brainer I think. Data presented showed 40 km/h limits lowered average speeds thus making our increasing busier roads safer.
Romilly Ave		1		1			
Romilly Ave		1		1			
Romilly Ave		1		1			
Romilly Ave		1			1		
Romilly Ave		1		1			
Romilly Ave			1	1			
Romilly Ave			1		1		I Support the exceeding speed limit, subject to accident numbers. I can only speak for Manningham, as I have not driven much through Hampstead Gardens.
Rosslyn Ave		1			1		Changing the speed limit will have no effect unless it is enforceable and enforced. How does council intend to ensure that drivers conform? Signs don't mean a thing to the irresponsible. There are people who repeatedly drive down Rosslyn Ave doing 60+. Do you think they will change their behavior if the speed limit is reduced? As I stated in my ignored submission the only accidents I have seen in my street in 67 years have involved cars reversing back onto directly opposite driveways by inconsiderate owners who think that streets are private car parks and not public roads. PS This has been hard to do because of an 'accessibility' button which sits in the middle of the screen and won't go away.
Rosslyn Ave		1			1		
Rosslyn Ave		1				1	
Rosslyn Ave		1			1		
Rosslyn Ave	1			1			
Ryder Rd		1		1			
Ryder Rd	1			1			
Ryder Rd		1		1			
Ryder Rd		1		1			
Ryder Rd		1		1			
Tabard St		1		1			
Templewood Ave	1			1			
The Parkway		1		1			
The Parkway		1			1		
The Parkway	1				1		
The Parkway		1		1			
The Parkway		1			1		
The Parkway	1			1			Have been asked this question before & think it's a good idea.
The Parkway	1			1			Make it 30km / hr.

[illegible]

ATTACHMENT 13.2.3.2

Address	Which of the following best describes you?			Do you support a 40km/hr speed reduction in Manningham and Hampstead Gardens?			Any other comments or feedback you would like to provide
	Resident / Tenant	Owner / rate payer	Business	Yes	No	Neutral	
Welwyn Rd		1		1			
Welwyn Rd		1		1			
Welwyn Rd		1			1		
Welwyn Rd			1	1			
Welwyn Rd		1		1			
Welwyn Rd		1		1			
Welwyn Rd	1			1			
Welwyn Rd	1				1		
Willow Ave		1		1			
Willow Ave			1		1		
Willow Ave		1		1			
Willow Ave		1		1			
Willow Ave		1				1	
							Absolutely not. We have multiple properties being built on divided lands. Redesigning the speed limit will lead to congestio
Willow Ave		1			1		Its already congested with parking on the streets from parked cars. If you really want to make proper changes, put lights at t
Willow Ave	1				1		Ways Rd / Nth East / Muller. That will reduce Traffic also on the Nth East Rd. This issue was brought up a few months ago in
Willow Ave		1			1		we going to repeat this desired results by few.
Willow Ct	1				1		PS I don't think reducing the speed with help the environment as it would mean longer in our cars and creating more emissi
Willow Ct		1		1			