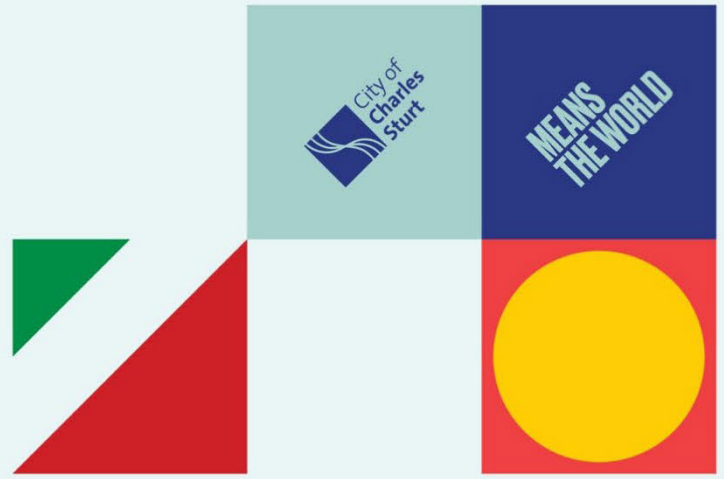
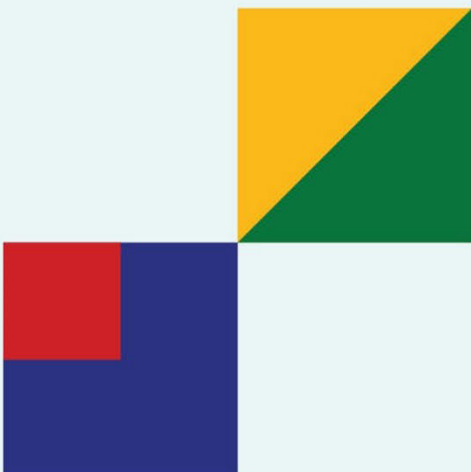




COMMUNITY ENGAGEMENT SUMMARY REPORT

Woodville South Traffic Improvements
Concept Designs

August 2026



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1. EXECUTIVE SUMMARY

This engagement represented the second round of consultation with the community on the Woodville South Traffic Safety Improvements Project, building on earlier engagement undertaken to identify local traffic, parking and road safety issues and to help inform the development of the draft concept options.

We consulted on the Woodville South Traffic Safety Improvements draft concept options over a 28-day period from 22 June to 20 July 2026.

The consultation sought feedback on two traffic management scenarios for the Glen Streets area, proposed safety improvements for Oval Avenue, and intersection changes along Connor Avenue to address community concerns about speeding, cut-through traffic, parking, access and pedestrian safety.

The engagement reached residents, property owners, businesses and interested community members through direct notification, the Your Say Charles Sturt project page, an email update and a community drop-in session. Direct notification was provided to 824 properties and 175 absent property owners.

A total of 86 participants provided feedback. This included 79 online contributions, three hardcopy feedback forms, five written submissions and feedback from 31 attendees at the community drop-in session held on Wednesday 8 July 2026 at the Woodville District Cricket Club, where 26 comments were recorded.

Key findings and Themes

Overall, community feedback demonstrated a mixed response for the Glen Streets treatment. Respondents showed preference for Scenario 2 — raised intersections and traffic calming, relative to Scenario 1, with 46 of 82 respondents (56.1%) selecting this option. Scenario 1 — Diagonal Half-Road closures, was selected by 32 respondents (39.0%), while four respondents (4.9%) indicated no preference. For respondents who preferred Scenario 2, flat-top road humps were the most supported treatment, selected by 23 of 46 respondents (51.2%).

For Oval Avenue, Option 2 — raised pavement with pedestrian facilities was the preferred treatment, supported by 47 of 82 respondents, or nearly 57%.

Survey Findings

Key survey themes included:

- support for traffic safety improvements
- support for measures to improve pedestrian and traffic safety on Oval Avenue
- divided views about whether to restrict or calm traffic
- concern about maintaining local access
- strong interest in improving the Port Road/Oval Avenue intersection
- repeated concerns about parking impacts, sightlines, speeding, dangerous driving and possible traffic displacement to nearby streets.
- Several respondents also raised process concerns, including the absence of a 'do nothing' or 'none of the above' survey option.

Community Drop-In Themes

Feedback from the community drop-in session reflected similar themes. Some participants supported diagonal half-road closures as a way to reduce crashes, near misses and cut-through traffic, while others opposed this approach due to concerns about access, emergency service movement, traffic displacement and parking loss. Participants generally sought targeted safety improvements, clearer

signs and road markings, stronger parking controls, improved compliance, and fewer or more carefully located raised crossings and traffic calming treatments.

Further analysis of the community engagement and detailed feedback is provided in Section 5 of this report. All open comments received from community are presented in **Appendices A-D**.

2. BACKGROUND

Last year, we spoke with the community to better understand traffic safety concerns in Woodville South. Residents shared feedback about speeding, shortcut traffic, parking, access to homes and driver behaviour. This feedback has helped shape the draft concept plans now being shared for your comments.

In October 2025, Council resolved to broaden the consultation to include additional traffic calming ideas, including options for Oval Avenue and Connor Avenue.

What we proposed

We prepared:

- two traffic management options for the Glen Streets area
- proposed safety treatments for Oval Avenue
- changes to Connor Avenue intersections to help address shortcut traffic and improve safety

The draft option scenarios explore different ways to reduce vehicle speeds, improve safety and respond to community concerns about traffic using local streets as shortcuts.

The options have different impacts on access, parking and traffic movement. We're seeking your feedback to understand what you support, what concerns you may have, and what should be considered before any decisions are made.

These are draft options only. Nothing has been decided yet. If Council proceeds, timing will depend on available funding and works may be delivered in stages.

Scenario 1: Diagonal half-road closures

This concept would introduce diagonal half-road closures at key Connor Avenue intersections.

Why this was proposed:

Some local streets in Woodville South are being used by drivers as a shortcut between major roads, increasing traffic volumes and vehicle movements through residential streets. Diagonal half-road closures would make these streets less attractive for through traffic while still maintaining local access for residents, pedestrians and cyclists.

Proposed outcome:

This option aims to create a quieter and safer local street environment by reducing cut-through traffic and encouraging drivers to use arterial roads such as Woodville Road, Findon Road and Port Road.

It would also help slow vehicle movements at key intersections and reduce conflict points, improving safety for people walking, cycling and driving in the area.

This option would change some vehicle access patterns and may remove approximately 30 on-street parking spaces across the precinct, mainly near the closure locations.

Scenario 2: Raised intersections and traffic calming

This concept would keep existing traffic movements in place while introducing raised intersections and traffic calming treatments throughout the area.

Why this was proposed:

Residents have raised concerns about vehicle speeds, pedestrian safety and traffic movements through local streets. This option responds by focusing on slowing traffic rather than restricting vehicle movements.

Proposed outcome:

This option aims to improve safety for pedestrians, cyclists and residents by reducing vehicle speeds while maintaining existing access for residents, visitors and emergency services.

Traffic would still be able to move through the local street network, but at lower speeds.

Council is seeking feedback on the community's preferred traffic calming treatment. These may include options such as speed humps or slow points. Some treatments may result in parking loss near the treatment locations, while others may not.

Traffic calming works best when treatments are spaced consistently along a street. While different options are being consulted on, the selected treatment would need to apply to the whole street to be effective.

Oval Avenue Safety Improvements

Both options include proposed safety improvements along Oval Avenue in response to community concerns.

Potential treatments include:

- Raised pavement platforms
- Raised platforms with pedestrian facilities
- Wombat crossings

These treatments aim to improve safety and crossing opportunities near the oval, bowling club, childcare centre, dog park and proposed playground while reducing vehicle speeds and slowing travel time for rat running traffic through the Glen Streets.

3. COMMUNITY ENGAGEMENT APPROACH

This consultation was carried out in accordance with the requirements of Council's Public Consultation Policy (PCP), Part 3 requirements and any additional, discretionary activities. The engagement level was 'consult'. Public feedback was open for a 28-day consultation period from 22 June 2026 to 20 July 2026 to ensure the community was given reasonable opportunity to review the proposal.

All residents, property/landowners and businesses within the defined catchment area (refer **Figure 1**) were directly notified of the opportunity to engage with the project and submit feedback via our Your Say Charles website.

Communication and awareness of the consultation was via Your Say Charles Sturt website and direct mail. Refer Section 5 for the list of engagement and promotional activities and levels of participation (**Table 1: Community Engagement Activity, p 6**).



Figure 1: Community Engagement Catchment direct mailout area

TABLE 1: COMMUNITY ENGAGEMENT ACTIVITY

What	Engagement activity	Details	Participants
Consultation promotion	Your Say Charles Sturt project update email campaign – Woodville South - Traffic Safety Improvements	News Update email campaign sent on 22 June 2026	Sent to 78 project followers 70 opened (89.7%%) 58 click-through (74.4%)
	Local Area Direct Notification	Maildrop to 824 properties and posted to 175 absent property owners within the catchment area (refer Figure 1, pg. 5)	-
Your Say Charles Sturt Project Page	Your Say Charles Sturt online project page – Woodville South – Traffic Safety Improvements	https://www.yoursaycharlessturt.com.au/woodvillesouthtraffic Open to everyone Project Online – 22 June to 20 July	663 page views 397 page visits 293 unique visitors 47 project followers
Feedback and Submissions Received	Online community survey (Your Say Charles Sturt), email and hardcopy submissions	22 June 2026 to 20 July 2026	79 online contributions 3 hard copy feedback forms received 5 written submissions
Community Drop-in session	Face to Face session	Woodville District Cricket Club, Wednesday 8 July 2026	31 attendees (26 comments)

4. ENGAGEMENT FINDINGS AND KEY THEMES

A total of 86 participants provided feedback on the Woodville South Traffic Safety Improvements concept options. One participant submitted two responses but was counted only once. Multiple responses were also received from members of the same family, across 8 households. Participation was lower than during the initial consultation in 2025, which attracted a higher level of community participation.

Consultation was open for 4 weeks, from 22 June to 20 July 2026.

A summary of community and stakeholder contributions is provided in the sub-sections below:

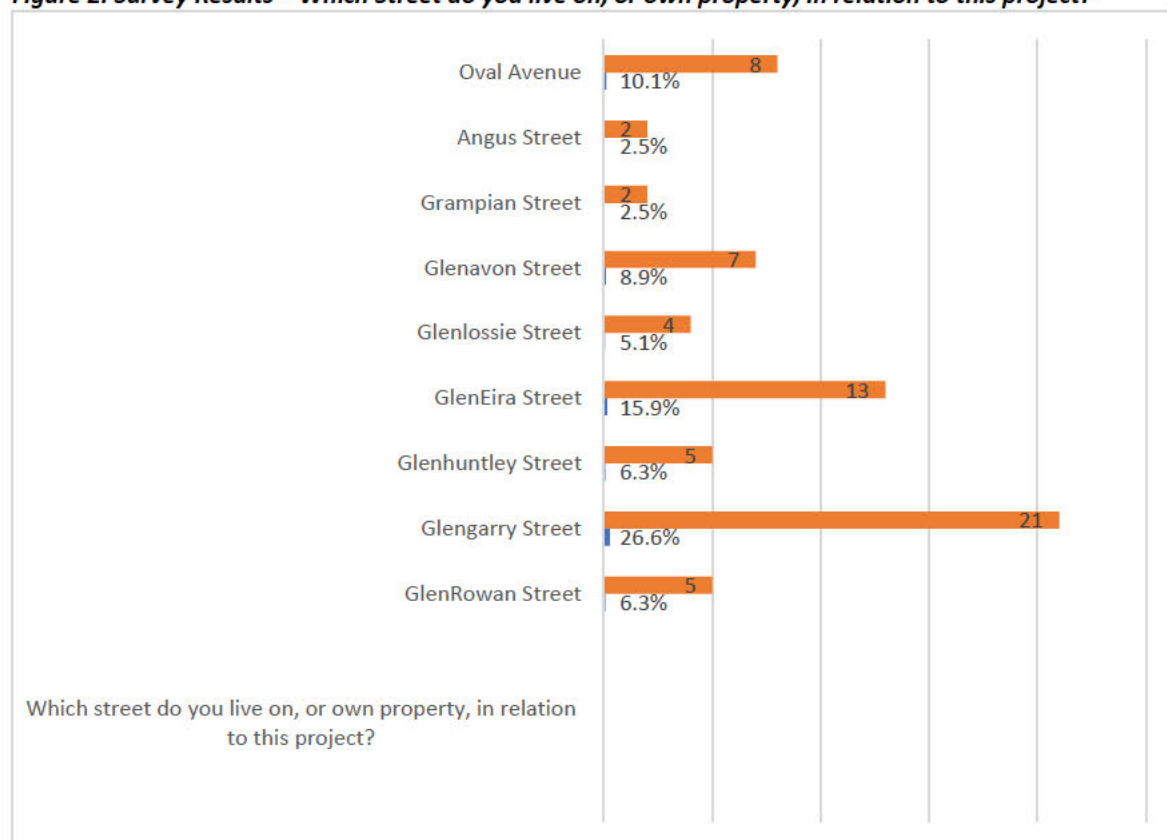
- 4.1. Survey Results
- 4.2 Written Submissions
- 4.3 Community Drop-in Feedback
- 4.4 Summary

4.1 Survey Results

4.1.1 Who we heard from

Participants were asked to identify the street where they lived or owned property, or whether they were located outside the project area, to help understand their connection to the project and the geographic representation of the feedback received.

Figure 2: Survey Results – Which Street do you live on, or own property, in relation to this project?



82 respondents answered this question

Most respondents lived or owned property within the project area, with the strongest representation from Glengarry Street (26.6%, 21 respondents), followed by Glen Eira Street (15.9%, 13 respondents) and Oval Avenue (10.1%, 8 respondents). A smaller proportion lived or owned property outside the project area (7.6%, 6 respondents), indicating that feedback predominantly reflected the views of people directly connected to the local precinct.

4.1.2 Preferred Traffic Option

Two traffic scenarios for the 'Glen' streets were proposed, along with three options for traffic calming on Oval Avenue.

The draft options explored different approaches to improving safety and addressing previously identified community concerns, with varying impacts on parking and traffic movements. We sought feedback to understand what concerns residents may have and what should be considered before any decisions are made.

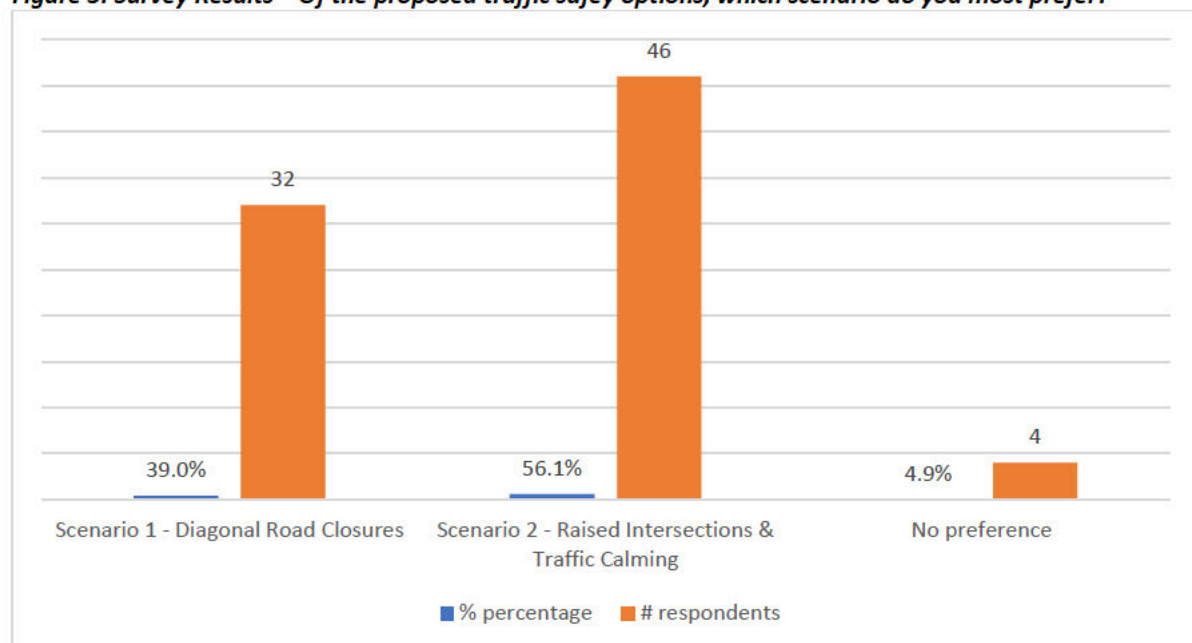
Scenario 1 – Diagonal half-road closures

This concept would introduce diagonal half-road closures at key Connor Avenue intersections.

Scenario 2 – Raised intersections and traffic calming

This concept would keep existing traffic movements in place while introducing raised intersections and traffic calming treatments throughout the area.

Figure 3: Survey Results – Of the proposed traffic safety options, which scenario do you most prefer?



82 respondents answered this question

Respondents indicated a preference for Scenario 2, selected by 46 respondents (56.1%), compared with 32 respondents (39.0%) for Scenario 1. Only 4 respondents (4.9%) had no preference.

However, the survey did not include a 'do nothing' or 'none of the above' option, and respondents were required to select one of the available responses to proceed. This limitation prompted concerns about the survey design and should be considered when interpreting the results. An overall preference is less pronounced when responses were analysed on a street-by-street basis, with views varying across the precinct.

Table 2: Preference by Street

This table (Table 2) summarises the preferences expressed by respondents across the six 'Glen' Streets and other nearby streets, based on the street where the respondent resides.

Street Name	Scenario 1 – Diagonal Road Closures	Scenario 2 – Raised Intersections & Traffic Calming	No Preference	Total	Key Sentiment
GlenRowan Street	3	7	1	11	Predominantly concerned about losing safe access to Findon Road/Woodville Road traffic lights under Scenario 1. Residents value the alternative route via Connor Ave and Glen Rowan to avoid dangerous right turns onto Findon Road. General support for calming measures that maintain accessibility.
Glengarry Street	5	7	0	12	Mixed but engaged sentiment. Scenario 2 supporters cite speeding concerns between Findon Rd and Connor Ave. Scenario 1 supporters want to reduce crash frequency at Connor Ave intersections. Strong concerns about dangerous parking near Findon Rd corner and poor intersection sightlines.
Glenhuntley Street	3	4	0	7	Cautiously supportive of improvements but concerned that Scenario 1 may turn Glenhuntley into a bypass route, increasing traffic volumes. Some fear a "race track" effect if diagonal closures redirect vehicles onto their street.
GlenEira Street	3	2	0	5	The only street where Scenario 1 was marginally preferred. Residents strongly motivated by desire to reduce cut-through traffic volumes and improve pedestrian safety near the café precinct and oval. However, those supporting Scenario 2 are strongly opposed to speed humps directly outside their properties, citing noise and parking loss.
Glenlossie Street	1	1	0	2	Evenly split with low response numbers. Frustration that Glen Lossie Street has been excluded from the project scope entirely, with residents arguing it faces the same traffic and safety issues as other Glen Streets.
Glenavon Street	1	3	0	4	Strongly opposed to any changes that divert additional traffic onto their street. Residents report existing speeding and hoon driving issues (including tyre burn marks) and feel their street is already under pressure. Sentiment is defensive and protective of current amenity.
Grampian Street	1	1	0	2	Evenly split with low response numbers. Key concern is speeding vehicles coming from Glen Lossie Street around the bend onto Grampian Street. Requests for Glen Lossie to be included in traffic treatments.

Angus Street	0	1	0	1	Single respondent focused primarily on hospital staff parking overwhelming the street, particularly on weekends. Calls for the TQEH car park to be made free for staff to alleviate residential street parking pressure.
Oval Avenue	2	4	0	6	Generally supportive of improvements, with a focus on pedestrian safety and the dangerous Port Road/Oval Avenue intersection. Long-term residents frustrated by years of unresolved parking issues. Strong support for raised intersections with integrated pedestrian crossings along Oval Avenue.
Connor Avenue	1	3	0	4	Leaning toward Scenario 2 but with nuanced views. Concerns raised about emergency services access under Scenario 1, particularly for the QEH. Some residents highlight the difficulty of exiting driveways due to illegal parking.

Table 3: Respondent Issues by Street

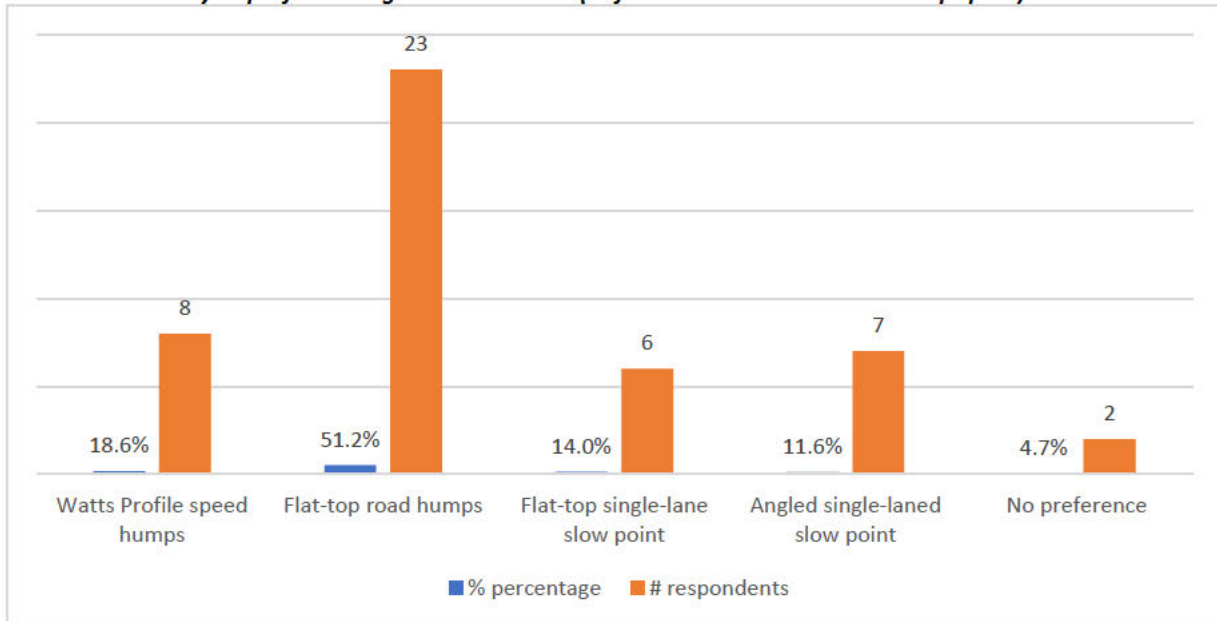
The themes in this table have been compiled from all feedback received, including online submissions, written submissions and comments recorded at the community drop-in session. Issues have been grouped by the street referenced in the feedback and do not necessarily reflect the street of residence of the respondent.

Street / area	Source evidence	Main issues raised	Suggested actions / design implications
Project-wide / all streets	Online; Written; Drop-in	Risk of shifting rat-running to the next street; parking and compliance; concern that broad treatments may not address navigation-app routing; mixed confidence in the survey and options.	Use an area-wide traffic review; stage or trial treatments; monitor before and after; pursue navigation-app routing changes; strengthen parking enforcement and retain practical local access.
Angus Street	Online	Weekend and hospital-related parking occupies both sides; concern that Glen street treatments will increase traffic volume and speed on Angus Street.	Review weekend restrictions and hospital staff parking; monitor displaced traffic; consider a closure or other targeted treatment near Angus Street if impacts are confirmed.
Cedar Avenue	Online	Scenario 1 may reduce access from Findon Road; concern about hump noise, speeding and repeated illegal parking over yellow lines.	Preserve resident access; minimise non-intersection humps; increase parking enforcement and speed compliance activity.
Connor Avenue	Online; Drop-in	Poor sight lines, crashes and near misses at Glen street intersections; parking constricts movement; Scenario 1 may affect local and emergency access; stop/give-way controls are not visible enough.	Extend no-parking approaches and compliance checks; improve stop signs, fluorescent markings or LEDs; consult emergency services; favour raised intersections over stand-alone humps where calming is used.
Curtis Street	Online — named nearby road	Concern that the proposal will transfer additional traffic volume and speed to Curtis Street.	Include Curtis Street in displacement monitoring and apply a targeted treatment only if post-change data confirms an impact.

Glen Eira Street	Online	Cut-through traffic, speeding, parking congestion, blocked driveways and poor sight lines; concern about crashes, emergency access, noise and parking loss from some calming devices.	Consider turn restrictions from Findon Road, permit or timed parking, longer corner clearways, clearer stop controls and targeted raised platforms or slow points that avoid driveways.
Glen Lossie Street	Online	Perceived exclusion from the project; speeding and cut-through traffic; current one-way arrangement may divert vehicles to Glenavon Street; concern that isolated closures shift rather than solve the issue.	Include the street in scope; consider a raised pedestrian treatment near the bend; review the one-way network and street naming; undertake an area-wide monitored trial.
Glen Rowan Street	Online; Written; Drop-in	Loss of access to the Findon/Woodville traffic lights under Scenario 1; parking across driveways and unclear no-parking controls; safety at Connor Avenue.	Add visible yellow lines and clearer signs, consider permit parking, provide a visible stop control at Connor Avenue and retain safe access to signalised routes.
Glenavon Street	Online	Concern that closures will divert traffic to an already busy street; speeding and hoon driving continue despite existing humps; amenity and maintenance concerns.	Avoid transferring traffic; use targeted enforcement and monitored calming at demonstrated hotspots; keep pedestrian crossings limited to priority locations.
Glengarry Street	Online; Written; Drop-in	Parking on both sides narrows the street and blocks sight lines at Findon Road and Connor Avenue; speeding and rat-running; concern about losing access to the Glen Rowan traffic lights and about flood/noise impacts.	Trial one-side or event-day parking, extend yellow lines, improve stop controls, add local-traffic signage, combine slow points with selected humps where needed and preserve bicycle/local access.
Glenhuntley Street	Online; Written; Drop-in	Scenario 1 may cause backtracking and delay emergency access; concern about diverted traffic and speeding; uncertainty over intersection priority and treatment effectiveness.	Prefer targeted flat-top or single-lane treatments, assess roundabouts or clearer stop controls, retain access to signalised routes and monitor traffic before adding further calming.
Grampian Street	Online	Vehicles speed around the Glen Lossie bend into Grampian Street; a hump on the short Grampian section itself may be unnecessary and could affect driveways.	Place any calming at the bend or Glen Lossie approach rather than broadly along Grampian Street, with driveway impacts checked in design.
Koolunda Avenue	Online	Feedback is mixed: one comment considers the nearby streets already narrow and naturally slowed by parking and questions five additional disruptions.	Avoid blanket treatment; retain the existing layout unless measured evidence supports a targeted hotspot intervention.
Ledger Road	Online	Poor road condition and long-standing maintenance concerns; fear that displaced traffic will worsen safety on a road with limited capacity.	Include Ledger Road in network impact assessment and address maintenance and capacity risks before traffic is redirected.
Oval Avenue / Port Road	Online; Written	Dangerous crossing and turning movements, crashes and near misses, parking close to Port Road, speeding and cut-through traffic; concern that five raised treatments or crossings may be excessive.	Prioritise the intersection review; consider signals and no-standing near Port Road; use two or three targeted raised treatments or crossings; locate pedestrian facilities away from unsafe junction positions and serve the playground.

Park Street South / Port Road	Online	Congestion, unsafe weaving across Port Road and conflicts near the service station and café.	Assess one-way operation for the two crossovers, parking controls and safer lane-movement arrangements as part of the Oval Avenue / Port Road review.
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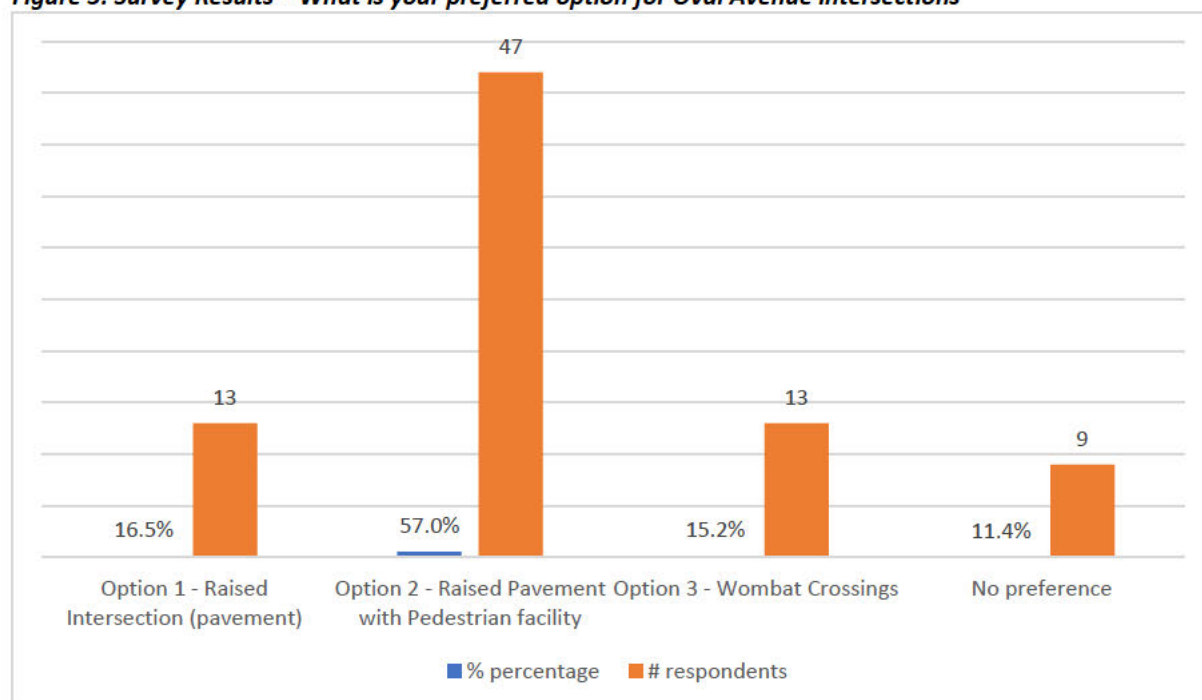
Figure 4: Survey Results – If you selected Scenario 2 (Raised Intersections with Traffic Calming) which traffic treatment would you prefer throughout the street? (Refer to red blocks on the concept plan)



46 respondents answered this question

Based on the survey responses from 46 respondents who selected Scenario 2 (raised intersections with traffic calming), there is a clear preference for flat-top road humps as the preferred traffic treatment, with just over half (51.2%, n23) choosing this option. This suggests that respondents favour a traffic calming measure that is effective yet provides a smoother driving experience compared to traditional speed humps. The second most popular choice was Watts Profile speed humps at 18.6%, n8, followed by flat-top single-lane slow points (14%) and angled single-lane slow points (11.6%, n7). Very few respondents (4.7%, n2) indicated no preference, demonstrating that most people have definite opinions about which traffic calming treatments they would prefer on their street. The data indicates a strong community preference for comfort-oriented traffic calming solutions over more aggressive narrowing treatments.

Figure 5: Survey Results – What is your preferred option for Oval Avenue intersections



82 respondents answered this question

Based on the survey data, there is a clear preference among respondents for Option 2 - Raised Pavement with Pedestrian facility, which received support from nearly 57% of participants (47 respondents). This option was significantly more popular than the alternatives, with Option 1 - Raised Intersection garnering only 16.5% (13 respondents) and Option 3 - Wombat Crossings receiving 15.2% (13 respondents).

Approximately 11.4% of respondents indicated no preference. The strong majority support for Option 2 suggests that the community values intersection solutions that specifically incorporate pedestrian facilities alongside traffic calming measures.

The results suggest support for measures that combine traffic calming with improved pedestrian connectivity and safety on Oval Avenue. Qualitative feedback should also be considered to understand any concerns and preferred design elements as part of future planning of potential treatments in Oval Avenue.

Survey Results – Do you have any further comments about the proposed traffic safety improvements?

The overall sentiment is quite mixed. While most respondents acknowledge that traffic safety improvements are needed, there is significant disagreement about which approach is best.

Key themes suggested:

Table 4: Key themes collated through the open survey question

Key Theme	Description
Scenario Preference Divide	Community views on the 2 Glen Street scenarios were mixed. While there was a preference for Scenario 2 (raised intersections and traffic calming) compared to Scenario 1 (diagonal road closures), there is not a strong preference for one over the other. . Feedback highlighted differing views on how best to address traffic concerns, with some respondents favouring stronger measures to reduce cut-through traffic and others expressing concerns about impacts on access, parking, traffic displacement and potential bottlenecks.
Accessibility & Resident Impact	Scenario 1 may restrict residents' ability to navigate the neighbourhood and reach Findon Road, Oval Avenue or Port Road, with particular impacts raised for older family members, school trips and work commutes.

Port Road & Oval Avenue Intersection Safety	Respondents identified the Port Road/Oval Avenue intersection as a dangerous location requiring urgent attention and asked that it be addressed as part of the wider traffic solution.
Parking Concerns	Concerns include loss of on-street parking under Scenario 1, hospital staff using residential parking, vehicles obstructing intersection sightlines and calls for resident permit parking.
Speeding & Dangerous Driving	Residents reported speeding, hoon driving and near misses. There is broad agreement that intervention is needed, even among respondents who disagree on the preferred solution.
Traffic Calming Treatment Preferences	Scenario 2 supporters clearly prefer flat-top raised platforms over Watts profile speed humps, mainly because of concerns about noise, parking loss and appearance.
Broader Network Concerns	Respondents warned that changes in the Glen streets may divert traffic to Glenavon Street, Angus Street, Cedar Avenue and Glen Lossie Street, supporting an area-wide traffic review.
Council Accountability & Process Frustration	Some residents expressed frustration with the consultation process, council responsiveness, survey design and the perceived fairness of ratepayer funding across the suburb.
Aesthetics & Liveability	Several respondents, particularly Scenario 1 supporters, saw an opportunity to improve street appearance and liveability through landscaping and additional green space.

Refer to **Appendix A** for verbatim comments

4.2 Written Submissions

We received four (4) written submissions. Three (3) submissions received via email during the consultation period. One (1) was received after the closing date, however has been included in this report.

A summary of key points raised in these submissions is provided below. Each submission can be read in full in **Appendix B**.

Community Member 5, submitted a Technical Report, which can be read in **Appendix C**.

Table 5: Written Submission brief

Respondent	Brief	Key Things Mentioned
Community Member 1	The submitter supports Scenario 2 but opposes Scenario 1 due to concerns about local access and road safety.	• Opposes diagonal half-road closures. • Concerned about losing safe access to signalised intersections. • Supports Scenario 2 with flat-top road humps. • Opposes the loss of residential parking. • Asks whether roundabouts could be installed at Connor Avenue intersections.
Community Member 2	The submitter requests clearer parking restrictions on Glen Rowan Road to improve visibility and driveway safety.	• Existing no-parking signage is difficult for drivers to see. • Suggests yellow line marking. • Seeks clarification on the proposed extent of yellow lines. • Reports that parked vehicles make reversing from the driveway unsafe.
Community Member 3	The submitters express a clear preference for Scenario 2.	• Supports Scenario 2. • No further reasons or concerns were provided.
Community Member 4	The submitter lodged a technical evaluation and formal civil objection to the project.	A formal technical objection report (dated 20 July 2026) to the City of Charles Sturt's CEO, opposing the council's two proposed traffic safety designs for the Connor Avenue corridor in Woodville South. The submission argues that both proposals — Scenario 1 (diagonal intersection closures) and Scenario 2 (raised pavement speed humps) — would create serious flooding risks to nearby 1940s homes by blocking natural stormwater drainage, while also causing traffic bottlenecks, noise pollution, loss of parking, and delays to emergency services near The Queen Elizabeth Hospital. The author further argues the council is acting in bad faith, as a prior 50+ household community petition had already rejected similar designs, and warns of civil liability under the Civil Liability Act 1936 (SA) if the plans proceed. As an alternative, the submission proposes non-structural solutions such as peak-hour turn restriction signs, radar speed signs, police enforcement, and painted lane-narrowing techniques. Refer to Appendix C for full report

Community Member 5	The submitter raises concerns about cut-through traffic, heavy vehicles, development-related congestion and parking pressures across the project area.	• Navigation apps may direct traffic through the 'Glen' streets to bypass traffic lights and pedestrian crossings. • Reports heavy vehicles using residential streets as shortcuts. • Requests an area-wide review of routes promoted by navigation apps. • Suggests engagement with Meta regarding alternative route guidance. • Warns that development and gym activity may increase traffic and parking pressure near Oval Avenue. • Suggests trial closures or removable/temporary bollards at Oval Avenue and Koolunda Street.
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4.3 Community Drop-In feedback

We held a community drop-in session on Wednesday 8 July, at the Woodville District Cricket Club, off Oval Avenue. We had over 31 attend the session and provide their comments about the traffic proposals.

We received 26 comments at this session. A summary is provided below, with verbatim comments available in **Appendix D**.

Scenario 1 – Diagonal Half Road Closure

- Feedback on Scenario 1 is divided: some strongly support it as innovative and safer, while others oppose it due to access impacts.
- Supporters believe diagonal closures could reduce crashes and near misses.
- Residents are concerned about losing convenient access to traffic lights on Woodville and Findon Roads.
- Emergency and fire-truck access to the hospital may be restricted or delayed.
- Some fear traffic will simply shift to neighbouring streets, especially while navigation apps continue directing vehicles through the area.
- Parking removal and restrictions on Connor Avenue are unclear and are a major concern.

What people want:

- Address parking alongside any Scenario 1 changes.
- Clearly confirm where parking will be removed.
- Keep vehicles at least 40 metres from intersections and away from driveways.
- Add parking lines and increase compliance enforcement.
- Preserve practical access to signalised intersections.
- Consult emergency services before restricting routes.
- Improve give-way visibility using brighter paint, LEDs and clearer road markings.
- Prevent traffic from merely being displaced to adjacent streets.
- Work with navigation providers (GPS/Google Maps) to redirect through-traffic away from residential streets.

Scenario 2 – Raised Intersections, with traffic calming

- Raised intersections: Some support, but people want fewer—perhaps only one or two in targeted locations.
- Speed humps: Viewed as ineffective; respondents generally do not want them.
- Stop signs: Install larger, clearer and more visible stop signs at Connor Avenue intersections with Glenrowan, Glengarry and Glenhuntley.
- Parking restrictions: Extend no-parking areas along Connor Avenue and entrances to the Glen streets so vehicles can pass safely.

- Parking enforcement: Increase compliance checks on Connor Avenue.
- Zebra crossings: Avoid placing crossings to the left of T-junctions due to perceived safety risks.
- School-zone markings: Repaint markings outside Adelaide Miethke Kindergarten.

What people want:

- targeted safety improvements
- clearer signs and markings
- stronger parking controls—not numerous speed humps or raised crossings.

Figure 6: Community Drop-In photos



4.4 Summary

Community feedback demonstrates broad support for addressing traffic and pedestrian safety issues within the Woodville South precinct. Respondents acknowledged concerns relating to speeding, cut-through traffic, intersection safety and pedestrian safety, particularly around Oval Avenue and the Port Road/Oval Avenue intersection.

However, views were mixed regarding the most appropriate solution for the Glen streets. While Scenario 2 (raised intersections and traffic calming) was selected more frequently than Scenario 1 (diagonal road closures), the results do not demonstrate a clear consensus or overwhelming support for either option. Preferences varied across the precinct, and concerns were raised about the potential impacts and unintended consequences of both scenarios.

Parking emerged as one of the most consistent themes across all engagement activities. Respondents raised concerns about the potential loss of on-street parking, hospital staff parking, visibility and safety issues caused by parked vehicles near intersections, and the need for increased parking enforcement and compliance. Many residents were also concerned about maintaining convenient local access and avoiding the displacement of traffic to neighbouring streets.

There was stronger alignment regarding the need to improve safety on Oval Avenue, particularly for pedestrians. Respondents generally supported measures that combine traffic calming with improved pedestrian connectivity and safer crossing opportunities, while seeking targeted and proportionate treatments that minimise impacts on parking and local access.

Overall, the findings indicate support for further action to improve traffic and pedestrian safety in the area. However, the feedback suggests any future design development should carefully consider parking, local access, traffic displacement and broader network impacts alongside traffic safety outcomes.

5. NEXT STEPS

This report will be added to a Council report for consideration by the Strategic and Engagement Committee in October 2026. The Committee will determine the outcome of the proposed traffic control devices for the Woodville South precinct. Following this, the minutes will be referred to the Full Council meeting the following week.

Findings of this engagement and any future project updates, including Council report recommendations, will be provided directly to consultation participants and Your Say Charles Sturt project followers. Project updates will also be available to the broader community by visiting the Your Say Charles Sturt project page or by contacting Council directly.

APPENDIX A: COMMUNITY SENTIMENT – ONLINE SURVEY VERBATIM COMMENTS

Contribution ID	Do you have any further comments about the proposed traffic safety improvements?
26254	We strongly oppose the proposed diagonal closures of Connor Ave intersections in scenario 1. This proposal will not achieve its stated objective of reducing through traffic. Instead, it will simply create a race track chicane scenario and redistribute traffic onto surrounding residential streets. The eastern section of Glenhuntley Street and the western section of Glengarry Street are very likely to experience increased traffic volumes as motorists adjust their routes. The traffic lights at the end of Glen Rowan St make this street unlikely to be used so Glengarry and Glenhuntley will have even more traffic ! The only ones who may have benefit are those at the eastern end of Glengarry and the Western end of Glenhuntley. Connor Ave was never designed to accommodate higher traffic volumes. It is a relatively narrow residential street, and directing additional vehicles through it will have negative impacts on residents, safety, and amenity. The proposal also fails to address the underlying issue of rat-running. Drivers seeking access to Findon Road will not simply stop using local streets- they will adapt by making two additional turns to reach the same destination. As a result, the proposal shifts the problem rather than solving it. The houses on the intersections of the Connor Ave will also likely face reduced property or redevelopment potential with this option. The outside corner of the chicanes will most certainly have cars crash into their front fences as they fail to make the turn. We urge the Council to reject the diagonal closure proposal and instead investigate measures that address speeding and unsafe driving without merely transferring traffic impacts from one residential street to another. I urge Council to spend 30 mins in peak hour observing the traffic situation at the Connor St intersections. The give way signs should never have been relocated as it is an unnatural and unexpected location for a give way (ie on a minor street) and there are many near misses every day. Cars need no be kept on the main roads through restrictions to access (Glen streets from Findon Road, and Oval Ave from Port Road) rather than attempt to calm traffic once they enter these streets that are quiet residential areas not designed for race-like cut through. The Council needs to pressure the Government to make the multi storey carpark at the TQEH free for staff. How does a facility meets its required car parking ratio if the car parks are not free for staff use?
26253	Parking is a problem in Angus St, especially on weekends when no parking restrictions apply. Hospital staff park all day taking up all the spaces on both sides of the street. Hospital staff should not have to pay to use the staff parking stations especially at night or on weekends. The hospital car parking station appears mostly empty on weekends as staff have chosen local streets to avoid paying to park. I feel it is unsafe for staff to be walking the streets at night back to their cars to save on parking fees. Use of parking station should be free for staff and hospital visitors. This would free up parking spaces for family visitors and for football oval attendees.

26252	I think the main focus should be to discourage through traffic rather than to just slow it down. The increase in traffic has increased significantly since the speed limit on Woodville Rd in front of the hospital was changed from 50 to 40 kph. The timing of the traffic lights at the intersection of woodville rd with findon and port road need to be changed to make it preferable to use rather than using the glen streets and oval ave as short cuts. Also the intersection of Oval Ave and Port Rd is a black spot that also needs to be addressed as part of these improvements.
26251	Consideration should be given to stopping right hand turns into Glen Eira Street from Findon rd. Due to the increased number of cars parked in the street 7 days per week this would reduce traffic cutting through this congestion. The council have contributed to the congestion of the Glen streets by approving the demolition of single houses and replacing with 2 or 3 houses on the block that once had one house in place. The new properties do not have enough off street parking and hence the parking issues. To reduce hospital staff parking in the Glen streets and Connor Ave parking should be 2 hours only Mon - Fri 9-5pm. All residents should be provided with resident permit parking in all these streets. The double sided parking up to the corners/intersections of all the streets contributes to the frequent road accidents at these intersections.
26250	I appreciate the need to slow traffic but I work in the city, blocking my connection up GlenRowan to Oval avenue and Port road affects my run to work - I appreciate making me use Woodville road would be an aim but its SOOO slow to wait at the lights and then go past the hospital at 40 and hit so many pedestrian crossings. I'd appreciate adding a set of lights at oval avenue / port road to allow traffic to cross, especially with the new housing development being built there. My husband takes the kids to school along findon road so blocking our ability to access the other side streets is not great either. I would love to have the added greenery of the half road closures but not the traffic chaos they would bring
26246	I completely FORMALLY oppose this project. I demand a complete cessation of all structural traffic changes due to unresolved flooding, noise, and gridlock risks. This project Will make floodiing problems worse for this property, and will cause excessive noise to be diverted along the side of the house. NOTE: THE WEB PAGE FORCES TO CHOOSE FROM OPTIONS. FORCING SOMEONE TO CHOOSE ANY OPTION THAT THEY ARE AGAINST IS NOT REASONABLE. I AM FORCED TO CHOOSE 'NO PREFENCE' IN ORDER TO LODGE A ONLINE FORM. I DO SO ONLY UNDER DURESS. AS NO OTHER OPTION IS AVAILABLE
26245	This survey is flawed in that "none of the above" is an option and is forcing one or the other. Many resident want neither and yet this is not an option. I will be doing a deputation on this as it was also highlighted after the last survey. This is a deliberate attempt to force an agenda. I have only chose as I have been forced to do so
26244	As a resident of Glenavon Street, and speaking with many of my neighbours, I am strongly opposed to any changes that would result in increased traffic being diverted onto our street. Glenavon Street is already busy enough, and despite the existing speed humps, we regularly experience drivers travelling well above the speed limit. Diverting additional traffic onto our street would significantly reduce the safety and amenity of the neighbourhood for residents. More concerning is that dangerous driving already occurs here. On the evening of Wednesday, 15 July, there was hoon driving on Glenavon Street, leaving visible tyre burn marks along the road. This demonstrates that speeding and reckless driving are already an issue and should not be made worse by redirecting more vehicles through our street. Our street is currently a relatively safe and quiet residential street, and we do not want to see that changed by simply moving the traffic problem from one area to another.

26242	Local traffic only signage on every street affected.
26240	This submission is on behalf of the [REDACTED] Our preference is "2" due to the need for ratepayers from Woodville West, Seaton etc to access Woodville Oval precinct, therefore slow points is good but exclusion is not. Wombat crossings will slow traffic as required. As residents of [REDACTED] we are concerned about several traffic and safety issues affecting our neighbourhood. These include excessive vehicle speeds, limited on-street parking, poor driver behaviour, increasing levels of cut-through traffic, and the safety of the Port Road and Oval Avenue intersection, which we believe requires urgent attention. Our first preference is Scenario 1. However, our main concern with this option is that the proposed diversion routes could effectively become race tracks, particularly along Glen Huntly Street and Glen Garry Street, but also Glen Eira Street and Glen Rowan Street. Once drivers become familiar with the changes and realise they can continue through the bends without giving way, we are concerned this may do little to discourage cut-through traffic. Instead, it may simply shift traffic onto these streets while encouraging higher speeds. If Scenario 2 is considered, we are strongly opposed to installing speed humps or other treatments directly outside our property at [REDACTED] for the following reasons: • Noise: Vehicles often accelerate towards speed humps, brake heavily, thump over the hump, and then accelerate again. This creates significantly more noise than normal traffic. • Impact on us: Our bedroom is at the front of the house, and being subjected to this noise throughout the night would have a considerable impact on our sleep and quality of life. • Loss of parking: On-street parking is already extremely limited due to the nearby café, tattoo studio and hair salon. Our family and visitors frequently struggle to find parking close to our home. This is particularly difficult when our elderly mother visits, as she often has to park a considerable distance away or we need to move one of our own vehicles to allow her to access our driveway. If the majority of residents support raised intersections, our preference would be for flat-top raised platforms rather than the other options, especially the Watts profile speed humps. Our understanding is that flat-top platforms generate less noise, provide a smoother crossing, and do not result in the same loss of on-street parking. However, we would still prefer that no traffic-calming device be installed directly in front of our home. We support installing raised platforms at all Connor Street and Glen Street intersections. I drive through the raised platforms on George Street and Main Street in Beverley almost every day and have observed that this treatment is generally well respected by drivers and is effective in reducing speeds. We also believe the existing Give Way signs at the intersections should be replaced with Stop signs. There have already been accidents at these intersections, and we have personally experienced several near misses caused by poor driver behaviour. We wonder whether some drivers become confused because the Give Way control is not immediately obvious. Stop signs would require drivers to slow significantly, and even where drivers perform a rolling stop rather than a complete stop, they would still be travelling at a much safer speed, reducing the likelihood and severity of collisions. We suggest installing local traffic only signage at the Findon Road and Oval Avenue entrances to all Glen Streets, with operating times of 6:00–9:00 am and 3:00–6:00 pm, to discourage rat-running and improve safety and amenity for local residents and visitors.
26239	

	Oval Avenue is also used at excessive speeds. Of the proposed treatment options for Oval Avenue, Option 2 is our preferred solution as it also includes considerations for pedestrians. Lastly, we look forward to hearing the findings of the independent traffic assessment being undertaken by the external traffic consultant for the Port Road and Oval Avenue intersection. This intersection has become increasingly dangerous over time and should be treated as a priority before a serious or fatal crash occurs. We hope the assessment results in practical recommendations that can be presented to the Department for Infrastructure and Transport (DIT). In summary: • Our preferred option is Scenario 1. • We oppose any speed hump or treatment being installed directly outside 47 Glen Eira Street. • If raised intersections are supported by the community, we prefer flat-top raised platforms over Watts profile humps. • Replace the existing Give Way signs with Stop signs at key intersections. • Install raised platforms at the Connor Street and Glen Street intersections. • Our preferred treatment for Oval Avenue is Option 2. • Install Local Traffic Only signage at the Findon Road and Oval Avenue entrances to all Glen Streets (6:00–9:00 am and 3:00–6:00 pm) to reduce rat-running and improve local safety.
26238	Scenario 1 - Diagonal Road Closures will also prevent parked cars from blocking our driveway which has been reported to council on numerous occasions. In addition, it will mitigate the visibility/safety issues that are currently present when crossing the Glen Streets/Connor Ave intersections.
26237	Option 1 will create major bottle necks near the corners especially when football is on at the oval. It also doesn't stop hoons racing down the streets off Findon Rd and I can see accidents occurring at the Connor Ave corners. More parking spaces will also be lost if Option 1 is implemented. As a frequent user of these streets to access the tennis courts and also the oval on football days if option 2 is implemented I would like to see stop signs on Connor Ave rather than the give way signs on the Glen Streets due to the sight lines at these intersections.
26234	Any finalization of this traffic safety improvement should be placed on hold until concerns about the Port Road intersection at Oval Avenue and Park Street South are fully resolved. Both intersection are dangerous and influence behaviors that impact Woodville South traffic. I frequently visit family in Glenhuntley Street (Near Connor Ave, entering from Oval Ave) and at times leave the area via the traffic lights at Glen Rowan Rd/Findon Road/Woodville Road to avoid using Oval Avenue/Port Road crossing as I fear that intersection will cause a death at some point due to poor traffic flow/behaviors/design. If Diagonal Road Closure were implement it would significantly make it harder to leave the area safely. Implementation of Raised Intersections & Traffic Calming would not make it harder to leave the area safely. Possible changes to Port Road intersection at Oval Avenue and Park Street South may also have a positive impact on reducing flow through Woodville South streets. Woodville South Traffic Safety Improvements must be placed on hold and considered in context of Port Road intersection at Oval Avenue and Park Street South. All needs to be considered together as one will impact the other project.

	Note: happy to provide exact addresses for full context in Woodville South once it is confirmed that feedback will be redacted from any public disclosures, eg, house numbers redacted to ensure privacy.
26233	So while the proposal may decrease speed and traffic within the Glen Streets and Oval Avenue it will with time increase the speed and volume of vehicles in Angus St, Cedar Ave, and Curtis St. There needs to be a traffic Closure near Angus St. In addition it would be nice if Council could spell the Street Names correctly in their own documents.
26230	Can we also look at removing the first parking space along the streets coming just off Findon Road. For example I'm [REDACTED] Cars can park right on either side of the street right as you come into the street from Findon road because there is no yellow line there. The amount of accidents i have almost seen whereby cars turning into the street have to stop half out on findon road because there is a car or two waiting to turn onto findon road waiting between the parked cars. This is because with the cars parked on the side then only allows one car on the road to fit in the space. Its even worse when turning into the street and there is a car approaching findon road, leading to one of the cars having to stop and give way. It's hard to see often when you're coming from findon road. It would be great if we could extend the yellow lines to findon road there.
26229	I definitely do not want Option 1 - Diagonal Half Road closures on Connor Ave. Would Option 2 (preferred option) still have Give Way or Stop signs? I think Connor Ave should Give Way at the intersections. They never slow down even if their view is obstructed by parked cars. Or even better, give way to right. I hope my feedback has been helpful. Good Luck with the project. Looking forward to it.
26222	On the corner of glengarry and Findon road when turning into the street after coming down Woodville round and the corner there are cars parked on the corner and if other cars are waiting or coming the other way there may be no where to go and the risk of someone going up the back of your car. There should be no cars parked on that corner. This is the same for Conner avenue you have to creep to turn left or could smash a car coming across.
26212	Scenario 1 in conjunction with slow points, because I believe there will be more traffic than usual For example Glenhuntley will be used more for a bypass and also local residents using this route
26195	Selected option to be completed asap
26161	1. Police parking infringements more stringently. 2. Restrict parking to one side of Glengarry Street between Connor Street and Oval Avenue on Game Days/Community Event Days. 3. Extend the no parking line on the intersections of the 'Glen' streets and Connor. Views are obscured by parked cars close the intersection.
26128	I am assuming the diagonal road closures is the plan where each Glen Street will have a right hand turn at Connor Ave and this is my first preference. It would be good to monitor the traffic down each street after this is done, and if the traffic is still high, traffic calming measurements should be used, Of these, I prefer the single lane slow installation. My last preference is the speed humps, and of these, I prefer the wide humps rather than the short Watts profile humps.
26090	I have been walking daily up and down Oval Avenue for years. I believe that the diagonal intersection should fix the Oval Ave cut through. Can the raised intersections be put on hold to see the scenario 1 works? If no is the case then raised intersections would be best. I also believe that 5 raised intersections would be too much. The cut through part is from port road to Glen Rowan or Glengarry not much further along. Could there be only 2-3 installed ?
26084	being a resident of glengarry street i really cannot see that having the half road closures is going to stop the traffic from going down the glen streets in a different manner. it may reduce some of the traffic but i cannot see it slowing the traffic and reducing traffic flow that much. for me and if the council considers these streets as iconic and the heart of Woodville south they need to make the right decision. I have a friend that lives in

	its a beautiful street and had the same issues as the glen streets it was a cut thought. To solve this issue they came up an idea that you haven't recommended. they have the diagonal type option but with a angled single - lane slow point that cars can pass through. along with some nice landscaping this looks good and from what my friend tells me has worked very well. with the options you have given i recommend the flat top single lane slow point and or angled single laned slow points done in a manner that adds value to the streets and is done in such a way that blends into the street with the required landscaping to add trees and shrubs to give it a premium look and feel. If you add just watts profile speed humps to me that would look cheap and devalue the streets.
26083	I am totally against Scenario 1 as it will cause to much disruption. Many people I have spoken with on my street disagree with this idea.
26082	I would like to express my support for Scenario 2, which slows traffic while maintaining access through the area rather than restricting movement. I believe this option achieves the desired safety outcomes without unnecessarily impacting current residents who rely on these back streets for safe and practical access. If Scenario 1 were implemented, I would personally need to zig-zag and backtrack through the Glens when collecting a work colleague on my way to work, due to the proposed closure. This would create unnecessary inconvenience and potentially shift traffic pressures onto surrounding streets. Scenario 2 provides a more balanced solution by improving safety while still allowing the community to move through the area efficiently. *Any traffic solution in scenario 2 is better than scenario 1 PS. love the work you all do. Some great improvements in the pipeline (This and the oval playground)
26081	I commend council's efforts in working with the local community and responding to the wide variety of opinions and priorities. The solutions offered won't solve every problem, but will go a long way in improving the safety of our streets. Can some consideration be given to allowing bicycle traffic through street closures when in the design phase.
26080	This just needs to happen, enough discussion. The parking issues must also be addressed.
26030	These measures should also be implemented on Glen Lossie and Glenavon. I own a property at [REDACTED] and notice people drive down Glen Lossie Street (from the footy oval) and come around the bend onto Grampian street at probably more than 40km/h. Grampian Street itself doesn't need speed bumps as its quiet a short street, but potentially putting a speed bump on the bend or at end of Glen Lossie may help. Please also consider the placement of speed bumps so it does not impact driveways of future subdivisions.
26026	Happy for either just need less traffic and slower. Would love speed humps on glengarry street also
26022	I have raised this issue once before about the traffic coming from Findon rd. and trimmer pde cutting through to port road and the council is doing nothing but looking after the other glen streets even down to the beatification of the other glens why is it so ?

	Grampian road should be renamed glen Lossie street and the current glen Lossie from Grampian should be renamed to Connor Ave/st that would be a good start, and put raised pavement with pedestrian facility, the traffic of a morning and late evening all exceed the speed limits. I AM A RATE PAYER AND DESERVE SOME JUSTICE !!!!
26019	I am appalled that these 'improvements' are going ahead when Ledger Road has had NO maintenance or improvement in 15 years, continues to deteriorate and poses significant safety risks to residents, visitors and the businesses who try to use the road on a daily basis. How the Council can justify using rate payer money to 'improve the safety' of side streets used only by residents, hospital staff or visitors to football matches, who don't want to pay for car parking is quite frankly outrageous. Let me guess, Council staff, Councillors or constituents live on these streets? An absolute joke. All these 'improvements' will do is kick the can down the road and further decrease the safety and increase the volume of traffic on roads like Ledger, which has zero capacity to support. Disgraceful.
26015	Only having 1 or 2 pedestrian crossings down oval ave instead of having one at each of the glens.
25995	Glen Lossie Street needs to be included in this work. It is part of the area. It is just as relevant to speed restriction and safety for the residents of the area. I can't understand why it had been excluded.
25982	We are at [REDACTED] so we are west of Connor Ave. Currently, when wishing to head north onto Findon Road or onto Woodville Road, we avoid the difficulties of turning right onto Findon Road into the heavy traffic which banks up south of the Glengarry St. We have, for some years now, chosen the safer route of turning left into Connor Ave and left again into Glen Rowan Rd to access the traffic lights at the intersection with Woodville Rd and Findon Rd. Scenario 1 makes this safe route impossible for us and any other residents of the area who live west of Connor Ave. For this reason we much prefer Scenario 2.
25976	I think maintaining ease of access for local residents need to be at the forefront of any developments. Scenario 1 would make it difficult for residents of Cedar Avenue to enter from Findon Road way, and would require entry to Cedar Avenue from Church Street, a very narrow tight street off of Woodville Road. In scenario 2 traffic calming treatments would create excess noise from cars speeding up and slowing down for residents near the road humps, consider minimising the number of humps not at intersections. Maintaining as much existing street parking is paramount given the use of street parking for residents, hospital visitors/staff, football oval visitors.
25958	Diagonal Road Closures will not prevent people driving down those streets, it will just make people slow down at the intersections. I don't see any problems on Glen Lossie street at the rear of the oval other than cars driving faster than usual. The one way traffic causes Glen Avon street to be busier as cars cannot travel east on Glen lossie and need to travel on Glen AVON instead. A new traffic management review for the entire area from port road to Findon Road is required, I recommend opening all streets back up including those that have been blocked off, review the area for 6-12 months then create a plan. Blocking of a street, putting in road humps/diagonal road closures are only diverting traffic and creating another problem, just what has happened here. Oval and port road intersection need to have NO STANDING on both sides of the road
25938	I do not support option one by itself as whilst it may reduce the cut through traffic, it won't necessarily reduce speeding by itself. I would be happy with any of the proposed traffic calming measures as they will reduce both speeding and volume. My preference is for the angled one lane slow points combined with the watts profile speed humps.
25907	Strongly recommend half road closures. Raised intersections and calming traffic scenarios will not decrease traffic. I would also suggest renaming streets to include East or West pending in what side of the closure.

	Port Rd and oval ave intersection absolutely needs to be reviewed. It is dangerous and I have been witness to multiple near misses. Also, the car parking along oval avenue between Edward st and port rd contributes to the hazard. This hazard will further be exacerbated by the new development on the corner of oval ave and port rd which will increase traffic at the intersection and on Oval ave near Port Rd.
25876	Please add pedestrian crossings away from intersections and provision one for proposed playground
25844	I believe both options should be installed simultaneously. The Connor St intersection is dangerous - it is impossible to see traffic coming (when travelling on Glengarry) due to the allowed parking arrangements. I take my kids to school every day and simply have to 'guess' if a car is coming along Connor (from my left, when I'm heading towards Oval Ave on Glengarry). The issue with just installing the diagonal half-road closure(s) at Connor is that it will not slow traffic travelling between Findon and Connor (travelling on Glengarry) - so our house [REDACTED] will not enjoy any relief from speeding cars. I work at home and look out on the street every single day. The speeding is out of control and I don't believe we've ever had a speed detection device on the Findon side of Connor (on Glengarry St). As such, cut through and local traffic will simply brake hard as they arrive at Connor intersections. The 'Findon' road side of Connor (on Glengarry) is quite wide - this simply encourages the speeding. As such, I vote for both options to be used together - both to slow and reduce traffic, as well as fix the issue with visibility of oncoming cars at Connor. Loss of parking isn't an issue to me - there are already strange parking controls in place anyway (noting they are rarely / unfairly / sporadically enforced).
25843	no body adheres to the 40kph speed limit. should have sapol doing random cameras there. also the parking is a joke, you have been saying for 10 years you are working on it. yet have done nothing. Cedar ave constantly has people illegal parking, if i worked for you i would make thousands a week in fines for illegal parking over yellow lines etc. we pay enormous rates, what are you doing about it? nothing i suspect as usual. its a joke. you cant even pick up bins, every week nearly one of the bins gets missed
25827	i reside at [REDACTED] i would appreciate if there would be some way we could have parking on that street if that's a permit only or something i'm not sure but it's a major inconvenience and especially when it is night/ early morning you have random cars parked inline with our driveway. illegal i suggest that the side on our side of the road where there is only one driveway is a permit only zone for the three houses on that part of connor avenue it makes it extremely difficult to exit our one car drive way when people are park there and trying to not hit them is very difficult. i also could suggest for all the streets to have parking on one side of the road?? i am also highly against senario one as it would make it a maze to get out of the neighbourhood.
25825	Please do not implement the raised intersections and traffic calming measures (Scenario 2). The streets in Glen are already narrow, and on-street parking is extremely limited due to the nearby hospital and oval. Adding raised intersections and traffic calming devices will further reduce the number of available parking spaces and restrict the flow of traffic, as these treatments often narrow roads to a single lane. This proposal is likely to create increased congestion, particularly on game days at the oval and during busy periods at the hospital. Rather than improving safety, it could increase traffic delays, driver frustration, and the risk of accidents in the area.
25816	I live on [REDACTED] so I use 'the Glens' quite frequently when driving. I strongly support Option 2 for the following reasons. 1. QEH staff parking affecting local streets. As street parking has become a premium now, I can't see why Option 1 would be considered if it removes up to 30 on street car parks.

	2. Diverting traffic would surely create more problems with cars turning around once they discover they can't get out. Especially near the QEH. Surely 'road calming' procedures would make the most sense to curb traffic enthusiasm but keep the streets useable for local traffic. 3. I would have to assume Option 1 allows for emergency services vehicles to drive through and not around these street closures? Would be disastrous to have a medical or fire emergency delayed because of these blockages. As for Oval Ave., anything would be better than what we have currently. Raised pavement with pedestrian seems to strike the right balance of calming speeding motorists and giving pedestrians (and their dogs) a chance to cross the road safely. It would help on match days too. ██████████
25815	The council wants our streets to be safer. These proposals may improve safety but why not also introduce parking on only one side of road at all times. At least do a 3-6 months trial to access. Thank you
25808	Closing off Connor Ave as proposed is a much more sensible option than speed humps as it will have a meaningful impact on the amount of accidents at the intersection of the Glens and Connor. ██████████ the amount of crashes we hear at night is crazy - this option should stop this. I also think it will totally deter the rat run from Findon Rd to Port Rd and stop the number of cars interacting with pedestrians visiting the cafe and the Oval along Glen Eira. Bonus point for making this option aesthetically more pleasing to an area that is now buzzing with people (cafes and oval) and I love that it gives more options to plant trees! Looking forward to a safer and more beautiful street.
25796	There is nothing wrong with these streets - they don't need additional traffic calming measures with the existing intersections marked as they are and cars on either side. Traffic doesn't go down these at ridiculous speeds. Additionally Oval Avenue doesn't need anything done to it. It's fine as it is. There's no need for five intersections to be disrupted. It's not like there are crowds everywhere in the olden days when there were sand full games. The streets are already narrow enough and have enough crossings in the middle that traffic speeds are kept in check. Can we please stop spending ratepayer money on unnecessary capital improvements like new dog park fences that didn't need to be replaced, like a new playground 150 m from an existing playground at the dog park, like traffic calming measures for streets that are already calm - when we can't even get the basics done, like: - our bins picked up on time - our verges mowed before the weeds get to knee level - footpaths repaired where they're lifted and cracked from trees or if they are repaired don't slap-dash, cheap out on it - do it properly

	I get maintenance isn't sexy and capital improvements get people all excited but failing to do the basics is what is wrong with this council at the moment. I get the feeling that when someone in the Glens says "jump," the council says "how high" and throws money, hand over fist at them. When ratepayers in other areas of the suburb want even the basics done, like I said above, the council doesn't give a stuff. Can we please stop pandering to a tiny portion of the suburb and actually consider everyone's needs when you allocate the rates we pay.
25791	Scenario 1 will hopefully provides the highest level of deterrent for people cutting through from Findon to Port Rd. In addition the option supports an improvement to the urban environment by providing some additional green space which is a real positive to the suburb. My observation is that speed is not the issue, rather the volume of people cutting through the streets. If scenario 2 is progressed, my preference would be for the single lane slow points, which could also incorporate green space. For Oval Avenue, the raised intersection with integrated pedestrian crossing is my preferred to supporting vehicle calming and pedestrian safety. There is a huge amount of foot traffic during different sports and public events, so a high importance to control vehicle speed. In addition lots of people congregate to the sports precinct in the evening for an evening walk/ bike ride. With the existing pedestrian crossings vehicle can park in close proximity which creates blind spots. [REDACTED] was struck by a car at the Glen Eira crossing a few months ago, thankfully he walked into the side of the car as it passed and was only shaken by the incident, if he had stepped out moments earlier it could of been a horrible accident. It all happened because there was a van parked up close to the crossing on the north eastern side and my child did not stop and pause as he should have, but also the driving vehicle could not see him due to the parked van causing a visual obstruction. I appreciate the thought and consideration council have put into improving our suburbs. Many thanks [REDACTED]
25757	Minimising money spent on upgrades for the same outcome to improve safety & traffic management. More money to dedicate to ongoing maintenance of the area, eg mowing verges, keeping roundabouts neat, waste removal.
25726	The main concern I have for my street is the very unsafe conditions when there are any activities happening on Oval Avenue in regards to parking. It is very dangerous, I don't understand why we have parking on both side sides of our street. Cars are not allowed to park out the front of our house, however the sign is not clearly visible to people and every weekend we have people parking out the front of our house making it dangerous for us to get out of our driveway as we are just on a bend. I call council every weekend, nothing gets done about it. I've asked for nearly 5 years to get a yellow line out the front of our house, again nothing's done about it. Who is actually listening to the residence that live on the street and pay our council rates?
25722	Scenario 2 will evenly slow all the traffic along all streets thus preventing cars speeding up between the main streets (Findon, Connor and Oval) which Scenario 1 represents. Definitely Scenario 2 much preferred.
25721	Scenario 1 would have a direct and significant impact to those who reside in the area. It also significantly reduces the number of car parks in an area where parking is already extremely limited for residents, visitors and healthcare workers. Scenario 2 will still redirect traffic with less impact to the residents direct. Utilising a variation as well may be of more benefit to achieve a better outcome in redirecting traffic (for example one slow point for each road and the rest speed humps)

25715	If scenario 1 is implemented it would make it difficult to travel to Finon Rd as I will only be able to turn left on Glenrowan Rd. Also it will make it difficult for emergency service vehicles to enter the hospital via Connor Ave.
25713	This design is far better then previous offerings
25708	While the above will help traffic problems, I believe the council is deaf to the Oval Avenue, and Glen Street residents concerns regarding parking on both sides of the roads within the Glen Streets. I have been living at Oval Avenue since 1994 and my wife has lived in Glen Eira Street, and Oval Ave all her life, and we both remember a time prior to around 1995 that parking was only allowed on one side of each of the Glen Streets. Tackle the parking, and you solve most of the problems. Hospital workers flood the Glen Streets every day, so much so, that I know the guy by site who parks [REDACTED] next to my houses every day. Trying to navigate a Glen Street with football on at the Oval can take 10 minutes of more, for something that should take around a minute.
25706	We're a family with young children and the speeding down the street is definitely a concern. I'm for both options (changed intersections and speed bumps) but ultimately think that lesser cars on the street will improve safety.
25704	I am no longer in support of this project. The initial treatments proposed were logical and I expect will have reflected the unbiased recommendations of professional traffic consultants. The locations made sense and were measured in number to address the issue of cut-through traffic without materially impacting resident accessibility. The process has taken months and we've gone regressed backwards as the council has tried to appease everyone but will likely end up disappointing everyone. Scenario 1 is an armageddon scenario. It will materially deteriorate accessibility of residents to their own homes, let alone be a nightmare for any visitors. Scenario 2 turns Woodville South into the land of speedhumps - up to 25 over 5 streets! The council's solution appears to be to throw a speed hump at any complaint or piece of feedback received. Some residents on Glen Eira street will have to go over 9 speed humps / treatments just to get to Port Road. Please return to the original proposal.
25703	Could the Oval Avenue proposal for raised pavement / flat top road hump please be considered to include one on Oval Avenue between Port Road and the Cedar/Oval roundabout as a lot of cars speed down this section as they cross over Port Road onto Oval
25701	LOVE the scenario 1 option for all the diagonal road closures. creating a safer, calmer street environment which will deter the constant cut through traffic. if it means we have to slightly change the way we leave and enter our property, the the sake of the abiove, then thats what we wioll do. like anything, it will take adjusting, but this short term pain is for long term gain. oval avenue adjustments are great, we can not loose the pedestrian walking option
25700	I want scenario 2 because it is safer and because we live on the [REDACTED] we still can turn left at Connor ave and get to the traffic lights at Woodville if making it safer to get across findon rd and also get to port rd account peak hour turning right on findon rd is dangerous also peak hour oval avenue across port rd is also dangerous and to many accidents. Also I believe scenario 1 would cause safety issue for emergency services to personnel on the eastern side of Connor ave,
25699	For properties on the Findon Road side of Connor Avenue Scenario 1 means we cannot get to oval Avenue without significant disruption.
25698	The two crossovers at oval avenue and park street south should be made one way

	1 Park street South should be out towards Port Adelaide only for cars this will stop cars building up on port road and cars cutting across three lanes from garage to go up port road on the other side the other thing is the congestion from Coffee Shop coming across stopping cars turning into the cross over there are so many screeching tires and trucks with people cutting across three lanes of traffic from service station would solve the problem 2 Oval avenue should have a slip lane to turn right into cutting off down side of port road as this is not a thru road it will not have traffic coming from other side using the cutting all going one way up port road this means cars off main port road as well to turn right
25697	I am extremely concerned about the impact the new development on the corner of Oval Ave and Port Rd will cause. It is extremely difficult to exit on to Port Rd now and there are constantly accidents at this intersection. This needs to be treated as a priority.
25693	Diagonal Road closures would remove my ability to easily access the Glen-Rowan/ Findon Rd traffic light. Turning right onto Findon Rd from Glen Eira St is difficult at the best of times so I prefer to use the aforementioned stoplights. Diagonal Road closures would also make getting to Oval Ave and onto Port Rd less convenient.
HC1	Until options go ahead speed cameras and inspectors to show up more instead of Henley Beach
HC2	People parking on the yellow line outside by driveway making it very difficult for me to get in and out of my own house. Also to make some slow down arrangements in the street at all cross over intersections.
HC3	Increase area for short term parking for kindergarden access. Stop on Glen Rowan Road. Visible. Scenario 2- preferred but not the best

APPENDIX B: COMMUNITY SENTIMENT – WRITTEN SUBMISSIONS VERBATIM COMMENTS

Contribution ID	Comments
CM 1	Unfortunately I was not able to attend the Community drop-in session on Wed 8 July. As a resident of Glenhuntley Street, I provide the following feedback: I am strongly OPPOSED to Scenario 1: Diagonal half-road closures For safety reasons, I use the traffic light intersection at Findon/Woodville/Glen Rowan multiple times a day and particularly at peak traffic times. I will not be able to access this. Using Glengarry to turn right onto Findon (and then trying to get into LH lane to go along Findon) is fraught with danger with cars coming full on from the RH side. Same for trying to get onto Woodville Road, which I endeavour to do to avoid the Port Road/Oval avenue intersection which is dangerous and difficult to navigate at busy times. I am SUPPORTIVE of Scenario 2 with Flat Top Road Hump I would not like to see option where car parks are lost as the street is heavily utilised by resident vehicles. Question Can roundabouts be installed at Connor Avenue intersections and what consideration has Council given to this? [REDACTED] [REDACTED]
CM 2	To whom it may concern, I have recently received the letter regarding traffic management changes in Woodville South. During the consultation period, I spoke with the Charles Sturt Council and was told to speak with the staff at the community meeting. At the meeting I raised my concerns about the 'no parking' sign which is directly across from my house [REDACTED] There is no parking at all yet most people cannot see the sign and consequently get fined therefore I suggested a yellow line. I am assuming from the images provided that there will be yellow lines placed on the corners of Glen Rowan and Connor [REDACTED] (and other streets) where carparks will be lost, but it is unclear if the yellow line will be marked at the front of no 18 too where there is currently no parking anyway. From the image it seems the yellow line will only cover [REDACTED] which is the corner house.

	Could you please let me know where exactly the yellow line of Glen Rowan will be and if not in front of [REDACTED] then what is the reason? Please keep in mind that when cars park there, due to not seeing the sign, it is very unsafe for me to reverse my car out. Thankyou [REDACTED]
CM 3	Hi My husband and I would like to vote for Scenario 2.
CM 4	Dear Paul Sutton Please find attached the TECHNICAL EVALUATION AND FORMAL CIVIL OBJECTION REPORT Kind Regards
CM 5	Hi Councillors, Since the traffic cuts through the “Glen” streets due to the following: • Bypass of 2 sets of traffic lights • Bypass of 2 x sets of pedestrian crossings • Also google maps also indicates heavily, that the quickest way from Adelaide CBD to the beach is via Port Rd through the “Glen” streets. Has the City of Charles Sturt council traffic management team looked at this??? The team does not require speed counter trailer to be deployed, the team does not require engaging the police to set traffic counters up on the street. Last week there were even 2 10 tonne rigid trucks that came down the Glengarry street (obviously took a short cut) as they turned right off Oval Ave onto Glengarry street, then at the end turned left onto Findon road and kept onto their destination. • Has the City of Charles Sturt traffic management team used google maps to find the shortest / fastest / quickest route from Adelaide CBD to the following suburbs: Findon, Seaton, Grange, Henley, Tennyson etc. I am well sure that Google maps will direct the traffic through the Glen streets rather than using the main roads. • Has the council contacted or engaged with “META” to ensure that an alternative route is able to be achieved working collaboratively???? • As there is a new unit development being built on the corner of Oval Ave & Port Rd, has council thought about the increase of extra traffic down Oval Ave as well as extra cars being parked on Oval Ave?? this will be chaos plus. Why don't we just block off Oval Ave at Cedar Ave, have removable bollards for the semi trailers that deliver generator sets to Woodville oval and also do something about all the gym traffic from Revo fitness. People are parking over verges, residents are unable to drive in or out of their driveways along Koolundra street, maybe this should be blocked off also (not on Port Rd but recessed into the street at the bend). Maybe if the council invests in some temporary concrete bollards (actually there are some at the dump site at Beverley) paint them Safety yellow and see the traffic response down Oval Ave All Glen Streets etc

APPENDIX C - COMMUNITY MEMBER WRITTEN SUBMISSION – TECHNICAL EVALUATION & FORMAL CIVIL OBJECTION REPORT

APPENDIX D: COMMUNITY SENTIMENT – COMMUNITY DROP-IN COMMENTS

Contribution ID	Scenario 1 – Diagonal Half Road Closure and Oval Ave Treatment
1	We definitely favour scenario 1- but parking problem MUST also be addressed
2	Parking Between corners might also need to be reviewed on Connor
3	Living on Connor Ave and wanting to sue traffic lights to Woodville rd. Will be impossible with option 1. (Glen Rowan Rd Corner)
4	Removes firetruck access to hospital from Connor Ave. Better ask them first
5	Not In favour. Live in Glenhuntley St. Emergency services would waste time to travel from Findon Rd. For me to travel to Findon Road Id be back tracking
6	We live on the corner of Connor Ave and Glengarry St- we are in favour of senario 1- Less accidents and near misses. Safety is a major issue at these intersections
7	This solves nothing but move each streets issue over by one
8	None of this will make any difference if Google Maps still directs traffic down these streets!
9	Is this intersection for traffic in both directions? Does that mean there will be no parking on connor street?- Glengarry Intersection
10	Why Glengarry street (east) residents forced to sue traffic lights to access findon Road
11	Connor ave slight issues for giveway. Suggestions for LEDS and fluro paint on road
1	No parking within 40m of intersections
12	More compliance checks. No parking
13	Parking lines to keep cars away from driveways
14	Will parking on Connor be removed?
15	Scenario 1, The first innovative idea in our 46 years of living here. Bravo!

Contribution ID	Scenario 2 – Raise intersections, Traffic calming and Oval Avenue Treatment Options
1	Raised intersection on Connor are a good idea, but humps are pointless
2	Speed humps wont make any difference
3	You need better stop signs on the Connor Street intersections as people don't see them
4	No parking along Connor and leading into the Glen Streets need to be extended to allow cars to drive through
5	Stop sign at Connor and Glenrowan, Glengarry, Glenhuntley. Visable one - Yes!!! I agree
6	More parking compliance for Connor Avenue
7	Not keen on Zebras to the left of T-Junctions due to safety hazards
8	Less raised crossings- perhaps one or two

9	Reduce the amount of raised intersections/ crossings
10	Repaint school zone markings in front of Adelaide Miethke kindy

APPENDIX E - ENGAGEMENT EXAMPLES

Figure 6: Consultation brochure



HELP SHAPE TWO LOCAL PROJECTS IN WOODVILLE SOUTH

We are seeking feedback on the Woodville South Traffic Safety Improvements and the Woodville Oval Playground Concept Plan.

As these projects are located next to each other, we're holding one combined community drop-in where you can view the plans, ask questions and share your feedback.



Woodville South Traffic Safety Improvements
Council is planning traffic safety improvements in Woodville South to help make local streets safer and easier to move through.



Woodville Oval Playground Concept Plan
Council has developed a draft concept plan for future playground improvements at Woodville Oval.

Community drop-in session
Date: 8 July 2026
Time: Drop in anytime between 5pm to 7pm
Location: Woodville District Cricket Club, enter via Oval Avenue car park.
Can't make it? You'll also be able to view the plans and provide feedback online.

WOODVILLE SOUTH TRAFFIC SAFETY IMPROVEMENTS

Last year, we spoke with the community to better understand traffic safety concerns in Woodville South.

Residents shared feedback about speeding, shortcut traffic, parking, access to homes and driver behaviour. This feedback has helped shape the draft concept plans now being shared for your comments.

In October 2025, Council agreed to broaden the consultation to include additional traffic calming ideas, including options for Oval Avenue and Connor Avenue.

What are we proposing?

We've prepared:

- two traffic management options for the Glen Streets area
- proposed safety treatments for Oval Avenue
- changes to Connor Avenue intersections to help address shortcut traffic and improve safety

The draft options explore different ways to reduce vehicle speeds, improve safety and respond to community concerns about traffic using local streets as shortcuts.

The options have different impacts on access, parking and traffic movement. We're seeking your feedback to understand what you support, what concerns you may have, and what should be considered before any decisions are made.

These are draft options only. Nothing has been decided yet. If Council proceeds, timing will depend on available funding and works may be delivered in stages.

Scenario 1: Diagonal half-road closures

This concept would introduce diagonal half-road closures at key Connor Avenue intersections.

Scenario:

Some local streets in Woodville South are being used by drivers as a shortcut between major roads, increasing traffic volumes and vehicle movements through residential streets.

Diagonal half-road closures would make these streets less attractive for through traffic while still maintaining local access for residents, pedestrians and cyclists.

Proposed outcome:

This option aims to create a quieter and safer local street environment by reducing cut-through traffic and encouraging drivers to use arterial roads such as Woodville Road, Findon Road and Port Road.

It would also help slow vehicle movements at key intersections and reduce conflict points, improving safety for people walking, cycling and driving in the area.

This option would change some vehicle access patterns and may remove approximately 30 on-street parking spaces across the precinct, mainly near the closure locations.

Scenario 2: Raised intersections and traffic calming

This concept would keep existing traffic movements in place while introducing raised intersections and traffic calming treatments throughout the area.

Scenario:

Residents have raised concerns about vehicle speeds, pedestrian safety and traffic movements through local streets.

This option responds by focusing on slowing traffic rather than restricting vehicle movements.

Proposed outcome:

This option aims to improve safety for pedestrians, cyclists and residents by reducing vehicle speeds while maintaining existing access for residents, visitors and emergency services.

Traffic would still be able to move through the local street network, but at lower speeds.

Council is seeking feedback on the community's preferred traffic calming treatment. These may include options such as speed humps or slow points. Some treatments may result in parking loss near the treatment locations, while others may not.

Traffic calming works best when treatments are spaced consistently along a street. While different options are being consulted on, the selected treatment would need to apply to the whole street to be effective.

Oval Avenue Safety Improvements

Both options include proposed safety improvements along Oval Avenue in response to community concerns.

Potential treatments include:

- Raised pavement platforms
- Raised platforms with pedestrian facilities
- Wombat crossings

These treatments aim to improve safety and crossing opportunities near the oval, bowling club, childcare centre, dog park and proposed playground while reducing vehicle speeds and slowing travel time for rat running traffic through the Glen Streets.

OTHER FEEDBACK WE HEARD

Alongside the options developed for the Glen streets, Oval Avenue and Connor Avenue, the community also raised other nearby locations and related issues.

What we heard	What's happening
Concerns about the Port Road intersection at Oval Avenue and Park Street South	We are working with an external traffic consultant to complete an independent traffic assessment. The findings will help identify possible recommendations to present to the Department for Infrastructure and Transport.
Cut-through traffic on Grampian Street and Glenavon Street	Glenavon Street is included in a future road renewal program. Traffic calming options will be reviewed as part of that future work.
Concerns about Glenbosie Street	Glenbosie Street is not currently part of this project, but we will continue to monitor traffic and report back if further measures need to be considered.
Parking, blocked driveways and unclear parking arrangements	We will install painted line markings, sometimes called T's and L's, to show where vehicles can park and help keep driveways clear.
QEH staff parking affecting local streets	The Mayor has written to the Minister for Health and Wellbeing requesting an assessment of QEH parking facilities and improved staff parking options. We will continue working with QEH.

Some of these items are outside the current project scope, but the feedback has been recorded and will help inform future planning.

Have Your Say
We want to know which option you prefer and why. Your feedback will help guide next steps.
How to share your feedback:
Community Drop-in Session
Wednesday 8 July
Drop in anytime between 5pm to 7pm
Woodville District Cricket Club, enter via Oval Avenue car park

Complete an online survey at
yoursaycharlesturt.com.au/woodvillesouthtraffic
Can't get online? If you would like a hard copy survey, please contact us to have one sent out to you.
Consultation is open until **Monday 20 July 2026**.



Figure 7: Consultation Feedback Form



WOODVILLE SOUTH TRAFFIC SAFETY IMPROVEMENTS FEEDBACK FORM

Feedback closes Monday 20 July 2026

Please read all the information about the options prior to completing the questions

Complete this hard copy form and return it via one of these methods:

- Scan and email a copy to engagement@charlessturt.sa.gov.au
- Drop off your completed form to - City of Charles Sturt, 72 Woodville Road, WOODVILLE SA
- Post it to us at - Community Engagement Team, PO Box 1, WOODVILLE SA 5011

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: Required _____ Last Name: Required _____

Residential Address: Required _____

Suburb: Required _____

Email: Required _____

Telephone: _____

1. Which street do you live on, or own property, in relation to this project? Required

Select one answer only
☐ GlenRowan Street
☐ Glengarry Street
☐ Glenhuntley Street
☐ GlenEira Street
☐ Glenkossie Street
☐ Glenavon Street
☐ Grampian Street
☐ Angus Street

☐ Oval Avenue

☐ Connor Avenue

☐ I live or own property outside the project area

☐ Other

Your Feedback

3. Of the proposed traffic safety options, which scenario do you most prefer? Required

Select one answer only
☐ Scenario 1 - Diagonal Road Closures (go to qn 5)
☐ Scenario 2 - Raised Intersections & Traffic Calming (go to qn 4)
☐ No preference (go to qn 5)

4. If you selected Scenario 2 (Raised Intersections with Traffic Calming) which traffic treatment would you prefer throughout the street? (Refer to red blocks on the concept plan)

To understand more about the traffic treatments, benefits and things to consider, please review the fact sheets about each treatment option before making your choice. Available in the document library

Select one answer only
☐ Watts Profile speed humps
☐ Flat-top road humps
☐ Flat-top single-lane slow point
☐ Angled single-laned slow point
☐ No preference

5. What is your preferred option for Oval Avenue intersections? Required

Select one answer only
☐ Option 1 - Raised Intersection (pavement)
☐ Option 2 - Raised Pavement with Pedestrian facility
☐ Option 3 - Wombat Crossings
☐ No preference

6. Do you have any further comments about the proposed traffic safety improvements?

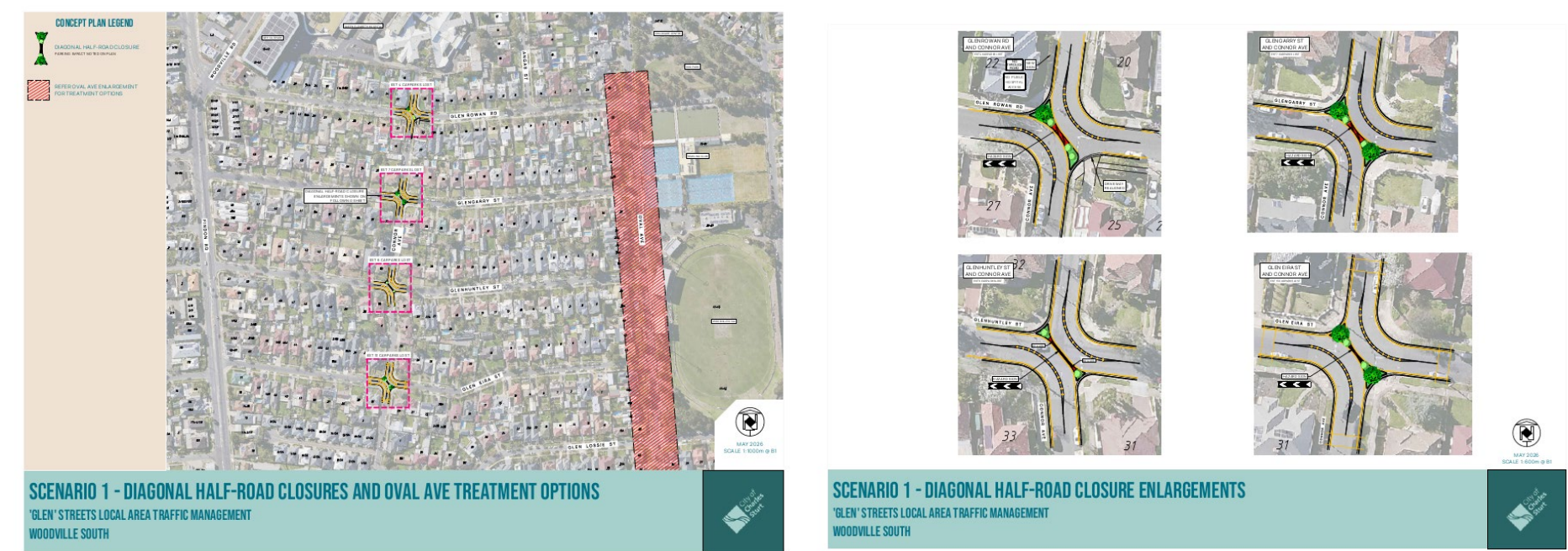
*Thank you for your feedback.
Please return your completed form before Monday 20 July 2026.*

Are you a member of Your Say Charles Sturt?
If not, we encourage you to join and share your ideas and feedback on all our projects.

Scan the QR Code or visit yoursaycharlessturt.com.au and create your account today.



Figure 8: Concept plans



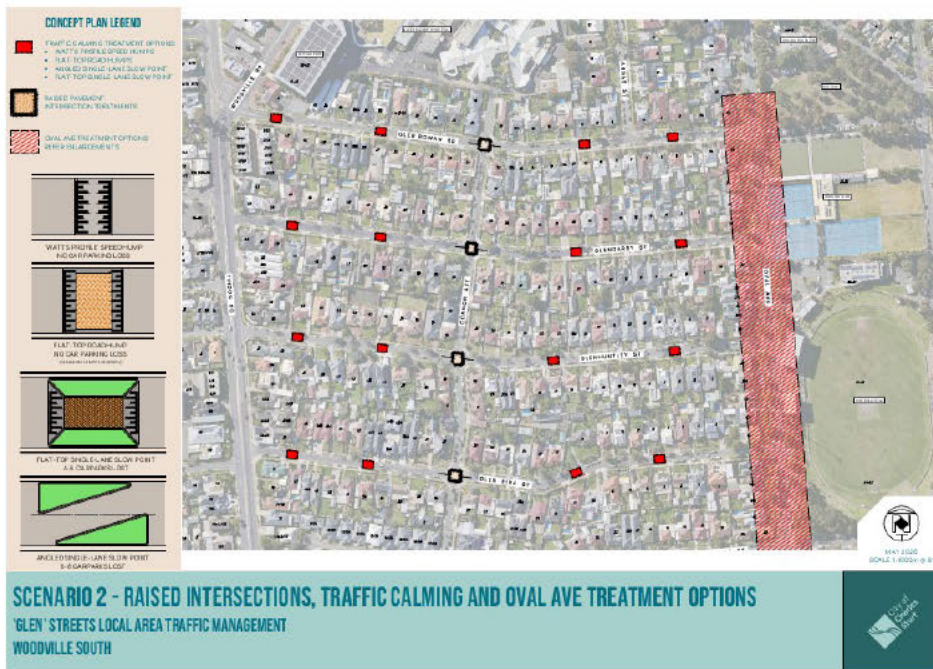


Figure 9: Your Say Charles Sturt Project Page, July 2026
<https://www.yoursaycharlessturt.com.au/woodvillesouthtraffic>



Home All Projects About
English ▾
CommunityEngagement ▾

Woodville South -Traffic Safety Improvements

We are seeking your feedback on two proposed traffic improvement scenarios and new options for Oval Avenue. Tell us what you think!

+ Follow



[Home > Woodville South -Traffic Safety Improvements](#)

Project Updates

Keep an eye on the project status, and related decisions by checking these updates. To get notification of these updates direct to your Inbox, **Follow** this page.

21 July 2026 / WOODVILLE SOUTH -TRAFFIC SAFETY IMPROVEMENTS

Woodville South Update

Consultation has now closed

[Learn more >](#)

20 November 2025 / WOODVILLE SOUTH -TRAFFIC SAFETY IMPROVEMENTS

Community Drop-In session - 9 December

[Learn more >](#)

4 November 2025 / WOODVILLE SOUTH -TRAFFIC SAFETY IMPROVEMENTS

Council Resolution & Invitation to Community Drop-In session

Following a council resolution, we are now seeking your ideas for alternative traffic ideas.
[Learn more >](#)

Show more news

About the Project

Last year, we spoke with the community to better understand traffic safety concerns in Woodville South. Residents shared feedback about speeding, shortcut parking, access to homes and driver behavior. This feedback has helped shape the draft plans now being shared for your comments.

In October 2025, Council agreed to broaden the consultation to include additional traffic calming ideas, including options for Oval Avenue and Cornor Avenue.

What are we proposing?

We've researched:

Share this page

Facebook Twitter Email Print RSS

Want to be kept updated?

To receive notifications and project updates, including the outcome of this consultation, click the "+ Follow" button in the top banner of this page.

Previous Consultation (2025)

Consultation on Speed Humps and Cushions Undertaken in July 2025

View past engagement

Community Vision Alignment



A PLACE TO CALL HOME,
A PLACE WHERE WE BELONG

We have prepared:

- two traffic management options for the Glen Streets area
- proposed safety treatments for Oval Avenue
- changes to Connors Avenue intersections to help address shortcut traffic and improve safety

The draft options explore different impacts on access, parking and traffic movement. We're seeking your feedback to understand what you support, what concerns you may have, and what should be considered before any decisions are made.

These are draft options only. Nothing has been decided yet. If Council proceeds, timing will depend on available funding and works may be delivered in stages.

What is being proposed

Scenario 1 (Diagonal half-road closure)	Scenario 2 (Raised Intersections and Traffic Calming)	Oval Ave

This concept would introduce diagonal half-road closures at key Connors Avenue.

Scenario:

Some local streets in Woodville South are being used by drivers as a shortcut between major roads, increasing traffic volumes and vehicle movements through residential streets. Diagonal half road closures would make these streets less attractive for through traffic while still maintaining local access for residents, pedestrians and cyclists.

Proposed outcome:

This option aims to create a quieter and safer local street environment by reducing cut-through traffic and encouraging drivers to use arterial roads such as Woodville Road, Findon Road and Port Road.

It would also help slow vehicle movements at key intersections and reduce conflict points, improving safety for people walking, cycling and driving in the area.

This option would change some vehicle access patterns and may remove approximately 30 on-street parking spaces across the precinct, mainly near the closure locations.

Traffic calming (Speed humps or speed pots) can be added if post project completion monitoring identifies a need.

Benefits	Considerations
Reduces reduction in cut-through traffic and local traffic volumes.	Changes some vehicle routes and access patterns.
Creates a quieter local street environment.	Approximately 30 on-street parking spaces removed across the precinct, primarily at closure locations.
Improves intersection safety by reducing conflict points.	May divert some traffic to nearby streets.
Introduces slower turning movements and roadway deflection, reducing vehicle speeds through intersections.	Drivers will need to adapt to new turning arrangements. Could take 3-6 months to embed.
Encourages drivers to use arterial roads, such as Woodville Road, Findon Road and Port Road.	Changes access patterns for local resident access.

SCENARIO 1 - DIAGONAL HALF-ROAD CLOSURES AND OVAL AVE TREATMENT OPTIONS
NEW STREET LOCAL AREA TRAFFIC MANAGEMENT

Timeline

- Community Engagement - Stage 1**
Wednesday 11 June to Wednesday 2 July 2025
We are seeking community feedback on proposed traffic calming in Woodville South. Please share your thoughts on the proposed options.
- Community Engagement Outcomes & Update**
October 2025
Staff have reviewed and analysed feedback from the consultation. A report has been prepared with the outcomes.
- Engagement and Decision Report**
A report to the Strategic and Engagement Committee (SEC) will be presented on Monday 20 October to finalise the engagement feedback.
The report will be available from 4pm, Thursday 16 October 2025.
The Council will then consider the decision of SEC on Monday 27 October to determine the final outcome.
- Council Decisions**
October 2025
The outcomes of the Council meeting are available in the document library, where you can find the Agenda and Minutes of both the Strategic Engagement Committee and Ordinary Council meetings.
- Community Drop-in sessions - Stage 2**
Following the Ordinary Council meeting it was recommended extending the consultation period to allow feedback on alternative traffic calming treatments, and to include Connors Avenue and Oval Avenue.
Where: Woodville District Cricket Club
When: Tuesday 11 November 2025
Time: Drop-in anytime between 4pm to 6pm.
An additional Drop-In session
Where: Woodville District Cricket Club
When: Thursday 9 December 2025
Time: Drop-in anytime between 5pm to 7pm
- Community Engagement - Stage 3 (alternative options)**
June / July 2026
We have presented a series of scenarios and options for the Woodville South precinct.
Consultation opens - Monday 22 June
Consultation closes - 11.59pm, Monday 20 July
- Community drop-in session**
Speak directly to the project team to understand the scenarios and options available. Our technical team will be available to answer any questions you have.
When: Wednesday 8 July 2026
Time: Drop in anytime from 1 to 7pm
Location: Woodville District Cricket Club (access via Oval Avenue, Woodville South)
- Community Engagement Outcomes and Update**
- Council Decision Report**

See less



Concept Plans

-  **Scenario 1 - Diagonal Road Closure**
PDF (735 KB)
-  **Scenario 2 - Raised Intersections & Traffic Calming**
PDF (842 KB)
-  **Oval Avenue Treatments**
PDF (136 KB)
-  **Road Treatments (Advantages / Disadvantages)**
PDF (213.54 KB)
-  **Community Engagement Report - Woodville South Traffic Safety Improvements**
PDF (2373 KB)
-  **Community Letter - Consultation Outcomes & Committee Report**
PDF (4079.02 KB)

Useful Links

-  [Strategic & Engagement Committee Agenda - 20 October](#)
-  [Strategic & Engagement Committee Minutes - 20 October](#)
-  [Ordinary Council Minutes - 27 October](#)

[See more](#)

Talk to us

Have questions or want to learn more about this project, please contact us below:

 Name: **Kath Mardon** - Community Engagement Officer
 Phone: **8408 1270**
 Email: engagement@charleston.sa.gov.au

 Name: **Evan Woollford** - Transport Engineer
 Phone: **8408 1111**
 Email: engagement@charleston.sa.gov.au

Other feedback received

Alongside the options developed for the Glen Streets, Oval Avenue and Connor Avenue, the community also raised other nearby locations and related issues.

Some of these items are outside the current project scope, but the feedback has been recorded and will help inform future planning.

What we heard	What's happening
Concerns about the Port Road intersection at Oval Avenue and Park Street South.	We are working with an external traffic consultant to complete an independent traffic assessment. The findings will help identify possible recommendations to present to the Department for Infrastructure & Transport (DIT).
Cut-through traffic on Grampian Street and Glenavon Streets.	Glenavon Street is included in a future road renewal program. Traffic calming options will be reviewed as part of that future work.
Concerns about Glenelg Street.	Glenelg Street is not currently part of this project, but we will continue to monitor traffic and report back if further measures need to be considered.
Parking, blocked driveways and unclear parking arrangements.	We will install painted line markings, sometimes called T's and U's, to show where vehicles can park and help keep driveways clear.
QEH staff parking affecting local streets.	The Mayor has written to the Minister for Health and Wellbeing requesting an assessment of QEH parking facilities and improved staff parking options. We will continue working with QEH.

Consultation has now closed and community feedback is being reviewed.
Thank you for your time and involvement.

How to provide your feedback

-  **Online survey**
Complete a survey to tell us which scenario and options you most prefer for Woodville South.
Feedback closes 11:59pm, Monday 20 July.
[Complete the survey >](#)
-  **Meet us at a Community drop-in session**
Speak directly to the project team to understand the scenarios and options available. Our technical team will be available to answer any questions you have.
When: Wednesday 8 July 2020
Time: Drop in anytime from 5pm to 7pm
Location: Woodville District Cricket Club (access via Oval Avenue, Woodville South)
[Woodville Districts Cricket Club >](#)
-  **Call us**
If you have any questions about the consultation, that you need help with, please contact us on 8408 1270.
Call us on 8408 1270
-  **Hard Copy feedback form**
If you wish to complete your feedback on a hard copy survey, please get in contact and we will have one sent out to you. There will be some available at the drop in session for easy pick up.
[Hard copy survey >](#)