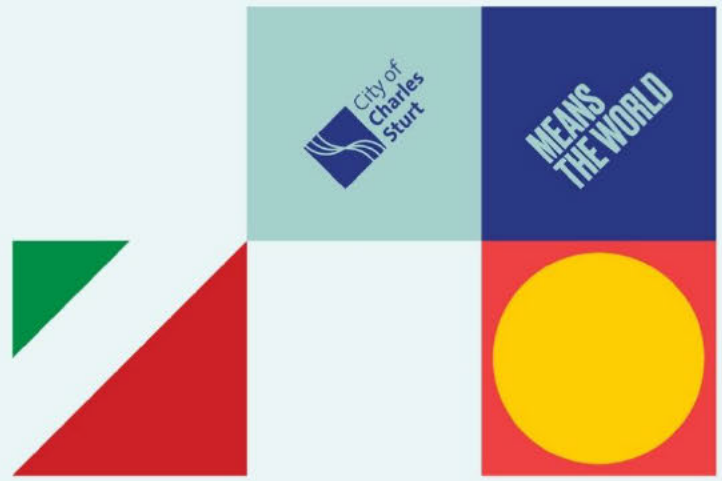
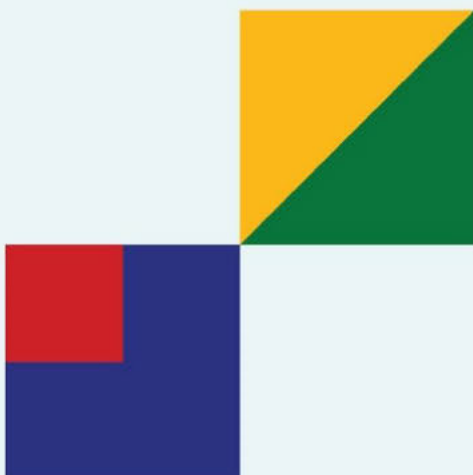




COMMUNITY ENGAGEMENT SUMMARY REPORT

Zebra Crossing Seaview Road, West Beach
May 2026



Prepared By:
Sarah Maddock
Community Engagement Officer
smaddock@charlessturt.sa.gov.au

1. EXECUTIVE SUMMARY

Consultation on the **Zebra Crossing – Seaview Road, West Beach** was conducted from Monday 27 April – Monday 18 May 2026, in accordance with Council’s Public Consultation Policy and endorsed Community Engagement Approach, at the ‘**consult**’ level. Example of consultation promotion material is available in **Appendix A** (pg. 11 - 13)

Engagement was widely promoted through online platforms, mailouts and signage on site at the proposed zebra crossing location.

60 responses were received via Your Say and email. 63% of responses are in support of the proposed zebra crossing, 30% don’t support the proposed zebra crossing and 7% of respondents were neutral. The key themes that emerged from the feedback provided:

- The location of the crossing and alternate locations to the north and south of the proposed location were suggested
- Suggested modifications to the proposed design
- Concerns about traffic congestion and traffic noise with the zebra crossing in the proposed location
- Recognition of the improvements to pedestrian safety
- Concerns about safety due to driver behaviour with the addition of the crossing

All feedback received will help to inform the project team as part of the final design process and recommendations to Council. Updates on the project will be provided via Your Say Charles Sturt to respondents and the broader community.

All the written submissions made via Your Say and email are available for consideration by staff and Council in **Appendix B** (pg. 14 – 22) & **Appendix C** (pg. 23 - 25).

2. BACKGROUND

This project was initiated through an Elected Member budget bid to improve the existing pedestrian crossing and the safety of pedestrians crossing Seaview Road to access West Beach and the West Beach Surf Life Saving Club. The project proposes a zebra crossing on the northern leg of the West Beach Road roundabout, with speed cushions on the northern approach to the zebra, to slow drivers. The crossing is as an interim treatment until West Beach Road is redeveloped when improved crossing facilities (such as a wombat crossing) can be considered and additional pedestrian crossing points will be considered within the whole upgrade area. Due to the temporary nature of the crossing, The kerb will not be extended to provide improved, compliant ramps. Wider paths and compliant ramps will be included in the West Beach Road project.

To determine the most appropriate crossing treatment, a study was undertaken on three different days to calculate the average number of vehicles and pedestrians per hour (Table. 1). Each day met and well exceeded the threshold for the installation of a priority pedestrian crossing which is **20 pedestrians and 200 vehicles per hour over an 8 hour period.**

Table 1: Pedestrian and Vehicle Volumes in Relation to Crossing Thresholds Seaview Road (adjacent West Beach Surf Life Saving club)

	Thursday 30 October	Saturday 1 November	Monday 10 November
	11.30am – 7.30pm	8.00am – 4.00pm	10.45am – 6.45pm
Pedestrians/hour	34	85	32
Average vehicles/hour	765 vehicles and 95 bicycles = 860	1053 vehicles and 264 bicycles = 1317	805 vehicles + 23 bicycles = 827
Warrant for zebra/wombat crossing (20 pedestrians and 200 vehicles per hour)	Yes	Yes	Yes

Figure 1: Proposed Zebra Crossing Design



3. COMMUNITY ENGAGEMENT SCOPE

This consultation was carried out in accordance with the requirements of Council's Public Consultation Policy Part 3 requirements, and the scope of this engagement is to 'Consult' the Communities of Interest (as identified below).

The purpose of the proposed Zebra Crossing on Seaview Road engagement is to:

- Raise awareness of the proposed zebra crossing.
- Provide opportunities for our community to provide feedback on the proposal.
- Report to Council on the feedback received from our community thereby enabling Council to make an informed decision.

Scope

The community engagement period commenced on Monday 27 April and closed on Monday 18 May 2026. The community engagement process included the following communication and engagement activities and promotions.

- Mail out of a letter, to owners and occupiers and absent property owners in the study area. Refer to Figure 2 below.
- Placement of two corflute signs at the proposed zebra crossing location.
- Council's online community engagement website "*Your Say Charles Sturt*" include an email campaign
- Presentation at the West Beach Neighbourhood Watch and individual conversations with the West Beach Surf Life Saving Club, Westside Bicycle User group and Bike Adelaide.

Key stakeholders and communities of interest for this project include:

- West Beach Neighbourhood Watch
- Bike Adelaide
- Bike SA and Bicycle User Group (Westside BUG)
- West Beach Surf Life Saving Club
- Residents within a 300m radius of the proposed zebra crossing as per figure 2 below.
- Businesses located on West Beach Road, between Seaview Road and Military Road as per figure 2.
- Department for Infrastructure and Transport (DIT)
- Mayor and Elected Members
- Community accessing the beach and West Beach Surf Life Saving Club
- Road users of Seaview Road, including people walking, riding and driving

Figure 2: Community Engagement Catchment Area
(Properties highlighted in red were included in the maildrop catchment area)

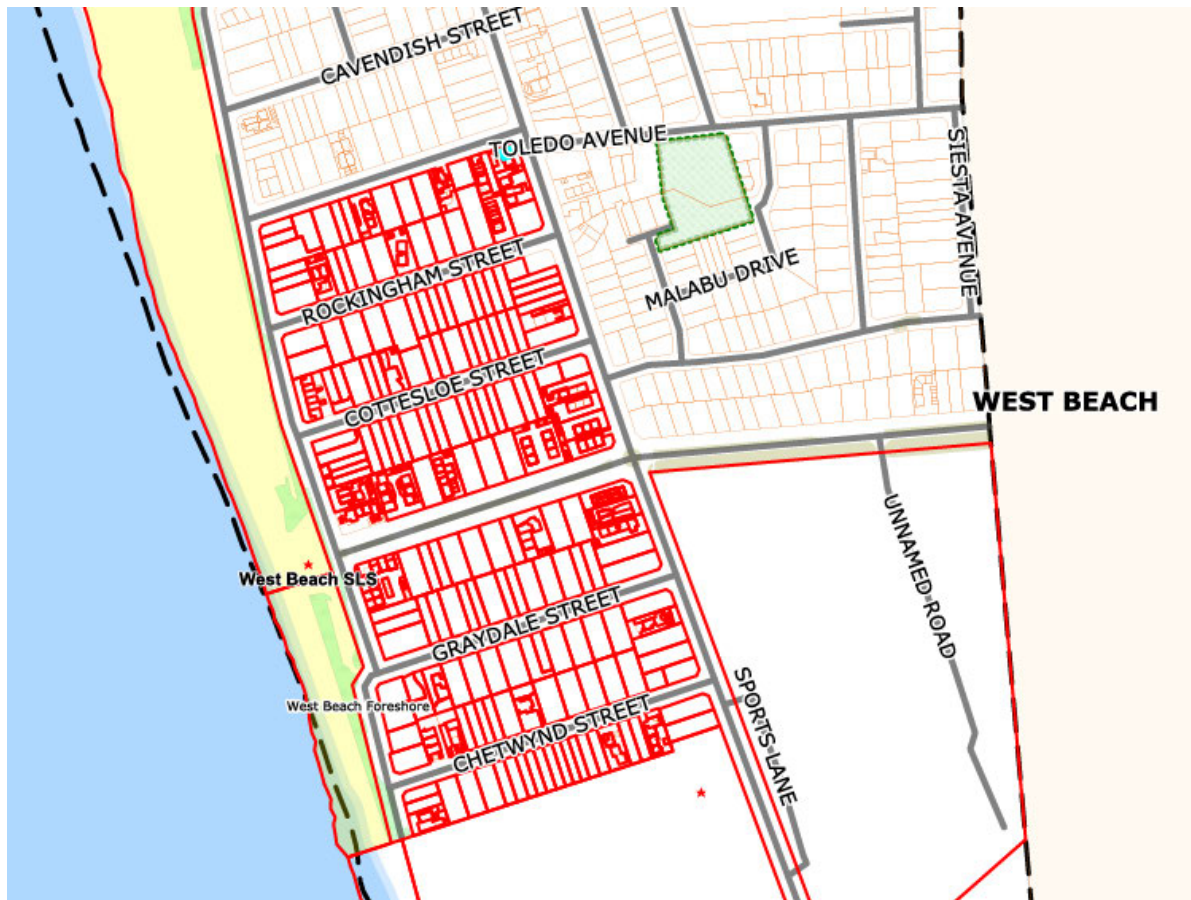


TABLE 1: COMMUNITY ENGAGEMENT ACTIVITY

What	Engagement activity	Details	Participants	
Consultation promotion	Your Say Charles Sturt new project email campaign – Zebra Crossing - Seaview Road, West Beach	New project email campaign sent on 27/4/2026	Sent to 1194 registered Your Say members. 638 opens (53.4%) 43 click through (3.6%)	
	Direct e-mail campaign to specifically identified communities of interest.	Direct email campaign (8 emails)– to West Beach neighbourhood Watch, Bike Adelaide, Bike SA, Bicycle User Groups and West Beach Surf Life Saving Club		
	Letter and information pack	Maildrop to 384 residents and property owners within the engagement 'local property' catchment area.	-	
	Onsite corflute signage	Corflute Signage with a QR code at the pedestrian crossing adjacent to the West Beach Surf Life Saving Club (where the zebra crossing is proposed)	9 scans	
	Bike SA E-newsletter	Distributed 7 May 2026 to Bike SA e-newsletter subscribers	-	
Your Say Charles Sturt Project Page	Your Say Charles Sturt online project page – Zebra Crossing – Seaview Road, West Beach	Open to everyone Launched – Monday 27 April 2026 - www.yoursaycharlessturt.com.au/zebracrossing-westbeach	543 page views 468 visits 393 visitors 7 Followers	
Feedback & submissions Received	Online (Your Say Charles Sturt feedback form) and email		56 online survey contributions 5 email contributions	Total: 61 contributions

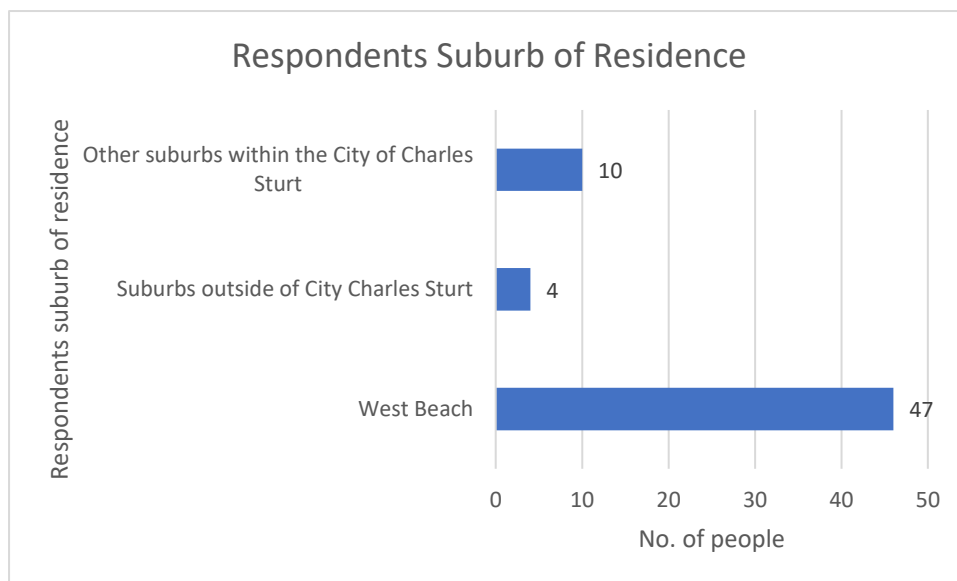
4. ENGAGEMENT FINDINGS & KEY THEMES

During the community consultation process we received 61 contributions, made up of 56 online survey responses and 5 emails.

4.1 Connection to City of Charles Sturt

Over 93% of respondents live within the City of Charles Sturt and 77% of respondents live within West Beach.

Figure 4 – Respondents Suburb of Residence

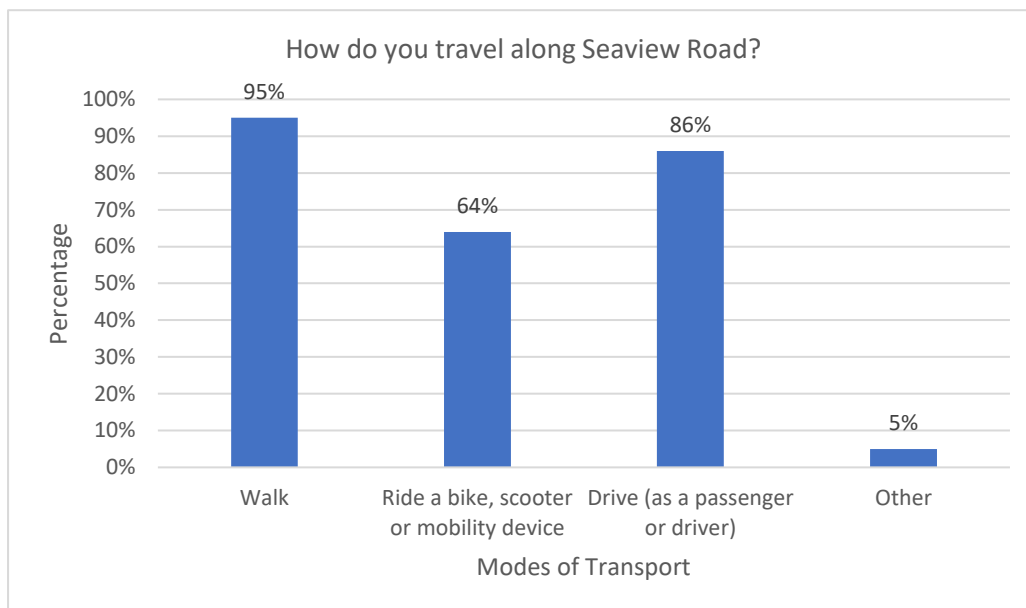


4.2 How people travel along Seaview Road

We asked respondents the different ways in which they travel along Seaview Road and respondents could select multiple models of travel:

- 95% of respondents walk along Seaview Road
- 85% drive (as a driver or a passenger)
- 64% ride a bike, scooter or use a mobility device
- 5% stated other which included inline skating, running and using a wheelchair

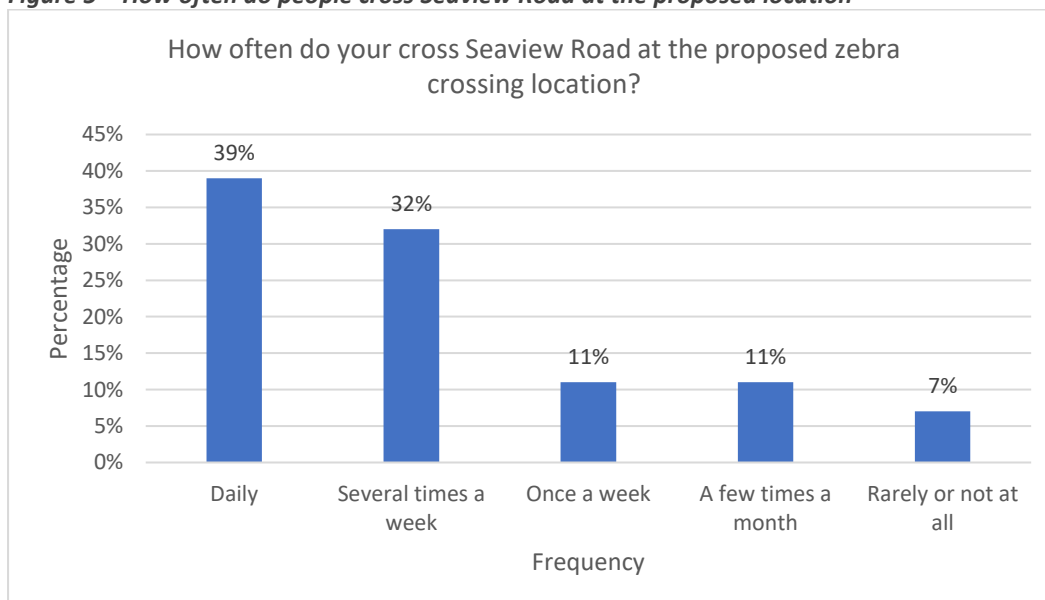
Figure 4 – How do people travel along Seaview Road



4.3 Crossing Frequency

We asked people how often they cross Seaview Road at the proposed zebra crossing location and 71% of respondents said they cross at this location either several times a week or daily.

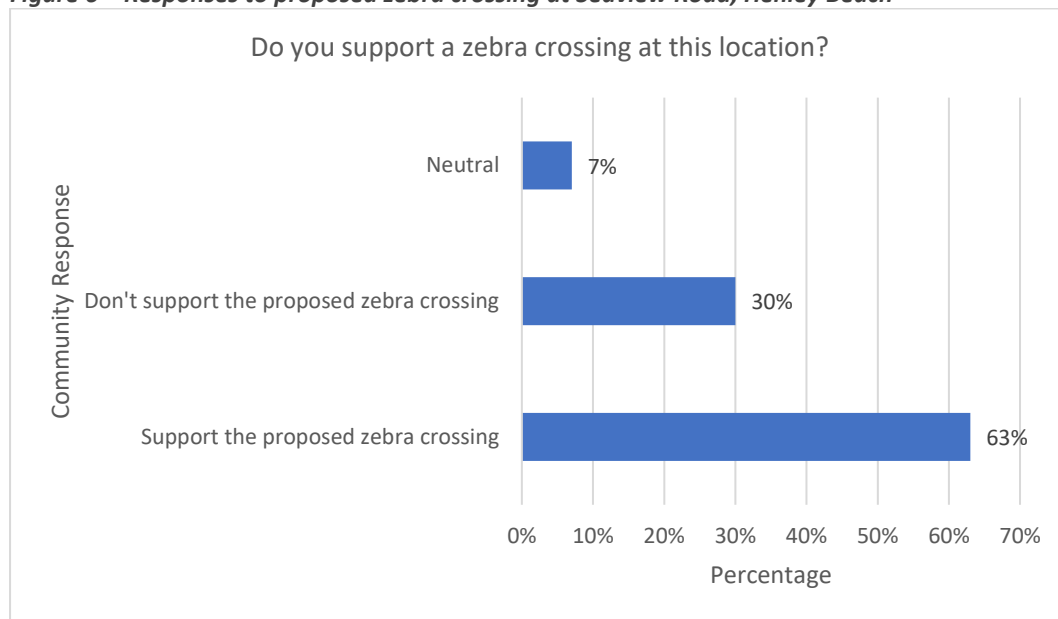
Figure 5 – How often do people cross Seaview Road at the proposed location



4.4 Survey Results

The community were asked if they support a zebra crossing at the proposed location. 63% of the people that responded said they support the proposal, 30% don't support the proposed zebra crossing and 7% were neutral. Respondents were also asked to provide the reason for their response and feedback on the design. A breakdown of themes that emerged from this feedback is below.

Figure 6 – Responses to proposed zebra crossing at Seaview Road, Henley Beach



4.3 Community in support of the proposed zebra crossing

38 responses from the community responded yes in support of the proposed zebra crossing. Some respondents provided additional feedback outlined below:

Table 2: Community in support of the proposed zebra crossing

Topic	Comments	Number of mentions
Improvements to pedestrian safety	Acknowledgement of improvements to pedestrian safety if a zebra crossing was installed	32
Modifications to the design	Respondents proposed changes to the following: - Speed Cushions – support for more cushions, or the removal of cushions from the design - Sharrows - Kerb Treatment - Signage - Addition of a Bike Lane - Crossing treatment: raise the zebra crossing - Change the line marking colour to red and yellow (lifesaving colours) - Add additional zebra crossing points around the roundabout	7
Alternate locations	Respondents suggested alternate locations could also be considered: - Southern side of West Beach Road - To connect with businesses on west beach road - Less traffic and safer for pedestrians	3

	• Further north of the roundabout	
Traffic & Congestion	• Roundabout congestion • Increase in traffic in local streets	3

4.4 Community that are neutral of the proposed zebra crossing

4 responses from the community responded as neutral to the proposed zebra crossing and provided the following additional comments:

Table 3: Community that are neutral of the proposed zebra crossing

Topic	Comments	Number of mentions
Alternate location	• Further north of the roundabout	2

4.5 Community that are not in support of the proposed zebra crossing

18 responses from the community responded as not in support of the proposed zebra crossing and provided the following additional comments:

Table 4: Community not in support of the proposed zebra crossing

Topic	Comments	Number of mentions
Not supportive of location	Respondents made the following location recommendations: • Southern side of West Beach Road • Further north of the roundabout	9
Congestion	• Zebra crossing will cause congestion at the roundabout • Increase traffic in local streets • Installation of the crossing will reduce parking available	8
Safety and accident concerns	• Drivers not obeying zebra crossing rules • Design is dangerous for cyclists • Rear-end or side-impact crashes more likely	6

4.6 Written Submission Feedback

Five email submissions were received – four submissions from residents, and one submission from Walking SA. Four responses were in support of the zebra crossing and one response was not in support of it. We also received an email and phone call asking questions about the project.

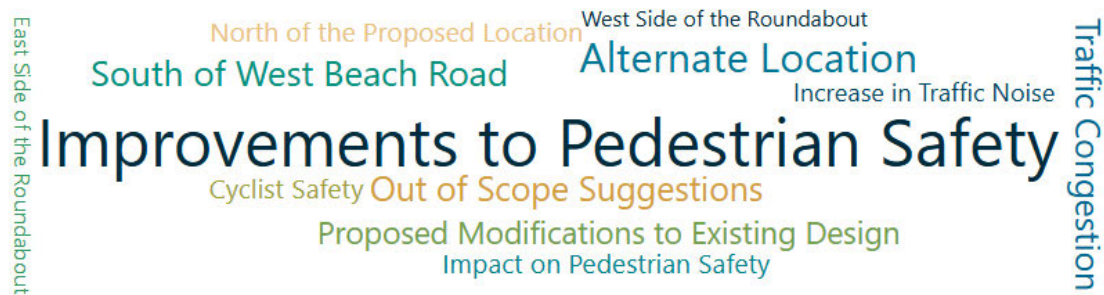
4.7 Feedback and Key Themes

The main themes that emerged from the engagement were:

- Acknowledgement of the improvement to pedestrian safety
- Proposed alternate locations:
 - South of West Beach Road (10 responses)
 - North of the proposed location (4 responses)
- Out of scope pedestrian safety improvements
- Concern about an increase in traffic congestion
- Suggested modifications to the proposed design

- Concern that the crossing will make it more dangerous for pedestrians and cyclists

Figure7: Word cloud representing key themes



4.8 Alternate Location Feedback

14 responses asked Council to consider installing a zebra crossing in an alternate location either to the north or south of the proposed location. As this feedback was emerging, we developed a frequently asked question on the Your Say response to provide more detail on why the proposed location was selected:

This crossing is only a temporary installation, until the whole intersection can be improved as part of the West Beach Road upgrade, and pedestrian safety on all legs of the roundabout can be improved. We studied the area and collected data on the volume of vehicles and pedestrians. The traffic volumes are much higher to the north of the roundabout compared to the south. This makes crossing the road more difficult for pedestrians and increases the warrant for a priority crossing. On the southern side of the roundabout there are currently no ramps to access the path, only a driveway, so it is currently not suitable for a formal pedestrian crossing.

Our pedestrian counts recorded that more pedestrians cross at the proposed location than further north toward Cottesloe Street. Shifting the crossing point to the north would remove on-street parking spaces. The current proposed location does not impact parking spaces.

4.9 Other feedback outside the scope of this engagement

Additional ideas to improve pedestrian safety that fall outside of the scope of this project include:

- Additional zebra crossings
 - All the way up the coast
 - On Military Road between Burbridge and West Beach
 - On Seaview Road at the intersection with the Linear Park Trail
 - On Seaview Road at Harold and Cynthia Anderson Reserve
 - In front of the Henley Sailing Club
 - Zebra crossings at all approaches of the roundabout
- Reduced speed limit along the whole stretch of Seaview Road
- Roundabouts at more intersections
- Kerb outstands and speed humps on Military Road and Seaview Road

- Footpaths need to be evened out
- Request for changes to be made to on-street car parking to improve sight lines when turning from side roads

4.10 Summary

Overall, the community feedback indicates support for the proposed zebra crossing, with many respondents sighting an improvement to pedestrian safety. The proposed location of the crossing emerged as a significant factor influencing whether respondents supported, were neutral, or opposed the crossing at the proposed location. This also shaped the feedback received which included modification to the design, concerns regarding traffic congestion and any perceived impacts to driver, cyclist and pedestrian safety.

5. NEXT STEPS

Consideration will be given to removal of the western speed cushion, to improve cycle access, as suggested by a community member.

Following staff's decision on this matter, our community will be informed of the decision via the Your Say project page which is in accordance with the endorsed Community Engagement Approach.

Updates on the project and any decisions made, will be communicated directly to consultation participants and Your Say Charles Sturt project followers. The wider community will be able to access updates via the Your Say Charles Sturt project page or by contacting us directly.

APPENDIX A: COMMUNICATION AND ENGAGEMENT PROMOTION

Figure 8: Corflute sign placed on Seaview Road, West Beach

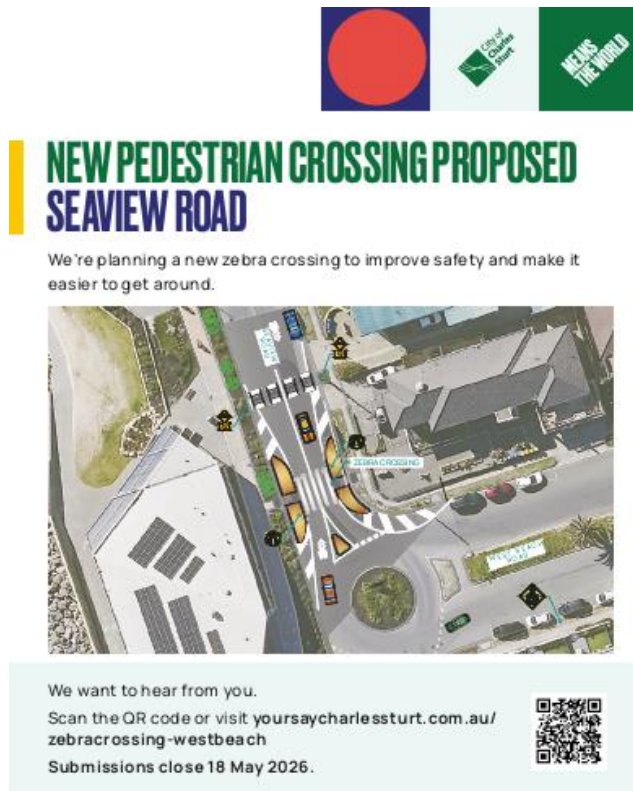


Figure 9: Community consultation letter (catchment area) & absent owner letter

72 Woodville Road, Woodville, South Australia 5011
PO Box 1, Woodville SA 5011
T: 08 8408 1111 F: 08 8408 1122 charlessturt.sa.gov.au



27 April 2026

OWNER
POSTAL ADDRESS

ZEBRA CROSSING SEAVIEW ROAD, WEST BEACH

You are receiving this letter because you own or manage property and/or land in [PROPERTY STREET NAME], [PROPERTY SUBURB] in the City of Charles Sturt.

As part of our commitment to safer, more sustainable transport options, we are proposing to install a new zebra crossing on Seaview Road, West Beach, opposite the West Beach Surf Life Saving Club.

We are seeking your feedback on the proposed zebra crossing design. The design is enclosed and you can provide feedback by visiting our project page at yoursaycharlessturt.com.au/zebracrossing-westbeach. Feedback closes 9am on Monday 18 May 2026.

Please note that a letter and the proposed design have also been delivered to the property mailbox, and tenants are also invited to provide their feedback.

Should you have any questions, please do not hesitate to contact me via email at engagement@charlessturt.sa.gov.au.

Yours sincerely

Sarah Maddock
Community Engagement Officer

72 Woodville Road, Woodville, South Australia 5011
PO Box 1, Woodville SA 5011
T: 08 8408 1111 F: 08 8408 1122 charlessturt.sa.gov.au



27 April 2026

OWNER
POSTAL ADDRESS

ZEBRA CROSSING SEAVIEW ROAD, WEST BEACH

You are receiving this letter because you own or manage property and/or land in [PROPERTY STREET NAME], [PROPERTY SUBURB] in the City of Charles Sturt.

As part of our commitment to safer, more sustainable transport options, we are proposing to install a new zebra crossing on Seaview Road, West Beach, opposite the West Beach Surf Life Saving Club.

We are seeking your feedback on the proposed zebra crossing design. The design is enclosed and you can provide feedback by visiting our project page at yoursaycharlessturt.com.au/zebracrossing-westbeach. Feedback closes 9am on Monday 18 May 2026.

Please note that a letter and the proposed design have also been delivered to the property mailbox, and tenants are also invited to provide their feedback.

Should you have any questions, please do not hesitate to contact me via email at engagement@charlessturt.sa.gov.au.

Yours sincerely

Sarah Maddock
Community Engagement Officer

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

Verbatim comments are reproduced exactly as received, including spelling and grammatical errors.

Contribution ID	Please provide the reason for your response and any other feedback about the design?
25337	Consideration for the other side of West Beach road as that has the restaurant, takeaway and bakery that pedestrians access from the beach and vice versa.
25330	Where has the proposal come from Has there been any incident / accidents at this intersection Once again cost of project
25327	I was raised on military road from the mid 60s and went to school here. Im a life member of the surf club and my kids go to west beach ps and are nippers at the club. Straight up I find this a very lazy decision and incorrect location to put the crossing. The location is absolutely appalling from a convenience and safety point of view. From experience there is little room to park for people visiting the beach or club who walk up that side of west beach road. To even park a car is hard enough and normally they are going to the shops or units If going to the club you would use the southern side and less traffic there. Most heading to the beach from west beach or visiting usually park north of the club travel up between Rockingham and Stanhope. A lot cross at the path between Rockingham and Renwick, where I believe pedestrians have a better view of on coming traffic from both directions and drivers are not navigating a corner and looking right to avoid an accident. Place the crossing here
25314	Why not put the Zebra crossing SOUTH of West Beach road. In it's proposed position it will inconvenience many, many cyclists of which I am one. In particular, the speed cushions will cause cyclists to swing toward the centre of the road = dangerous. Accidents will be caused by the proposed set up as cars and cyclists race for the narrowing space available. PLEASE put the much needed Zebra crossing on the West side of the rounabout, which will already act as a speed mitigation device.
25313	However the crossing should be located on the South side of West Beach Rd. as there is far less traffic entering/ leaving Seaview Rd on that side. Also most of the foot traffic uses the South side footpath due to all the shops being located on the South side.
25279	I am a West Beach resident and parent of young children who cycle to events at WBSLSC and I OPPOSE this change. The design is excessive and will cause congestion at the roundabout in peak periods in summer. As a motorist, exiting a roundabout (such as when you are turning right from West Beach Rd onto Seaview) immediately to a zebra crossing where you are required to give way is dangerous. The narrowing also removes valuable parks that are helpful for elderly or people with disabilities. This zebra crossing is not required. There is no evidence that it is unsafe to cross here, even at peak times. Instead of the road slowing treatment at fig. 3, there should be a pedestrian refuge, wide enough to accommodate prams and bicycles which would be sufficient. Further, I oppose the road narrowing. The footpath is often busy and road narrowing treatments force cyclists to ride in the path of cars, which is unsafe, particularly for children.
25269	Change to raised zebra crossing instead of speed bump. This protects pedestrians from both south and northbound traffic. Round about exit is acceleration phase not slow down phase. Move north sharrow to infront of zebra xing.

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

	Add sharrow to south of northbound round about (two for northbound:one at roundabout entrance, one after). Make curb treatment wider to allow ped and cyclist to move freely accross (entrance/exit) to zebra too narrow). Add give way signs both directions. Where's the bike lane? Seaview Rd is a popular cycling route... Good luck team.
25264	This is a location where lots of people cross the road and a zebra crossing will make it safer for everyone. It will also slow the cars down at this point, making it safer for cyclists.
25258	People are always moving to and from the beach, and esplanade, particularly during the warmer months. I would like to see, and would support, zebra crossings all the way up our coast, particularly at locations of high visitation, such as Henley Beach, Grange, etc. Too much of our urban infrastructure focuses solely on the vehicle. If we are to encourage active transportation and visitation, we need to encourage pedestrian and active transport access. Delivering zebra crossings will help with this vision.
25255	A crossing at the southern end of the roundabout and/or the East side of the round about would be used by more people. When you walk to the area most people come from the cafe/restaurants on West Beach Road and cross at the southern end of Military road near the WBSC car park. To get to the proposed crossing you most likely come from the Cafe's so you would need to cross road's without the zebra crossing. Only local's directly from the streets opposite the beach would use this crossing.
25253	It would be good to slow down the cars in that space. They fly around the round about.
25241	I support a zebra crossing to facilitate safe public access, BUT the location is TOTALLY in the WRONG place for the following reasons. The majority of traffic comes from either South heading North on the Esplanade, or West heading North. Having the crossing on the Northern side of the roundabout with only one or two positions for vehicles if the crossing is in use will potentially clog the roundabout from West Beach Rd all the way around to the Northern exit on the Esplanade. Also traffic travelling South to North will potentially clog at least half of the roundabout (because people enter roundabouts incorrectly when there is no exit! This will create massive problems if emergency vehicles need access). The other reason is that the Southern side pedestrian crossing would facilitate customers from shops on the Southern side of West Beach Rd having access to West Beach Surf club. There are no shops on the Northern side that require access! Queueing on the South will have little impact.
25189	Absolutely support the Zebra crossing. I do wish to raise some questions... 1. Where will your signage be placed as it is not outlined in the letter received last week in the mail. I suspect it will be directly in front of our house so would like a clearly defined outline prior to anything going ahead 2. Please do not install the speed cushions. They seem superfluous given vehicle are already slowing down to turn the corner. Other zebra crossings nearby do not have them installed. We suffer enough with the noise generated by vehicles accelerating heavily away from the roundabout, don't wish to then have to listen to the thump thump of vehicle passing over and or partially straddling the cushions. If anything, consider a raised zebra crossing akin to those in Henley Beach. Vehicles are slowing down for the roundabout already. 3. It will promote more vehicle turning down Cottesloe St where we access our driveway. Please continue the comms directly with us who are directly impacted.

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

25180	I believe zebra crossings should be added to all three crossings of the roundabout. We now have a high volume of traffic in the area and pedestrian safety needs to be prioritised
25179	I cross here daily with my baby. I welcome a zebra crossing to make it safer for us to cross. It is difficult to anticipate what traffic at the round about will do so I sometimes feel unsafe crossing currently. I would also welcome a zebra crossing on military road.
25178	It will simply direct traffic down Cottesloe St. it will reduce parking for traffic and there is already no parking for residents and the cushion proposed in front of our house will increase noise from trucks, cars and cyclists yelling about a bump.
25175	The closeness to the roundabout makes it impractical. There are more important issues along Seaview Road, consider a reduced speed limit along the whole stretch or roundabouts at more intersections, this will make it easy to cross anywhere. There are as many pedestrians at other points along Seaview Road as there are near the Surf Club.
25174	It is a very busy part of Seaview road and especially since the Surfclub upgrade so many more cars are looking for a park near it and constantly circling the too small car park and then circling the streets near. Speed bumps on the approach from North is a good idea and the upgrade to lighting because it is quite dark along there.
25166	I fully support the need for a zebra crossing, but I suggest it is located 50m away from the roundabout , on area 3 on your map- in front of the beach ramp. Drivers at roundabouts are concentrating on traffic- having a zebra crossing as you exit a roundabout can be a safety hazard- the zebras at roundabouts in Henley are an example. If the zebra is further from the roundabout motorists will have full attention on pedestrians. We desperately need this crossing AND a crossing on military rd to complete pedestrian access for locals to and from the beach.
25165	I am supportive of the concept; however, I have a few concerns with the proposed design, specifically: • The current layout appears to merge cyclists and vehicles entering and exiting the roundabout. This increases the risk of conflict and potential cyclist-vehicle incidents which is a concern given the number of cyclists that traffic along this road. • The speed cushions include gaps that will allow motorcycles to pass through without reducing speed, undermining the intent to slow all traffic. Is it possible to consider a full width asphalt speed hump across the carriageway instead? • I am also concerned that northbound vehicles will accelerate strongly once clear of the speed cushions, which may generate increased noise further north and negatively impact local amenity. Is it feasible to introduce an additional speed hump between the roundabouts to better manage speed, noise and potential incidents of cars/pedestrians exiting Cottesloe Street. Thanks.
25164	Though I am supportive of as much traffic calming as possible on Seaview Road I don't believe this is servicing West Beach residents, but rather people driving to go to the surf club. In most instances if you are accessing the beach or the Seaview Road shared path from West Beach you would be crossing much further north or south of this point to avoid multiple road crossings. For people living the other side of Military Road (which is most residents of the suburb) you would have to cross multiple roads to get to this point to then cross this zebra at Seaview Road. Preferably a more holistic approach to traffic calming such as a reduction in speed limits and different traffic calming devices such as kerb outstands, strategically located zebras and speed humps on Military Road and Seaview Road would better support the walkability of West Beach as a whole.

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

25162	I support the addition of safer pedestrian crossings along this stretch of road. However, placing a zebra crossing too close to the roundabout, while convenient, poses safety risks. Vehicles turning right will need to stop suddenly, increasing the likelihood of rear-end collisions as traffic accelerates from the roundabout. This treatment works well when crossings are provided on all four approaches and each leg is controlled, like on Military Road. Unlike military road, drivers are not alerted to multiple crossings, and right-turning vehicles would typically have right of way (uneven traffic flows on the 3legs) An alternative approach could involve adding crossing points with median refuges, enhanced by a landscaped central median. This would allow for safer, evenly spaced crossing opportunities while reducing conflicts with turning vehicles. Additionally, narrower lane widths could help control vehicle speeds along this stretch, further improving pedestrian safety.
25160	I am very happy to see this proposal. I agree with the location as it will allow pedestrians coming from both directions a safe and efficient crossing. Reducing the speed for vehicles heading south towards the roundabout will be an additional benefit. I hope bikes that use Seaview Road won't be tempted to use the shared walking bike path instead as there is a real 'pinch point' on that path at the southern end of the West Beach surf club and I have had a few close calls with bikes and scooters at that location - particularly concerning when I often am pushing a pram with my nine month old grand daughter. Looking forward to seeing if this gets approved and implemented.
25158	The proposed zebra crossing location is unsuitable and presents avoidable safety and operational risks, when safer alternatives exist nearby. A crossing here would disrupt traffic entering and exiting the roundabout, increasing congestion and the likelihood of rear-end or side-impact crashes. The area already experiences heavy pedestrian and cyclist movement from the surf lifesaving club, beach access and bike parking, creating conflict points and poor visibility at path entries. Drivers approaching the roundabout are already navigating beach traffic and mixed-mode users; adding a crossing increases cognitive load and distraction, reducing overall safety. A more appropriate location is near the end of the River Torrens Linear Trail, where a pedestrian refuge already exists. It aligns with natural desire lines, serves both river paths and addresses higher traffic speeds that make crossing difficult. A formal crossing there would deliver a clearer safety benefit than the proposed site.
25156	A busy roundabout where as a surf life saver I have provided first aid to people who have suffered injuries using it. Difficult to walk across safely
25155	It's unsafe as is
25154	Everything about the design is fine except for the speed cushions. You have large groups of cyclists who pass through this area, and if they hit a speed cushion you're going to have significant crashes. Given that such groups ride two abreast, they won't be able to filter between the narrow gaps between the speed cushions, and wouldn't be able to communicate back in the group in time for everyone to go single file. You would be slowing down motorists while placing cyclists at significant risk.
25152	In the eight years I have lived here I have witnessed many near misses (pedestrians with children and/or dogs) at that location, especially on weekends when the tourist cars and bikes are frequenting the route.
25150	While the design may increase pedestrian safety, the design looks like it will reduce cyclist safety, as it will force cyclists (including my husband) to head to the middle of the lane to navigate the speed cushions. Cars may not be expecting cyclists to do this and thus cause increased risk for cyclists. While traffic counts may have been used to determine this location, I think the location is too disruptive to other forms of traffic. The zebra crossing should be placed on the south side of the roundabout.

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

	The actual space marked '2' in the design looks incredibly narrow for 2 cars going in opposite directions to navigate. On busy days with many pedestrians using the zebra crossing, I can imagine cars heading north could get backed up on the roundabout (as there isn't much space between the area labelled '4' and '2' in the design. This would stop all traffic on the roundabout, including cars that want to head east on West Beach Road.
25145	I support the zebra crossing but not so close to the roundabout. Close to the roundabout will cause car crashes with vehicles having to stop suddenly as they turn from West Beach road.
25144	I feel it is a good location and exactly what is needed for the safety of pedestrians to get to and from the club or beach in that location.
25143	I would be very concerned. About traffic build up coming around the roundabout at busy times
25142	Please consider: design as described in the image (no bike lanes) red and yellow stripes for the zebra crossing removing the speed cushion closest to the water - cycling hazard.
25141	This will only cause traffic flow issues and cause the banking up of traffic. Especially when the proposed location is so close to a round about. Traffic travelling up West Beach Road to turn right onto Seaview road, will instantly come across the new crossing. Vehicles will need to give way causing traffic to bank up around the intersection and onto west beach road. This will have a flow on effect with vehicle wanting to enter and exit the surf club car park to the south of the surf club. Because it's so close to the round about, drivers that don't know the crossing is there could drive directly through the crossing. Potential safety risk to pedestrians. You need to look at how the pedestrian crossing has effected the traffic flow at Seaview road, Henley Beach. With the pedestrian lights and pedestrian zebra crossing this has caused traffic on some days bank up hundreds of meters. If You want to put a pedestrian crossing in, it should be installed south of the round about.
25140	A busy location along with a high number of people especially at peak times. The safety of kids and all is paramount, slowing traffic is part of the experience when driving along the beachfront. It may get congested at the roundabout in summer when everyone is leaving the surf club, something to consider in the design given is so close to the roundabout. You could put it on the south side as minimal traffic goes down there compared to the north side.
25138	Pedestrian safety, and encouraging foot traffic to businesses in the area
25137	Cross more frequently in summer. It would be beneficial for all the kids crossing
25136	I think a crossing is definitely needed however unsure about the location proposed and the need for speed cushions on the road. I also believe the zebra crossing should be in the position of the proposed speed cushions. How it is currently proposed I can foresee cars banking up over the roundabout after exiting and having to stop for pedestrians.
25135	For safety reasons of all the kids in our neighbourhood, we also require a pedestrian crossing on military road between burbridge and west beach road for all the children walking to school daily
25134	Swap the zebra crossing with the speed humps. Otherwise cars will be stopping around the round about
25133	Cars often go quite fast around the round about so having this option would be much safer
25132	Would improve pedestrian safety

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

25131	Pedestrian safety and supporting community involvement, and walking to protect and enjoy our local environment
25130	All the traffic will just cut down Cottesloe street making an already congested road worse. You need to make cottesloe resids only, or put deterrent in place to slow or force traffic onto the seaview road west beach road intersection
25129	I support a trial although would like to know how long the trial exist or will it morph into reality by default. What monitoring will occur in Cottlesloe and Rockingham St? When traffic builds up traffic will cut down these roads to Military Road? has this been considered?
25128	Yes I think the zebra crossing near the surf club but also needed near playground
25127	also need one on Seaview road too
25126	For safe crossing in a busy area; for cars and motorcycles to slow down
25125	Busiest side of roundabout for main traffic. If on southern side this will give access to surf club and shops on West Bch Rd.
25124	Too close to round about; if you are heading west along west beach road to the beach you will go round the round about and be onto the crossing with minimal warning and time to respond. Many people also cross Seaview road to get to the restaurants and shops on west beach road so will have another road (which is in fact a double roadway) to cross after they use the crossing. Would be better placed south of the existing round about; near the surf club car park. Less impact on turning traffic and better places access between car parks and shops
25123	Need to be done urgent. Not safe crossing available around the area. I can not believe it took so long to proposed it and now to build it. Urgent Crossing it is needed as well at the intersection of military rd and the bicycle pat coming from the river. Many kids and adults get stock in the middle when crossing. This is calling for a big accident. Not mention in front of Henley sailing club. Big playground and community areas, and not safe access for kids and elderly people., Totally negligent from the council. Waiting an accident to happen to see how is responsible for the safety of the residents and visitors.
25122	I drive down here regularly, and I have never seen any pedestrian trying to cross the Seaview Road during the day. Putting a zebra crossing in front of a driveway is the worse idea i have ever seen. just put in some of those pedestrian rails at both sides of the road and in the middle just like at the intersection of Seaview road and South st henley beach. Stop wasting our money.
25121	No safe place to cross near a populated area Hot spot for children & families
25120	The Surf Life saving club is a coealic friendly restaurant and safe to eat at for our child and parent (over 70). The kids play on the grass area. A zebra crossing would increase safety.
25119	Popular surf club for members and socialising with poor parking so crossing is helpful

APPENDIX B: SURVEY RESPONSES (VERBATIM COMMENTS)

25118	I think it's too close to the round about should be a little further north Cars come from west beach road will end up banked around round about and cause traffic issues
-------	--

APPENDIX C: EMAIL SUBMISSIONS

1. From: [REDACTED]
Sent: Monday, 27 April 2026 11:18 AM
To: Charles Sturt Engagement <engagement@charlessturt.sa.gov.au>
Subject: Zebra crossing

Hi Sarah, Ive just received a letter regarding the proposed zebra crossing at west beach surf club. I think it's a really good idea as we cross Seaview Rd to the surf club almost every day and is really hard sometimes with a pram. Another set of speed bumps on west beach Rd as you around the round about would be good aswell if possible. Also are there any plans for speed bumps on Seaview Rd at Henley square? That is really bad for cars speeding through the Henley square area.

Thanks
[REDACTED]

2a. From: [REDACTED]
Sent: Monday, 27 April 2026 4:54 PM
To: Charles Sturt Engagement <engagement@charlessturt.sa.gov.au>
Subject: Website enquiry - Zebra Crossings

Hi Council engineer,

How long is the trial?

How will it be assessed?

Concerned when traffic builds up on crossing, drivers will divert down to Military Road using either Rockingham or Cottesloe Streets. Already happening since the Surf Club was built.

What monitoring will occur of this happening?

Regards,
[REDACTED]

APPENDIX C: EMAIL SUBMISSIONS

2b. From: [REDACTED]
Sent: Friday, 1 May 2026 1:31 AM
To: Sara Morrison <smorrison@charlessturt.sa.gov.au>
Subject: Re: Website enquiry - Zebra Crossings

Hi Sarah,
Thank you for your thoughtful response. I can see why you are an engineer.
Really appreciate the wider background and technical data you use for the benefit of the community.
Never would I have thought Cottesloe was a wider street than Rockingham. May be the streetscape or footpath width has influenced my perception.
We are grateful to have a councillor like Kenzie who puts her budget allocation to such projects.
I would have thought it was in Council's budget when the surf club was built. Safety is more important than landscaping in my head.
Later today I will send you my monthly West Beach Coastal Newsletter you may be interested in joining the distribution list.
Thanks again for your response and look forward to hearing more of the West Beach Road development.
Yes I have done the survey.
Regards,
[REDACTED]

3. From: [REDACTED]
Sent: Sunday, 3 May 2026 9:43 AM
To: Charles Sturt Engagement <engagement@charlessturt.sa.gov.au>
Subject: Zebra crossing West Beach.

Good day Ms.Maddock. I live on the [REDACTED] and am quite concerned about the proposed Zebra crossing. Having lived here for twenty five years I have noticed the amount of traffic has increased. I think having the zebra crossing so close to the roundabout isn't such a good idea as cars would bank up trying to do right hand turn from West Beach Road & cars having to slow down trying to turn left into West Beach road. There is a narrow walkway there now & it frightens me as I have to stand in the centre of the road until cars turn so I use the walkway at Cottesloe St. That was recently fixed for wheelchair access. Instead of Zebra crossing an island with proper barriers(I'm not sure what it's called) would be more suitable. Kind regards. [REDACTED]

APPENDIX C: EMAIL SUBMISSIONS

4. From: [REDACTED]
Sent: Monday, 27 April 2026 5:21 PM
To: Charles Sturt Engagement <engagement@charlessturt.sa.gov.au>
Subject: Zebra Crossing, Seaview Rd, West Beach

Dear Sarah

On behalf of myself and [REDACTED] we are totally supportive of the Council's proposed zebra crossing adjacent the West Beach Surf Life Saving Club. In conjunction with this excellent project, we feel that attention to vehicle road parking along Seaview Road is required. Apart from the excellent Zebra Crossing initiative, positioning of road car parking needs to be addressed, such as distance from connecting the side roads, which are generally too close and causing difficulty for vehicles entering Seaview Road.

Accordingly, from a safety position, parking lines along Seaview Road should be considered as a priority.

Additionally, we have noticed there is increasing volume and speed of motor vehicles along Seaview Road.

Accordingly, it might be useful if speed humps were introduced, for safety considerations.

West Beach is growing in patronage, therefore the council's zebra crossing initiative is timely.

Hopefully, consideration of car parking and speed humps could be incorporated with the excellent zebra crossing initiative.

Kind regards
[REDACTED]

5. From: [REDACTED]
Sent: Wednesday, 6 May 2026 11:58 AM
To: Charles Sturt Engagement <engagement@charlessturt.sa.gov.au>
Subject: ZEBRA CROSSING - SEAVIEW ROAD, WEST BEACH

Caution: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Sarah,

I think the proposed zebra crossing is a very good idea for the safety of pedestrians. I was almost hit once, while crossing this intersection, in my wheelchair. Probably the speed cushions can just be the full width of the road or road users will try to speed through the upraised portions. Maybe the existing kerb crossovers, need to be updated as well.

In addition, apart from the beach side footpath. The other footpaths need to be evened out, in the area. I've fallen over many bumps in my wheelchair.

Thx

APPENDIX C: EMAIL SUBMISSIONS



APPENDIX C: EMAIL SUBMISSIONS

5. Walking SA



walkingsa.org.au

Ph 0457 006 620 | office@walkingsa.org.au

NEW OFFICE: 55 Exchange Place, Adelaide SA 5000

Walking SA Inc. ABN 78 019 005 437

18/05/2026

Email: engagement@charlessturt.sa.gov.au

West Beach Surf Life Saving Club Option 1 – Proposed Zebra Crossing project.

Dear Sir/Madam,

Walking SA appreciates the opportunity to provide feedback on the West Beach Surf Life Saving Club Option 1 – Proposed Zebra Crossing project.

About Walking SA

Walking SA's vision is for a world-class, walkable South Australia, where cities and communities are designed to encourage more people to walk more often. This vision is supported by the four pillars outlined in our Walking SA Strategic Plan (2023–2025): walkability, walk experiences, socially responsive and sustainable growth.

As an advocacy organisation dedicated to promoting walking as a primary mode of transport and a cornerstone of healthy, sustainable, and accessible communities, Walking SA is committed to ensuring that walking remains central to the city's future transport planning.

Our Response

Walking SA supports the proposed zebra crossing on Seaview Road, West Beach, as an important improvement to pedestrian safety, accessibility and connectivity.

Seaview Road is a key coastal corridor with high levels of pedestrian activity, including people walking for recreation, exercise, access to public transport, nearby businesses and the Coast Park shared-use path. Providing a formal crossing facility at this location will improve safety and comfort for people of all ages and abilities, particularly children, older adults and people with mobility limitations.

Zebra crossings are an effective traffic calming measure that help reinforce driver awareness of pedestrian priority and encourage lower vehicle speeds. Importantly, they also improve connectivity by reducing barriers to crossing busy roads and supporting more walkable neighbourhoods.

In reviewing the design, Walking SA provides the following minor comments and suggestions:

- It is strongly recommended that the kerb ramps be widened to better accommodate people riding bicycles, users of mobility devices, and families with prams or young children. The proposed kerb ramps appear to be designed to minimum widths, which may limit accessibility and user comfort.
- Has Council considered expanding the proposal to include priority crossings to all approaches to the roundabout, similar to other pedestrian-priority roundabouts recently implemented across the City of Charles Sturt? This could further improve pedestrian safety, accessibility and crossing consistency throughout the intersection.

Supported by:



Government of South Australia
Office for Recreation, Sport and Racing

Recreation
Transport
Education
Engagement
SA's Trails Database

APPENDIX C: EMAIL SUBMISSIONS

· Walking SA encourages the inclusion of additional tree planting within the median, kerb build-outs and roundabout island to improve shade, comfort and urban greening outcomes for pedestrians and other road users.

Conclusion

Overall, Walking SA supports the project and commends the City of Charles Sturt for its continued investment in safer, more accessible and pedestrian-friendly infrastructure.

Thank you for the opportunity to provide feedback on this important project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rod Quintrell', with a horizontal line extending to the right.

Rod Quintrell
Executive Director