



Shire of Dardanup

Infrastructure
Directorate

APPENDICES

Item 12.3.1 – 12.3.1

ORDINARY COUNCIL MEETING

To Be Held

Wednesday, 28th August 2024
Commencing at 5.00pm

At

Shire of Dardanup
ADMINISTRATION CENTRE EATON
1 Council Drive - EATON

This document is available in alternative formats such as:
~ Large Print
~ Electronic Format [disk or emailed]
Upon request.

RISK ASSESSMENT TOOL								
OVERALL RISK EVENT: Eaton Drive Strategic Intersection Treatments – Community Consultation RISK THEME PROFILE: 6 - Community Engagement 14 - Change Management RISK ASSESSMENT CONTEXT: Strategic								
CONSEQUENCE CATEGORY	RISK EVENT	PRIOR TO TREATMENT OR CONTROL			RISK ACTION PLAN (Treatment or controls proposed)	AFTER TREATMENT OR CONTROL		
		CONSEQUENCE	LIKELIHOOD	INHERENT RISK RATING		CONSEQUENCE	LIKELIHOOD	RESIDUAL RISK RATING
HEALTH	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
FINANCIAL IMPACT	The loss of external funding should the project not continue.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
SERVICE INTERRUPTION	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
LEGAL AND COMPLIANCE	The potential of legal action against Council for not mitigating the risk accidents.	Moderate (3)	Unlikely (2)	Moderate (5 - 11)	Develop appropriate designs to mitigate the risk of accidents.	Minor (2)	Unlikely (2)	Low (1 - 4)
REPUTATIONAL	Not mitigating risk of accidents and poor communication and Community consultation.	Moderate (3)	Possible (3)	Moderate (5 - 11)	Develop an appropriate project delivery framework to mitigate the risk.	Moderate (3)	Possible (3)	Moderate (5 - 11)
ENVIRONMENT	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.
PROPERTY	No risk event identified for this category.	Not Required - No Risk Identified	N/A	N/A	Not required.	Not required.	Not required.	Not required.

(Appendix ORD: 12.3.1A)

Eaton Drive Intersections – Proposed Changes

Community Consultation Outcomes

Following the Ordinary Council Meeting on 28 February 2024, the Shire of Dardanup undertook community consultation over a four-week period from 6 June to 4 July, to seek the community's input on proposed changes to the Eaton Drive intersections shown below:

- Creation of a new intersection with Cudliss Street that includes right-hand turn lanes onto Eaton Drive, a separate left-hand turn lane, and the closure of the Hands Avenue intersection on Eaton Drive. This includes the development of a cul-de-sac at the end of Watson Street and a new pedestrian crossing over Eaton Drive;

New Cudliss Street Intersection



- Implementation of a left-out treatment at Hamilton Road and Ann Street;

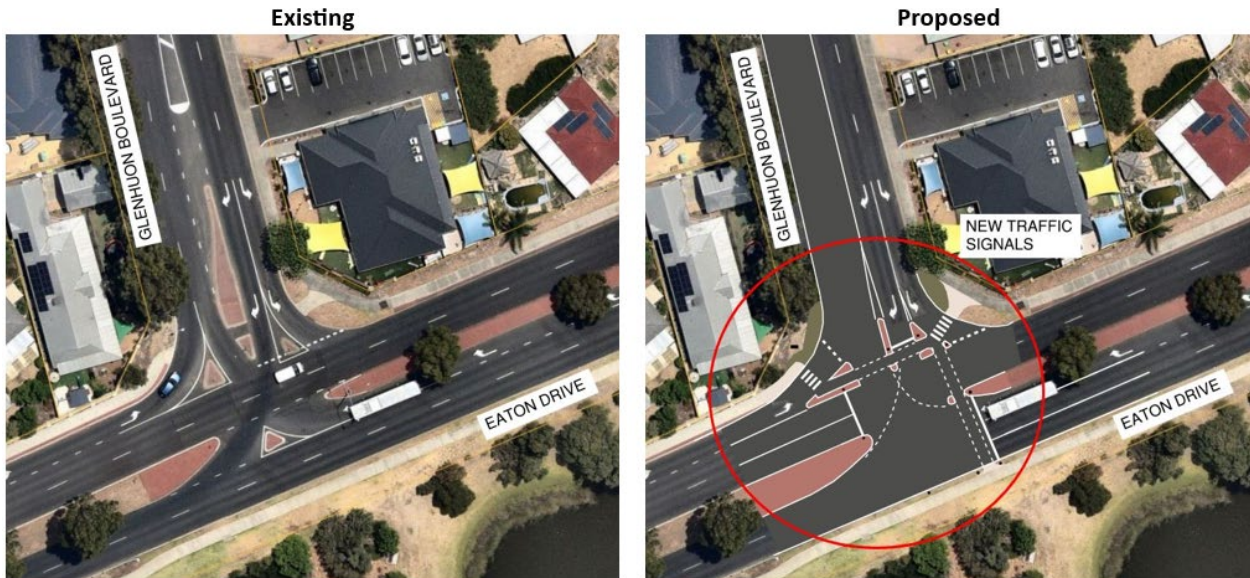
Ann Street – Left Out Only



(Appendix ORD: 12.3.1B)

- Installation of new traffic signals at Glenhuon Boulevard.

Glen Huon Boulevard Intersection



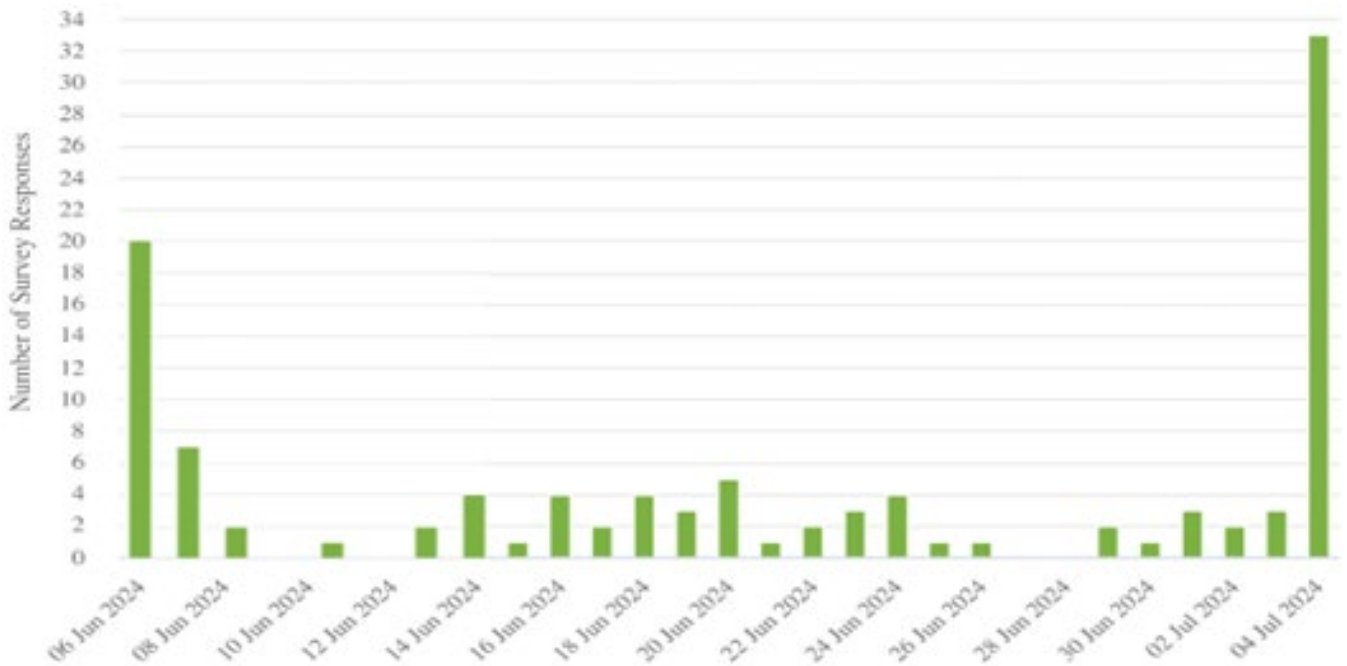
The Consultation Strategy comprised the following:

- Social Pinpoint online community survey – from 6 June 2024 to 4 July 2024. Promoted on the Shire’s website, social media platforms Facebook, Instagram and LinkedIn, printed newsletter Shire News, monthly full-page advertorial in the Bunbury Herald, fortnightly SEN Spirit Radio interview with the Shire President, and flyers located at both the Dardanup and Burekup general stores
- A3 signs at each site location on Eaton Drive with QR codes linking to the online survey;
- A3 sign at the Shire’s Customer Service in Eaton with hard copies of questionnaire available;
- The Shire sent 303 letters to landowners, including all within 200 metres of each site as per the Local Planning Policy.

Community Survey Results

Social Pinpoint Survey Outcomes

There was one key survey question – ‘Are you supportive of the proposed changes?’ – and the community had the opportunity to provide comments.



Are you supportive of the proposed changes?		
Choice	Responses	
Yes, I support the changes	56	50%
No, I don't support the changes	34	30%
Other	22	20%
Answered	112	
Skipped	0	

Written Submissions – Received via front counter or email

For/Against	Responses	
Yes, I support the changes	6	42.85%
No, I don't support the changes	7	50.00%
Other	1	7.15%
Total	14	

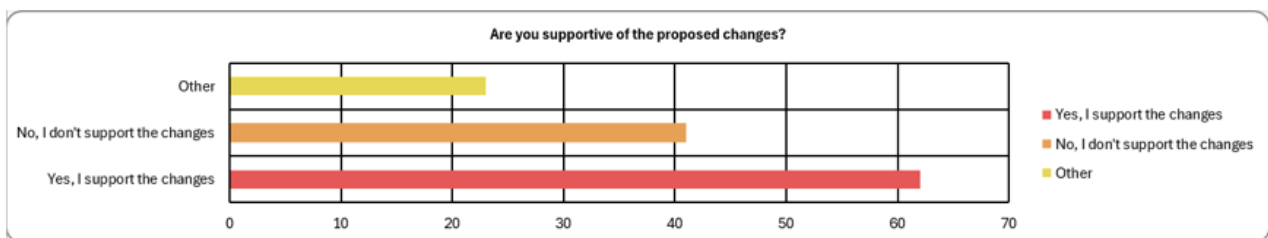
(Appendix ORD: 12.3.1B)

The combined survey results were as follows:

	Social Pinpoint Survey	Written Submissions	Combined results
Yes, I support the changes	56 (50%) 53 provided comments	6 (42.85%)	62 (49.2%)
No, I don't support the changes	34 (30%)	7 (50%)	41 (32.5%)
Other	22 (20%)	1 (7.15%)	23 (18.25%)
Total answered	112	14	126

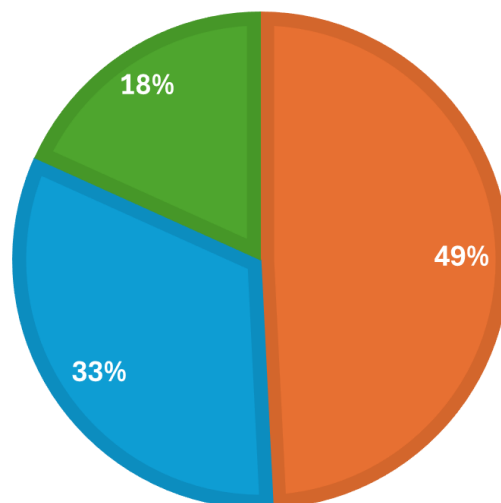
A total of 88.9% survey responses were made through Social Pinpoint; the remaining 11.1% responses were written responses (either via email or over the counter).

Combined Results



OVERALL SURVEY OUTCOME - COMBINED RESULTS OF DIRECT COMMUNITY VOTING

■ Yes, I support the changes ■ No, I don't support the changes ■ Other



Detailed Review of Comments

The overarching survey question in the engagement simply asked the community: ‘Are you supportive of the proposed changes?’. The community could provide detailed comments.

To gain greater insight into the results of the survey, the comments were analysed provide an overview of broader community sentiment. The comments were distilled into community support for individual areas of the proposed changes and a summary of the main issues and specific areas of concern raised.

Similar comments were grouped and included, while single comments were treated as outliers as they do not provide an indication of community sentiment. Identifying information have been redacted for privacy. The full raw data is provided at the end of this document.

	Social Pinpoint Survey outcomes	Written Submissions	Combined results
‘For’	53 (46%)	6 (43%)	59 (46%)
‘Against’	34 (29%)	7 (50%)	41 (31%)
Other	29 (25%)	1 (7%)	30 (23%)
Total answered	116	14	130

The ‘Other’ comments contained either partial support only, questions or concerns, or irrelevant comments. The ‘Other’ comments as well as the written submissions were analysed to determine support for individual treatments and these were added together.

The following statistics were tallied:

Submission Type	Number of Comments	Support for Cudliss Street Intersection	Support for Ann Street Intersection	Support for Traffic Lights at Glenhuon Boulevard
Social Pinpoint	116	62	66	64
Written	14	7	6	6
Total	130	69	72	70
Percentage		53%	55%	54%

Community Level of Support and Issues of Greatest Concern

TABLE A

All issues raised, suggestions and questions asked by the community were classified into one of the following categories:

1. **USER BEHAVIOUR (U)** – impacts on road safety (including traffic accidents, speeding / hooning).
2. **ROAD SAFETY (R)** – impacts on road safety from the movement network (from road & pathway layout – are hazards present?).
3. **AMENITY (A)** – of the Movement Network (ease of use, wayfinding – ‘how to get there’).
4. **TRAFFIC VOLUME & FLOW (T)** – can be quantified.
5. **ENVIRONMENTAL (E)** – relevant issues.
6. **OTHER (O)** – economic/other.

Note: subheadings were omitted if no comments were received on the above issues.

Overly general comments like ‘won’t make a difference’ or ‘will make things worse’, were not included.

Tally (by no. of mentions)	C = Concern S = Suggestion Q = Question	Summary topic outcome, extracted from combined comments Ranked within each category from highest to lowest number of ‘votes’ – where a vote is derived per mention
		Overall proposed improvements (not location-specific)
No. of supporting comments		28 (87.5%)
No. of comments against		4 (12.5%)
	U	USER BEHAVIOUR – impacts on road safety
4	C	Road safety (in general)
3	C	Traffic accidents (in general)
	R	ROAD SAFETY – impacts on from the Movement Network
4	C	Challenges for pedestrians crossing Eaton Drive (particularly south of Glenhuon Blvd)
2	C	Proposed new intersection on Eaton Drive from realigned Council Drive – concerns over this
	A	AMENITY – of the Movement Network
3	S	Leake Street – establish this as a new access point to Eaton Drive (through existing reserve)
	T	TRAFFIC – Volume and Flow
3	C	Traffic flow issues (in general)
		Cudliss Street – New intersection. Includes: <ul style="list-style-type: none"> • Closure of Hands Av intersection; • Watson St – Development of cul-de-sac at end; • New pedestrian crossing over Eaton Dr
No. of supporting comments		22 (28.9%)
No. of comments against		39 (51.3%)
No. of ‘other’ comments		15 (19.7%)
	U	USER BEHAVIOUR – impacts on road safety
7	C	Road safety
6	C	Traffic accidents
6	C	Eaton Drive – challenges for pedestrians trying to cross, concerns over pedestrian safety
6	C	Speeding – including off roundabout and along Hands Av
2	S	Add a slow point between Hamilton Rd roundabout and new Cudliss St intersection on Eaton Dr
	R	ROAD SAFETY – impacts on from the Movement Network

(Appendix ORD: 12.3.1B)

Tally (by no. of mentions)	C = Concern S = Suggestion Q = Question	Summary topic outcome, extracted from combined comments Ranked within each category from highest to lowest number of 'votes' – where a vote is derived per mention
19	C	Lennard St – negative impacts of proposed changes (will make it too busy and less safe; steep driveways; narrow with no footpath)
16	C	Cudliss St – difficulty turning right into Cudliss (when travelling southwest along Eaton Dr) – including concerns over people using roundabout as a U-turn, traffic banking up waiting to turn into Lennard St
11	S	Lennard St – make this a cul-de-sac instead sac (2 comments for 'southern end', rest did not specify)
7	C	Pratt / Lennard / Watson streets intersection – risk present; 'unsafe' and 'traffic hazard'
6	C	Would just move the problem to another location (i.e. to the new proposed intersection)
5	C	Hands St – negative impacts, i.e. that it would become busier
5	S	Lennard St – to be changed into a cul-de-
5	S	Hands St – to be changed into a cul-de-sac (3 comments specified 'southern end')
4	C	Council Drive future new intersection onto Eaton Dr – concern over impacts, including risk to pedestrian safety, difficulty turning into Eaton Dr, having to use roundabout to turn left out of Council Dr then right onto Eaton Dr, that it's opposite the Cudliss St proposed intersection, that Council Dr doesn't align with new Cudliss intersection
4	C	Lennard St – risk / difficulty for vehicles leaving driveways
3	S	Cudliss St – to be changed into a cul-de-sac at its southeastern end
2	C	Eaton Drive – difficulty of crossing / pedestrian risk, including with people speeding out of roundabout
2	C	Concern over sight lines being impeded, e.g. by overgrown vegetation
2	C	Will make the problem worse
2	S	Put lights on the roundabout
2	S	Lennard St – northern end of to be changed into a cul-de-sac
2	S	Cudliss / Hands Av intersection – need to improve 'poor layout' / tight bend / needs widening
	A	AMENITY – of the Movement Network
11	S	Watson St – to be the main exit onto Eaton Dr – including comment that it is already a school bus route
9	C	Areas east of Lennard St – access into these areas is difficult / restricted; – no direct access; people would need to travel up to Pratt Rd to exit the area
5	S	Have a roundabout instead, i.e. straighten Hands Rd so that it connects directly into the roundabout; also move Hamilton roundabout further northeast along Eaton Dr so that it is in a direct line with Hamilton Rd
3	S	Look at the bigger picture – i.e. consider intersections and road network further out, to determine broader impacts
2	S	Council Dr / Cudliss (or Watson) new exit – small roundabout or lights at future intersection
2	S	Leake St – to have an access point established to connect into Eaton Dr (including that this will be easier to turn into this area (Bryant / Camfield / Leake) once lights are installed at Glenhuon Blvd)
	T	TRAFFIC – Volume and Flow

(Appendix ORD: 12.3.1B)

Tally (by no. of mentions)	C = Concern S = Suggestion Q = Question	Summary topic outcome, extracted from combined comments Ranked within each category from highest to lowest number of 'votes' – where a vote is derived per mention
6	C	Traffic (increased volume) – mainly impacts on smaller streets, including concerns traffic will bank up
2	C	Traffic flow
	E	ENVIRONMENTAL
2	S	Hands Av – to revegetate closed-off section of including suggestion to use native plants
		Ann St – Implementation of left-out treatment at Hamilton Rd
No. of supporting comments		3 (60%)
No. of comments against		2 (40%)
	U	USER BEHAVIOUR – impacts on road safety
1	C	Traffic accidents (in general)
		Glenhuon Blvd – Installation of new traffic signals
No. of supporting comments		29 (56.9%)
No. of comments against		19 (37.2%)
No. of 'other' comments		3 (5.9%)
	R	ROAD SAFETY – impacts on from the Movement Network
5	C	Concern over existing traffic conditions – terrible, dangerous, vision is obstructed, nightmare to cross, people double up in middle, so many near-miss accidents, difficult to exit Bethanie safely, speeding, backed up traffic (<i>includes elements of 'user behaviour' but mostly to do with road layout</i>)
	T	TRAFFIC – Volume and Flow
15	C	Roundabout instead of lights – reasons mainly given were 'for better traffic flow'
3	C	Disagree with lights as concerned they will slow the traffic and cause delays
		Other comments / suggestions / questions – not directly commenting on to any of the proposals for changes to intersections (uncategorised, as not directly relevant to this consultation)
		Other general concerns / issues in other areas:
2	S	Eaton Drive – drainage issues need to be addressed
		Comments on community consultation:
2	C	Perceived lack of consultation with residents

Location-Based Categorisation of Comments**TABLE B**

Topics were categorised by location to identify community concerns as shown in Table B below.

Tally (by no. of mentions)	C = Concern raised S = Suggestion Q = Question	Summary topic outcome, extracted from combined comments Ranked within each category from highest to lowest number of 'votes' – where a vote is derived per mention
		Overall proposed improvements
No. of supporting comments		28 (87.5%)
No. of comments against		4 (12.5%)
		GENERAL (no location cited)
7	C	Road safety / traffic accidents (in general)
4	C	Traffic flow and volume (in general)
		EATON DRIVE
4	C	Challenges for pedestrians crossing Eaton Drive (particularly south of Glenhuon Blvd)
2	C	Proposed new intersection on Eaton Drive from realigned Council Drive – concerns over this
		LEAKE STREET
3	S	Leake Street – establish this as a new access point to Eaton Drive (through existing reserve)
		Cudliss Street – New intersection. Includes: <ul style="list-style-type: none"> • Closure of Hands Av intersection; • Watson St – Development of cul-de-sac at end; • New pedestrian crossing over Eaton Dr
No. of supporting comments		22 (28.9%)
No. of comments against		39 (51.3%)
No. of 'other' comments		15 (19.7%)
		GENERAL (no location cited / multiple locations)
13	C	Road safety / traffic accidents
8	C	Traffic flow and volume – mainly impacts on smaller streets, including concerns traffic will bank up
6	C	Speeding – including off roundabout and along Hands Av
3	S	Look at the bigger picture – i.e. consider intersections and road network further out, to determine broader impacts
2	C	Concern over sight lines being impeded, e.g. by overgrown vegetation
2	C	Risk for residents getting out of their driveways
		EATON DRIVE
6	C	Eaton Drive – challenges for pedestrians trying to cross, concerns over pedestrian safety
6	C	Would just move the problem to another location (i.e. to the new proposed intersection)
5	S	Have a roundabout instead, i.e. straighten Hands Rd so that it connects directly into the roundabout; also move Hamilton roundabout further northeast along Eaton Dr so that it is in a direct line with Hamilton Rd
4	C	Council Drive future new intersection onto Eaton Dr – concern over impacts, including risk to pedestrian safety, difficulty turning into Eaton Dr, having to use roundabout to turn left out of Council Dr then right onto Eaton Dr, that it's opposite the Cudliss St proposed

(Appendix ORD: 12.3.1B)

Tally (by no. of mentions)	C = Concern raised S = Suggestion Q = Question	Summary topic outcome, extracted from combined comments Ranked within each category from highest to lowest number of 'votes' – where a vote is derived per mention
		intersection, that Council Dr doesn't align with new Cudliss intersection
2	S	Add a slow point between Hamilton Rd roundabout and new Cudliss St intersection on Eaton Dr
2	S	Put lights on the roundabout
2	S	Council Dr / Cudliss (or Watson) new exit – small roundabout or lights at future intersection
		CUDLISS STREET
16	C	Cudliss St – difficulty turning right into Cudliss (when travelling southwest along Eaton Dr) – including concerns over people using roundabout as a U-turn, traffic banking up waiting to turn into Lennard St
3	S	Cudliss St – to be changed into a cul-de-sac at its southeastern end
2	S	Cudliss / Hands Av intersection – need to improve 'poor layout' / tight bend / needs widening
		HANDS AVENUE
2	S	Hands Av – to revegetate closed-off section of including suggestion to use native plants
		HANDS STREET
5	S	Hands St – to be changed into a cul-de-sac (3 comments specified 'southern end')
5	C	Hands St – negative impacts, i.e. that it would become busier
		LEAKE STREET
2	S	Leake St – to have an access point established to connect into Eaton Dr (including that this will be easier to turn into this area (Bryant / Camfield / Leake) once lights are installed at Glenhuon Blvd)
		LENNARD STREET
19	C	Lennard St – negative impacts of proposed changes (will make it too busy and less safe; steep driveways; narrow with no footpath)
11	S	Lennard St – to be changed into a cul-de-sac (2 comments for 'southern end', rest did not specify)
7	C	Pratt / Lennard / Watson streets intersection – risk present; 'unsafe' and 'traffic hazard'
2	C	Lennard St – risk / difficulty for vehicles leaving driveways
2	S	Lennard St – northern end of to be changed into a cul-de-sac
		AREAS EAST OF LENNARD STREET
12	C	Areas east of Lennard St – access into these areas is difficult / restricted; – no direct access – people would need to travel up to Pratt Rd to exit the area
2	C	Emergency access into or out of the area might be impeded – i.e. fire / ambulance
		WATSON STREET
11	S	Watson St to be the main exit onto Eaton Dr – including comment that it is already a school bus route
		WATERCORP LANEWAY (Watson St to Lennard St)
4	C	Concerns over laneway between Lennard St and Watson St – that people might use the as a roadway
		Ann St – Implementation of left-out treatment at Hamilton Rd
No. of supporting comments		3 (60%)
No. of comments against		2 (40%)

(Appendix ORD: 12.3.1B)

Tally (by no. of mentions)	C = Concern raised S = Suggestion Q = Question	Summary topic outcome, extracted from combined comments Ranked within each category from highest to lowest number of 'votes' – where a vote is derived per mention
		Glenhuon Blvd – Installation of new traffic signals
No. of supporting comments		29 (56.9%)
No. of comments against		19 (37.2%)
No. of 'other' comments		3 (5.9%)
		GENERAL (no location cited / multiple locations)
15	C	Roundabout instead of lights – reasons mainly given were 'for better traffic flow'
5	C	Concern over existing traffic conditions – terrible, dangerous, vision is obstructed, nightmare to cross, people double up in middle, so many near-miss accidents, difficult to exit Bethanie safely, speeding, backed up traffic (<i>includes elements of 'user behaviour' but mostly to do with road layout</i>)
3	C	Disagree with lights as concerned they will slow the traffic and cause delays
		Other comments / suggestions / questions – not directly relevant to this consultation)
2	S	Eaton Drive – drainage issues need to be addressed
2	C	Perceived lack of consultation with residents

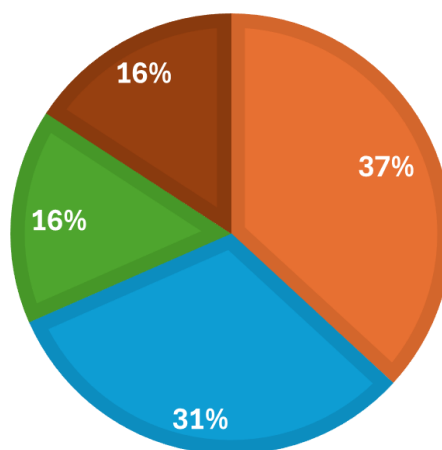
Proposed Changes at All Three Intersections

Overall Main Issues of Community Concern

Issue of Concern	Comments	Percent
User behaviour issues	7	36.8%
Road safety – impacts from road/path network	6	31.6%
Amenity – ease of use	3	15.8%
Traffic volume & flow	3	15.8%
Total	19	100%

**OVERALL SNAPSHOT - MAIN ISSUES OF
COMMUNITY CONCERN**

- User behaviour issues
- Road safety - impacts from road/path network
- Amenity – ease of use
- Traffic volume & flow



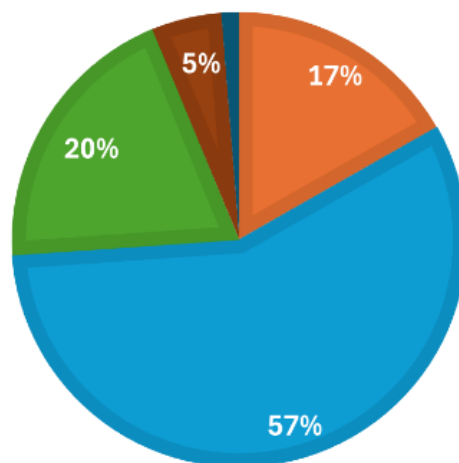
Cudliss Street Intersection

Main Issues of Community Concern

Issue of Concern	Comments	Percent
User behaviour issues	27	16.8%
Road safety – impacts from road/path network	92	57.1%
Amenity – ease of use	32	19.9%
Traffic volume & flow	8	5.0%
Environmental	2	1.2%
Total	161	100%

**CUDLISS ST INTERSECTION PROPOSED
CHANGES, INCLUDING WATSON ST
PROPOSED CUL-DE-SAC & NEW PEDESTRIAN
CROSSING EATON DR - MAIN ISSUES OF
COMMUNITY CONCERN**

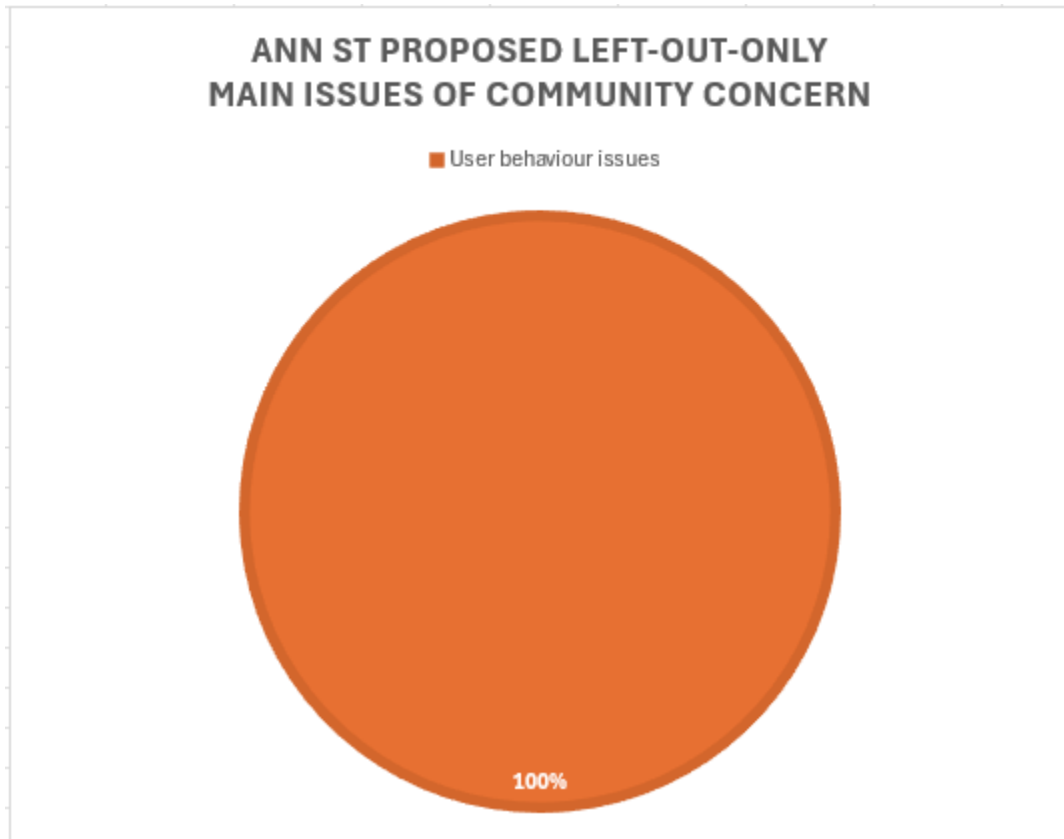
- User behaviour issues
- Road safety - impacts from road/path network
- Amenity – ease of use
- Traffic volume & flow
- Environmental



Ann Street Intersection

Main Issues of Community Concern

Issue of Concern	Comments	Percent
User behaviour issues	1	100%
Total	1	100%



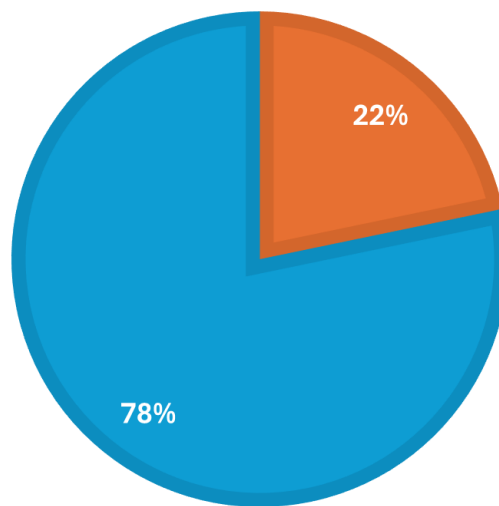
Glenhuon Boulevard Traffic Signals

Main Issues of Community Concern

Issue of Concern	Comments	Percent
Road safety – impacts from road/path network	5	21.7%
Traffic volume & flow	18	78.3%
Total	23	100%

**GLENHUON BLVD PROPOSED TRAFFIC
SIGNALS - MAIN ISSUES OF COMMUNITY
CONCERN**

■ Road safety - impacts from road/path network ■ Traffic volume & flow



Overall Main Areas of Community Concern

The pie chart below, based on Table B (pages 9-11), shows the community's top location-specific concerns about the proposed changes. General comments without specific locations are excluded from the pie chart but included in the detailed table.

Overall – Locations of greatest concern, from community comments	No. of 'votes'	%
Lennard Street	41	29.1
Eaton Drive	33	23.4
Cudliss Street	21	14.9
Area (streets) east of Lennard Street	14	9.9
Watson Street	11	7.8
Hands Street	10	7.1
Leake Street	5	3.5
Watercorp laneway between Lennard & Watson	4	2.8
Hands Avenue	2	1.4
Total	141	100

Note that as the Glenhuon Blvd proposal was location-specific, it did not receive any comments for other locations and is not included in the above table.

OVERALL – LOCATIONS OF GREATEST COMMUNITY CONCERN



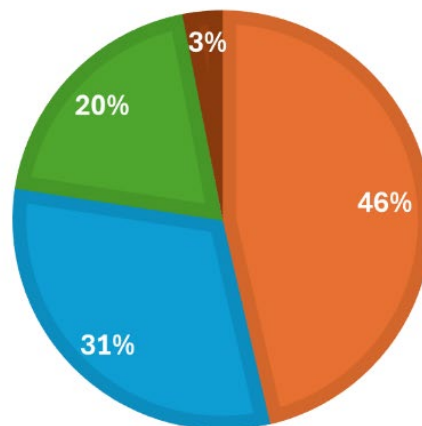
Level of Community Engagement

The topics below are ranked by engagement level, with the most commented topic at the top and the least at the bottom.

No. of relevant comments	Level of engagement (i.e. level of interest or concern)	Topic / area
76	Highest	Cudliss Street – New intersection. Includes: <ul style="list-style-type: none">• Closure of Hands Av intersection;• Watson St – Development of cul-de-sac at end;• New pedestrian crossing over Eaton Dr
51	2 nd highest	Glenhuon Blvd – Installation of new traffic signals
32	3 rd highest	Overall proposed improvements (not location-specific)
5	Lowest	Ann St – Implementation of left-out treatment at Hamilton Rd

LEVEL OF COMMUNITY ENGAGEMENT FOR EACH PROPOSAL - NUMBER OF COMMENTS

- Cudliss St intersection modification - including Watson St new cul-de-sac & new pedestrian crossing Eaton Dr
- Glenhuon Blvd new traffic signals
- Overall (combined proposals)
- Ann St & Hamilton Rd new left-out treatment



Area of Residence of Survey Responses

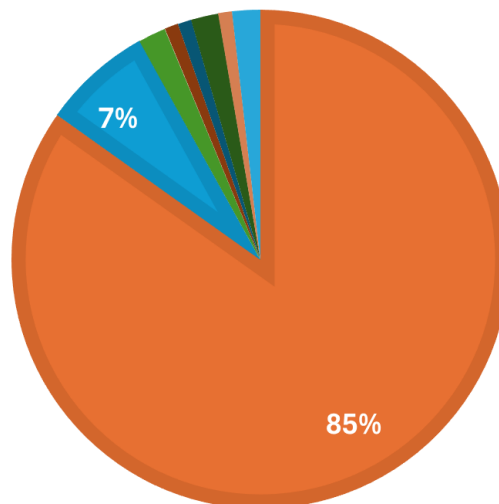
The following table shows where the respondents are from, indicating the origins of community feedback and where they consider home.

Suburb / locality	Number of responses	%
Eaton	95	84.8
Millbridge	8	7.1
Parkridge	2	1.8
Burekup	1	0.9
Dardanup (Paradise)	1	0.9
Australind	2	1.8
Pelican Point	1	0.9
Incorrectly answered *	2	1.8
Total	112	

* A couple of respondents recorded their surname in the location field instead of their residential suburb? resulting in an invalid response;

Note: this data only captures the Social Pinpoint survey results, where it was possible to request the respondents' location.

SOCIAL PINPOINT SURVEY RESPONDENTS' AREA OF RESIDENCE - BY LOCATION



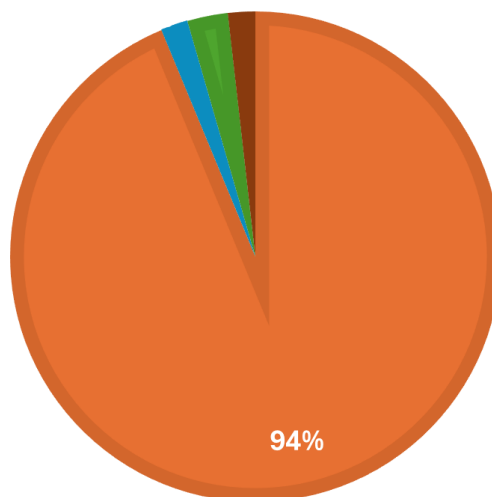
Localities of Survey Responses

The table below compares engagement from Shire of Dardanup residents with respondents from other areas. Most feedback came from the target area, with some from regular visitors interested in the intersection modifications. This data is from the Social Pinpoint survey, where respondents' locations were provided.

Suburb / locality	Number of responses	%
Responses from within Eaton locality	105	93.7
Responses from within Shire rural areas	2	1.8
Responses from within the Shire of Dardanup	107	95.5
Responses from adjacent Local Government Areas	3	2.7
Incorrectly answered *	2	1.8
Total	112	

SOCIAL PINPOINT SURVEY DEMOGRAPHICS - RESPONDENTS' RESIDENTIAL LOCALITY

■ Eaton locality ■ Shire rural areas ■ Adjacent LGA's ■ Incorrectly answered *



Community Survey Comments

The following pages show all community survey comments, grouped by Social Pinpoint and written submissions, sorted into 'For', 'Against' and 'Other'.

Officer Comments have been added in the right hand column.

Social Pinpoint Comments – ‘For’

(Appendix ORD: 12.3.1B)

For	Social Pinpoint Comments	Officer Comment
1	YES	Noted.
2	YES	Noted.
3	The changes sounds great, closure of Hamilton road intersection is good as it's super dangerous!	Noted.
4	I support the changes. With the heavier traffic flow now, it will be good and avoid accidents im sure	Noted.
5	I support change 🚦 for traffic lights at glenhuon blvd, eaton drive I have lived on glenhuon for almost 24 years and it's gotten so bad at this intersection	Noted.
6	These changes look well thought out and should improve the flow of traffic and reduce the likelihood of accidents.	Noted.
7	I support the changes, as someone who drives on these roads to and from work every day and seeing the traffic build up I think they are great ideas!	Noted.
8	Fantastic plan, got my support.	Noted.
9	Yes I support this proposal, as cars are right up behind you as you try to turn into hands avenue. Also will give you more time to read traffic out of the roundabout	Noted.
10	YES! It's dangerous and there's always accidents	Noted.
11	Yes, agree with all the changes. Also add a lot more drains in Eaton Dve, it floods so much in a downpour. Make sure the traffic lights at Glenhuon have pedestrian lights/walking man as soon many children use the road/need to know when to cross.	Suggestions for consideration.
12	Agree with the change intersection hands and cudliss	Noted.
13	Yes I support as it makes it safer particularly Glenhuon and Hands Roads. Glenhuon is terrible currently, you can't see past turning traffic, people double up in middle section. Traffic lights here is so much better although cause delays with traffic from the school. If you can fix parking and road near Glen Huon primary that would be great!	Parking is outside of the scope of this project.
14	Yes ,	Noted.
15	Yes the changes are great news. Especially the closure of hands ave!	Noted.
16	Yes	Noted.
17	Look's good. Just a little concerned about coming out of Lennard St.	Noted.
18	Yes I do support the changes I live on Clydesdale and all the Treendale traffic when getting out of glen Huon is terrible at times and the angle of the slip lane is dangerous. Not to mention no one coming toward stays right so you can enter from the slip lane . So lights are definitely required sooner rather than later	Noted.
19	Traffic lights at Glen Huon boulevard definitely required	Noted.
20	I support changes to the Glen Huon Blvd intersection which are long overdue. The left hand lane obstructs vision of traffic heading straight past the intersection towards Millbridge.	Noted.
21	This will great improve the flow of traffic.	Noted.
22	Yes all changes are supported. Maybe a roundabout at GlenHuon instead of lights to keep the traffic flowing	A roundabout at Glen Huon Boulevard was considered and traffic signals is the preferred treatment.

For	Social Pinpoint Comments	(Appendix 12.3.1B) Office Comments
23	Seems like the best option for a difficult situation	Noted.
24	I have lived at 17 Watson St for over 30yrs and have seen the growth of this suburb to a town and the associated increase in traffic. The increase i traffic on Eaton Drive since the bridge over the Collie River to Treendale has been a major issue for traffic entering from all arterial roads. All of the options presented seem to be sensible and workable.	Noted.
25	My Grandparents live in the area and I know how difficult that the current systems are to navigate day to day.	Noted.
26	Cannot come soon enough. Long overdue. Its a nightmare trying to walk across Eaton Drive to get to Eaton Fair. We are getting older and therefore not so fast anymore on our feet. And dont start me on trying to turn right from Hands onto Eaton Drive in a car, accident waiting to happen. Bring it on!!!	Noted.
27	I do support the changes I just have a concern that the existing roundabout which is very busy already will become busier if the only way to access cudliss st is by going round the roundabout, and I am guessing that by saying traffic signals you mean lights at glen horn boulevard?	Noted.
28	Def need traffic lights at end of Glen Huon blvd going onto Eaton drive the sooner the better!	Noted.
29	The only one I can comment on is the intersection of Eaton Drive and Glen Huon Blvd. Please put traffic lights in there. I've seen so many near misses there.	Noted.
30	The traffic lights at glenhuon are welcome as are the other changes.	Noted.
31	I live on corner of Cudliss / Hands and i see the traffic that take the corner at speed and because it has a lip in the road it is a matter of time a rollover occurs, yes this part of Hands Rd does need blocking off	Noted.
32	Definitely support installing traffic lights at glen huon blvd!!!	Noted.
33	much needed change to hands ave being so close to roundabout	Noted.
34	<p>With regards to the Hands Ave to Eaton Drive T junction, any change would be an improvement on how it is at the moment. At times it can be very difficult to exit right out of Hands Ave onto Eaton Drive due to the amount and speed of traffic nowadays. I look forward to when the redundant section of Hands Ave is dug up, shrubs and trees replanted and that nice little section of bush put back to how it used to be approximately 20 years ago.</p> <p>Could I humbly suggest consideration be given to the following :-</p> <ol style="list-style-type: none"> 1. Reducing the speed limit down to 50 KMH between existing traffic lights near Eaton Fair Shopping Centre & proposed new traffic lights at Glenhuon Bvd ? Some of our pedestrians that have trouble crossing the double lanes safely over much of Eaton Drive may also appreciate this. 2. Allow traffic to travel further along Pratt Rd, enter or depart at Watson St and have the new "T" junction onto Eaton Drive at other end of Watson St. This would have the added benefit of moving proposed new T further away from the busy dual lane Hamilton Rd Roundabout. Some drivers leave their left indicators on too long when exiting this roundabout giving waiting vehicles the impression they are turning left off Eaton Drive but continue straight on. 	<p>Noted.</p> <p>For consideration. This would require Main Roads approval.</p> <p>Refer to main report for discussion.</p>
35	I support all of the proposed changes. However I believe that if possible, a roundabout at Glen Huon Boulevard would be better than traffic lights as it would allow all traffic to flow more freely without stoppages.	A roundabout at Glen Huon Boulevard was considered and traffic signals is the preferred treatment.

For	Social Pinpoint Comments	(Appendix 12.3.1B) Office Comment
36	Please only look at doing when other road works are finalised including the Eaton Fair extension. We are over roadworks.	Works for Glenhuon Boulevard and Cudliss Street are scheduled for 2024-2025.
37	As a resident of Bethanie Fields ,I fully support changes to Eaton Drive. It will enable us to exit Bethanie safely. At the moment drivers are not mindful of the speed limit or courteous enough to stay in one line. Speed humps are not the answer ,but having lights will be a huge benefit for traffic entering from the school to Eaton Fare .	Noted.
38	Since the bridge to Treendale has opened the intersection of Glen Huon and Eaton Drive has become dangerous. The slip lane has not improved this at all, in fact it has made vision worse. The proposed lights here would be a safer option	Noted.
39	Brilliant!	Noted.
40	As someone who lives on Ann street I realise the left out lane to Hamilton will increase our street traffic, but so many people will then skip the cudliss/hands exit to glen huon by using the Ann to Hamilton exit instead when coming up Pratt road from Australind to Eaton fair - this part is a great idea & the flow on affect will be massive alone for those with the australind to Eaton fair /millbridge trip skipping a lot of the already congested Hamilton road. Win	Noted.
41	Glenhuon eaton drive intersection is a nightmare to cross, particularly in the afternoons from school pick-up right through to after 6pm.. traffic lights are what is needed as a roundabout there will not stop the flow of traffic to enable crossing..	Noted.
42	I think it's a fantastic idea	Noted.
43	Traffic lights are long overdue for Glenhuon/Eaton Drive, it couldn't be changed fast enough!	Noted.
44	The lights at Glen Huon Bld are definitely needed for safety purposes.	Noted.
45	<p>Both Darryl and I can see the process and how the end result for changes have been reached. As discussed with Nathan it does not remove the issue of the Hamilton Road roundabout and the right turn out of Eaton Fair (onto the roundabout) onto inside lane of the roundabout, with the need to get into the left lane to make that left turn that will be Cudliss. It is still the same issue...but acknowledge the extra metres and slip lane added to give time and room to assist with the navigation of this manoeuvre. Nothing is perfect.</p> <p>We have a parent residing in Bethanie we provide care for and disappointed to lose the right turn back into Cudliss and the direct path to Pratt Road from that end in this change. This will ultimately mean we need to go back through the roundabout, down Hamilton Road, Bobin Street and then double back up Pratt Road. I don't think I will be adding a tricky "U-Turn" at the Hamilton Road roundabout BUT I would never say never!</p> <p>Appreciate the work, discussion and planning that has gone into Proposed changes...not quite what we were expecting with Pratt Rd now a dedicated cut through to or from Eaton Fair...traffic volume increase over the years has been incredible. Add to that Pratt Rd now a favoured road for regular high-speed chasesentertaining if nothing else.</p> <p>Other than that I am still scratching by head over the shelving of the proposed road changes for the Pratt Rd car parking at the new and impressive Bowling Club premises. We thought very progressive, modern and possibly the finish needed in line with the Bowling club spend. Outside of the aesthetics and more importantly (from our perspective) would have provided another "slow point" on an extremely busy road.</p> <p>The reason "why" the proposed changes were shelved, explained to me by Nathan (thank you)...heavy sigh.</p> <p>There is little Darryl and I cannot work around as capable, long-term drivers. Time and patience the only thing required as changes are completed.</p> <p>Good luck with all team.</p> <p>Kind regards</p>	Noted.

For	Social Pinpoint Comments	(Appendix 12.3.1B) Office Comments
46	Define need lights at glen houn So hard to get out of in morning	Noted.
47	Lights are definitely needed at the Glen Huon Boulevard & Eaton Drive intersection.	Noted.
48	Since the opening of Eaton/Treendale bridge Eaton dr has become very busy. Peak times is worse and drivers often speed along there. I support the changes proposed to slow traffic and make this road safer for all. I live in park ridge estate and often find myself exiting the estate from the other exit not glen huon as it is often safer.	Noted.
49	Definitely need traffic lights at Glen Huon blvd! Everything else also good.	Noted.
50	Cudliss Street intersection. Slow points should be put in place between roundabout and Cudliss St turn off to slow down traffic to safely change from right lane to left lane then turning lane. Example being that you can't turn right into Cudliss from Eaton Drive so will need to take third exit from roundabout to access. Also the pedestrian crossing just past this intersection needs slow points as well. This area already has these issues. Anne Street. If this does go ahead, please implement it sooner rather than later. Would be my preferred exit to shopping centre.	Noted. Scheduled for construction in 2025-2026
51	<ul style="list-style-type: none"> • Laneway between no. 20 & 22 Watson St provides a 'cut through' option from Watson St to Lennard St & thus Cudliss St. • I understand that the entry to the shire offices from the Hamilton Rd roundabout will be closed and that there will still be a single lane for part of the roundabout. Would be good for ppl turning left into Cudliss St if it had 2 lanes all the way round. • The pedestrian crossing is a sufficient distance from the roundabout for the vehicles to gain significant speed when exiting. Given the Liveable Neighbourhood guidelines (ie. That properties within 1? km should be encouraged to walk to the shops) unless there is a zebra crossing there or signalled, I believe that this would be a dangerous exercise for ppl in gophers, wheelchairs or with a pram - there are two residents in Watson St who use wheelchairs/gophers. • I'm guessing that there will need to be changes to the Pratt Rd end of Hands Ave and also the Cudliss St intersection with Hands Ave, while this hasn't been highlighted as part of this proposal, it has the potential to affect Hands creek and surrounds. Local residents should be consulted about this – the creek holds a special value for these ppl. 	<p>Bollards will be installed. Unfortunately this is not possible.</p> <p>MRWA carried out a gap analysis for pedestrian crossing and sufficient gaps in traffic are available.</p> <p>No changes are proposed currently, however, the community will be consulted for any future changes.</p>
52	I support most of the changes. Opening Ann st could cause accidents as cudliss St give way sign will be 100m. Too many won't look and will cause an accident. I think it will make it a drag strip across cudliss and down to Stanton st	The Shire will monitor the situation.
53	The current intersection of Hands Ave and Eaton Drive doesn't function efficiently being so close to the roundabout. The proposed extension of Cudliss St is a better alternative, however the intersection of Cudliss St and Hands Ave could be changed to make Cudliss the through road with the southern portion of Hands Ave (which only services about 4 houses) becoming the T. The existing intersection of Cudliss and Hands is not well designed and on a bend. With the increase of traffic due to the change of the Eaton Drive intersection, Cudliss St should be the through road.	The intersection priority of Hands Ave and Cudliss St has been reviewed at concept level, however, changes to this intersection have not been proposed at this stage.

Social Pinpoint Comments – ‘Against’

(Appendix ORD: 12.3.1B)

Against	Social Pinpoint Comments	Officer Comment
1	Not the traffic lights at Glenhoun and Eaton drive	Noted.
2	Glenhuon/Eaton Drive should be a roundabout not traffic lights. Would slow traffic on Eaton Drive. I use this intersection multiple times a day	A roundabout at Glen Huon Boulevard was considered and traffic signals is the preferred treatment.
3	Prefer roundabout for Glenhuon, not traffic signals.	A roundabout at Glen Huon Boulevard was considered and traffic signals is the preferred treatment.
4	If you're going to put a new intersection at Cudliss and another on the other side for Council Drive, why not make a T junction with lights or put in a round about. A round about will help traffic flow, slow down speeding drivers and be far safer than a single car right hand slip lane in the middle of an island that no one has a clue how to use safely, especially in peak hour. Given the amount of traffic that passes the Hands intersection currently between 3 and 6pm it seems illogical to merely put in a slip road. There is one of those coming off of Parade Road onto Estury Drive in Bunbury and it is a nightmare at peak hour. This won't be any better.	Options for traffic signals at Cudliss Street and also a roundabout at Watson Street were considered by Council in 2020 and were not recommended for further study. Details can be found in the Minutes of the Ordinary Council Meeting 16 th December 2020.
5	If there was a big fire down river a large area will be unable to drive out.	The proposed additional intersection at Ann St will increase the number of escape routes from the area in the event of an emergency.
6	The intersection of Eaton drive and recreation drive water drainage needs to be sorted before someone gets killed or drowns. Also what happened to the roundabout that was meant to be done on the intersection of Eaton drive and lavender way?	Drainage in the Eaton Area is being reviewed separately and is not part of this project.
7	This map doesn't really show enough...expand it out a bit more.. making Cudliss a thru rd to hands would just move the Problem, and cause a nightmare when it hits Hands rd.... its a Blind cnr and U want to make it the Main thoroughfare...That makes No Sense... Enlarge the map and see the problem... and by doing this to Cudliss your just making Another Eaton/ glen huon nightmare for people turning right??? I mean Who comes up with these Stupid ideas??? Hands rd is THE worst rd in Eaton, its virtually a Solid white line its entire length.. how there isnt more crashes on it I dont know.. Solve this and Straighten Hands rd so it feeds Directly into the Roundabout Eaton/Glen Huon can be Solved with a Roundabout... there easy to put in with Little maintenance... lights are Expensive and higher to maintain..	The proposed Cudliss St intersection with Eaton Drive is to shift the intersection away from the roundabout to provide an improved merging distance for vehicles turning left. A five-leg roundabout at Hamilton Road to incorporate Hands Ave was investigated and rejected in 2020. A roundabout was considered at Glenhuon Boulevard however traffic lights is the preferred treatment.

Against	Social Pinpoint Comments	(Appendix ORD-12.3.1B) Detail Comment
8	No lights at glen huon. Just put in a round about there instead	A roundabout was considered at Glenhuon Boulevard however traffic lights is the preferred treatment.
9	No	Noted.
10	NO	Noted.
11	Leave it as it is	Noted.
12	I was supportive at first but on reflection it will make Lennard St. ridiculously busy. More access to Eaton Dve. is required for the residents East of Lennard. Poorly thought out plan. I would like to withdraw my first submission if possible	Noted.
13	A roundabout is the best long term solution As for the cost this should have been planned by a competent staff prior to Eaton fare being built.	A roundabout was considered at Glenhuon Boulevard however traffic lights is the preferred treatment.
14	It seems a lot of unnecessary work and I don't think Watson st should be a cul de sac. And there will no longer be a right hand turn coming from Treendale. If there was a fire (or some other emergency, such a tree down, flood etc), near the river/watson reserve, there would be nowhere to get out - by closing off Watson St we are forced to go down to Pratt road to get back out onto Cudliss, effectively only now giving us 1 exit out, instead of 2 at the moment. Why cant Hands Av be realigned to come out on the roundabout? There is plenty of land at that entrance to realign and it seems much less work and a safer option to utilise the existing roundabout. Either that or have Watson st come out onto Eaton Drive	Road users can turn left into Cudliss from Eaton Drive after the Hamilton Rd roundabout. The proposed additional intersection at Ann St will increase the number of escape routes from the area in the event of an emergency. A five-leg roundabout at Hamilton Road was investigated and rejected in 2020.
15	It should have traffic lights or roundabout at the intersection between Glenhuon Bld and Eaton Drive. Drivers get confused when they turn right onto Glenhuon Bld and others drivers turn left onto the same road from the opposite direction. Drivers aren't sure who has priority. Also at peak hours is very busy and take too long to get onto Eaton Drive. In my opinion those traffic signs will make things more confusing □ The traffic in this point needs to be organised clearly and don't forget there is a childcare and a school too close and as a driver, you have to watch for traffic in 3 different directions + kids crossing the road. It's needs to be safe for everyone. Thank you.	The proposed improvements include traffic lights at Glenhuon / Eaton Drive. These are also referred to as traffic signals. The Road Traffic Code clearly specifies who must give way to whom for all road users.

Against	Social Pinpoint Comments	(Appendix ORD-12.3.1B) Detail Comment
16	No I do not support. The suggested changes would create more traffic using Hands Street over Hands Avenue. You would be turning a quiet street into a main road way through. To ensure Hand Street is left mainly for local traffic/quiet can it also be made into a cul-de-sac or one way road though??	Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street. Watson St is proposed to become a cul-de-sac as it would be too close to the intersection of the proposed new Cudliss St intersection with Eaton Drive.
17	These proposals make no difference to me getting out turning left onto Eaton drive. Closing off Watson would make Lennard street busier. People use this street to walk from the shopping centre and families walk the road to Watson park.	The proposal includes an additional left turning lane onto Eaton Drive from Cudliss St, which will reduce stacking at the intersection compared to Hands Ave where there is no left turning lane.
18	I don't support Watson St becoming a cul-de-sac, as that means traffic is diverted either through Lennard St or Hands Ave, and then down to Pratt Road, to access Watson St, Bryant Street, Camfield St, and Jersey place. Watson should still feed into Cudliss Street. Other changes are not opposed.	Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street. Watson St is proposed to become a cul-de-sac as it would be too close to the intersection of the proposed new Cudliss St intersection with Eaton Drive.
19	All traffic from: Watson Pratt (east end) Bryant Camfield Leake Mustang Dare Would now divert straight down Lennard Street through an unsafe 3 street intersection consisting of Pratt Rd, Lennard st & Watson St, to get to the Cudliss st intersection with Eaton Drive. I suggest that Lennard St, also become a cul-de-sac, and traffic to use Hands Ave as the thoroughfare. For context Lennard St consists of 24 homes on the street, where Hands Ave only has 7 homes fronting, it is also a wider road and is already main access road intersecting Eaton Drive.	Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street. Watson St is proposed to become a cul-de-sac as it would be too close to the intersection of the proposed new Cudliss St intersection with Eaton Drive.
20	A round about on Glen huon blvd would allow traffic to flow better than traffic lights. Traffic lights will just impede traffic flow and create more noise in that area and back up Glen huon Blvd. Hands ave should be left turn only then you can go around the round about and head out. Adding the Watson St exit will just create congestion in that area when people want to turn right.	A roundabout was considered at Glenhuon Boulevard however traffic lights is the preferred treatment. Watson St is proposed to become a cul-de-sac.

Against	Social Pinpoint Comments	(Appendix ORD 12.3.1B) Council Comment
21	<p>The changes to the Proposed Eaton Drive – Cudliss and Watson Street affect our street. (Lennard Street). The changes will make Lennard Street the main thoroughfare to exit Cudliss Street onto Eaton Drive for properties to the East/North of Watson Road (Pratt Road, Camfield Street, Bryant Street, Leake Street, Mustang Loop, Dare Cove, as there would be only One (1) exit.</p> <p>At present Watson Street has the footpath for pedestrians to safely walk along, however Lennard Street doesn't have this facility. I would be in support of Watson Street being the Main exit, therefore making Cudliss Street the Cul-de-sac. The usage of a pedestrian crossing over Eaton Drive I believe would be a waste of money and time. It would be more feasible to put in a Safety Stop Light crossing further down the road towards Frost Way and Glenhuon Blvd, closer to the Primary School to allow safe road crossing for our children.</p> <p>North End of Watson Street/Lennard Street/Pratt Road would need to be upgraded as the intersection is confusing now and changes making Lennard Street the main road in/out would make it a traffic hazard.</p> <p>The future main street being either Watson Street or Lennard Street would need to have Speed Humps to ensure that young families can feel safe in knowing the traffic will be kept to the speed limit and it doesn't become a race through thoroughfare.</p>	<p>Refer to main report for assessment of impacts of increased traffic on Lennard Street. Watson St is proposed to become a cul-de-sac as it would be too close to the intersection of the proposed new Cudliss St intersection with Eaton Drive. The proposal includes a new "at-grade" pedestrian crossing over Eaton Drive, similar to other crossing points on Eaton Drive. This intersection will be monitored.</p> <p>Speeds on streets can be monitored if it becomes an issue. Speed humps may not be the preferred treatment.</p>
22	<p>I do not support the changes to Hands/Cudliss streets. This will divert the majority of traffic down Lennard st, a quiet street with many kids playing, I suggest making Lennard street a coul-de-sac and having the traffic use the Hands St.</p> <p>Or open up Watson St and make Cudliss a coul-de-sac</p>	<p>Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street. Watson St is proposed to become a cul-de-sac as it would be too close to the intersection of the proposed new Cudliss St intersection with Eaton Drive.</p>
23	<p>No!! We don't support the changes and would rather Hands Ave stayed as is but can see and understand what the Council is trying to achieve. If staying with the current proposal, Changes will need to be made to make the roads safe and have a better flow of traffic for the residents in the area.</p> <p>Solutions to your traffic problems: 1) Lennard St and Hands St need to be made into cul-de-sacs at the end where they join onto Cudliss St. Traffic would then flow nicely from Eaton Drive to Cudliss St to Hands Ave without having a build up of traffic trying to turn right. Hands Ave is already set up for heavier traffic as this is how the traffic is traveling at present. This would also eliminate the problem of traffic cutting through the smaller St and avoiding the bad intersecting at the end of Lennard St, Waston St and Pratt Rd. With the proposal at present it would see all traffic from Leak St down to Waston St using Lennard St, Which the St cannot handle. Lennard St is a narrow St, with no sidewalks and has a number of residents with steep drive ways that they need to reverse up. An increase in traffic would make the street dangerous for the residents. Lennard St MUST be made into a cul-de-sac.</p> <p>2) Open Leak St on to Eaton Drive. This would reduce traffic congestion as residents from Watson St to Leak St would have an alternative exit. This would also give residents coming from Treendale down Eaton Drive a way to turn right and with the new lights being proposed at Glenhuon Bl that should make easy access. With the proposal the only way to get on to Cudliss St coming from Treendale is to go around the round-a-bout. Opening Leak St would reduce the traffic trying to change lanes and navigate</p>	<p>This was also submitted as a written submission. Refer to the Written Submissions section for Officer Comment.</p>

Against	Social Pinpoint Comments	(Appendix ORD 12.3.1B) Council Document
	<p>the round-a-bout with less congestion and fewer accidents happening.</p> <p>Other suggestion:</p> <ul style="list-style-type: none"> - Open Watson St onto Eaton Drive and make Cudliss St a cul-de-sac. Lennard St would need to be made into a cul-de-sac at the Pratt Rd entrance to relieve pressure on the intersection at that end if this option was to happen. - Put lights on the round-a-bout. This would put breaks in the traffic and slow it down. <p>In Summary my Parents who have been residents on Lennard St for 52 years and their surrounding Neighbours request that Lennard St be made into a cul-de-sac. We are relying on the Dardanup shire to make the right and sensible decision on these matters.</p> <p>Thank you for reading.</p>	
24	If lights are installed at Glen Huon Boulevard, a u-turn option at the lights is essential to allow Eaton Drive residents the ability to head to the highway or Hamilton Drive and not have to drive past the schools. Or, alternatively, a roundabout in lieu of traffic lights.	U-turn at the traffic lights will not be permitted. Traffic lights is the preferred treatment.
25	If it's not broken, don't fix it. In the 8 years I have been in Millbridge I have seen more accidents at the traffic lights into Eaton fair than the Glen Houn intersection.	Improvements at the Recreation Drive traffic lights are in progress by Main Roads (removal of the right hand turn filter).
26	Traffic in large volumes us going to now using quiet back streets ie Lennard Street. Streets that are filled with elderly and families.	Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street.
27	<p>I do not agree with the proposed changes of creating of a new intersection at Cudliss Street connecting to Eaton Drive and a cul-de-sac at Waston Street. It is not solving a problem it is simply moving the problem from Hands Avenue and creating further issues.</p> <p>Issues with the Hands Avenue intersection & Eaton Drive is that the cars are driving way too fast coming off the roundabout and the cars travelling down Hands Ave in both directions are going way too fast. There are many near miss accidents simply because drivers are impatient and driving too fast with no care for anyone else, plus vision is limited with overgrown trees & shrubs.</p> <p>Creating a new intersection at Cudliss Street & Eaton Drive – will be very dangerous for local residents. There are a lot of elderly residents in the area and many children & grandchildren. The residents on Cudliss Street will not have half a chance of getting out of their driveway safely. Also anyone crossing over to gain access to the footpath on Cudliss Street with speeding drivers coming around the corner onto Cudliss will be at risk of being hit – Especially the elderly & young children. Taking into account the speed that the drivers are currently driving along the existing Hands Ave in both directions. The intersection at Cudliss and Hands Ave also needs to be looked at – it is a really poor layout. It is already accidental prone because of the speeding drivers and overgrown vegetation. Increasing the traffic at this intersection – It certainly need to be fixed already.</p> <p>Another problem is also being created – One of the biggest issue with the proposal is removing the right turning lane from Eaton Drive. So traffic travelling from Treendale direction normally turning right into Hands Ave – with the removal of the right turning lane from Eaton Drive onto Cudliss Street that currently exists on Hands Ave is going to cause many issues at the roundabout and create more risk to drivers as there will be many drivers using the roundabout as a U-TURN so they can go down Cudliss as they used to before with Hands Ave, BEFORE the roundabout. This is not ideal solution at all as one of the issues already turning right at the round about from Council Drive and trying to get into the left lane to turn left. When you turn right at the roundabout and people that don't know how to just wait and slow down and have some consideration for the traffic wanting to turn right and get</p>	<p>Driver behaviour is an issue, however, from a roads design perspective, the main issue at Hands Avenue that the intersection is too close to the roundabout.</p> <p>Refer to the main report for discussion about (i) increased traffic on Cudliss Street, (ii) the Cudliss St and Hands Ave intersection, (iii) Removal of the right turn from Eaton Drive.</p>

Against	Social Pinpoint Comments	(Appendix ORD 12.3.1B) Council Document
	<p>into the left lane and they certainly don't understand that you have a choice of which lane you are going to turn right in as you are going from a single to double lanes. The expect and assume you have to stay in the centre lane which is not the case. This is going to create so many issues and accidents. And as I am writing this I can hear screeching tyres going around the round about. Perhaps you try this theory with first blocking of the right turn lane from Eaton Drive to Hands street with markers to see the impact at the round about.</p> <p>My biggest concern is the Waston Street Cul-de-sac. This is not an ideal solution at all. There will be increase traffic on Lennard Street, which is currently a quiet street filled with elderly people, families and children – plus the intersection at the end of Lennard near Pratt Road creates issues as no one understands it... Lennard Street is a straight street and already gets some speeding drivers, making it very dangerous to reverse out – plus over grown trees on the curb side. There is no safety for pedestrians. Lennard Street has residents on both sides of the street – the current roads that are used Hands Ave – only have a handful of residents on one side of the street. Hands Ave is the road designed for the traffic - NOT the local residential streets FULL with houses.</p> <p>What I can also envisage happening that I am NOT happy about at all is all the traffic that would normally travel through the proposed cul-de-sac – I greatly fear will start using the watercorp lane way between Lennard & Watson as a road. The lane way is NOT a road – it is a watercorp access lane. It will certainly not withstand the traffic that will come through there if Watson Street is converted to a cul – de-sac. This would create extremely close traffic to my house – which I am sure is against road legislation, excess noise and endanger the lives of the local children & elderly that use the lane. It would also affect the resale value of my home. I chose to live in the neighbourhood because of its quiet, out of the way appeal. Is there a plan to block the lane way off at Watson Street? As blocking both directions would affect the watercorp access who use it every 2 months minimum. The local neighbours have to use the lane way because of the build of the houses 80+ years ago and maintain the vegetation in return.</p> <p>These road proposals are going to have a very negative impact on the local residents. There has to be a better way to improve the roads without affecting local residents. Cul-de-sac at Waston Street – NO and the future Council Drive also needs to be taken into consideration with road changes otherwise there are going to be further issues. More thought needs to be put into the proposal. Maybe traffic at Hamilton Road, Eaton Drive intersection also needs to be looked at with the shopping centre expansions traffic will increase and the whole area needs to foresee the future and the solution needs to be a whole one.</p>	<p>Refer to the main report for discussion about increased traffic on Lennard Street.</p> <p>Bollards will be installed to prevent use of this laneway as a shortcut.</p> <p>Noted.</p>
28	<p>The cudliss/Eaton drive intersection is going to create an even larger problem than that which already exists there. You are essentially moving the issue further up the road, but now the cars will be at full speed at 60kmh not just coming off the roundabout at a lower speed. Also cars travelling from Treendale towards cudliss and wanting to turn right are going to have to go around the roundabout and then cut across traffic to reach the new turning lane anyway... Again making a whole new problem. The residents on cudliss street are now going to have cars banked up outside their driveways where as now it is only a nature reserve which is impacted by cars waiting to turn onto Eaton drive.</p> <p>Did the idea of making the roundabout at Eaton drive larger? Combine hands ave to the roundabout and make this a safer intersection for everyone.</p> <p>With this new proposal you've just created a larger problem and the thoroughfare of traffic is only going to get worse as time goes on, absolutely no future management plans. When you have the new council drive opened as well there will be the turning at cudliss, council ave, pedestrian crossings ect all within the same vicinity which is an accident/s waiting to happen.</p>	<p>By moving the intersection further away from the roundabout, by approximately 60m, additional time is provided for road users to merge into the left lane compared to the existing layout. It is expected that most users will not have issues merging into the left lane with the additional distance of the intersection from the roundabout. The additional traffic on the roundabout has been estimated at 80 vehicles per hour at peak hour, which is expected to be safely accommodation on the roundabout.</p>

Against	Social Pinpoint Comments	(Appendix ORD 12.3.1B) Detail Comment
	Very disappointed with this approach to the intersection and with lack of consultation with residents who use this intersection on a daily basis.	Queueing at the Cudliss St intersection is not expected to be issue with the additional left turn lane. A five-leg roundabout at Hamilton Road was considered in 2020 and not supported.
29	The only change i do support is the traffic lights. You need to come up with a better option for the rest. You are only taking the problem from Hands Avenue up to Cudliss Street and the fact that you have to go down to the roundabout to get back into Cudliss from Australind, are you serious. We live in Camfield Street and as it is if anything serious were to happen we will be even more closed in. We have no exit from Leake St no exit from down near the scout hall. The dog leg you have at the end of Lennard St will be mayhem because thats where everyone will to get out to go up to Cudliss St. I dont think you have really thought about the other areas that will be impacted by this. It needs more thought.	By moving the intersection further away from the roundabout, by approximately 60m, additional time is provided for road users to merge into the left lane compared to the existing layout. It is expected that most users will not have issues merging into the left lane with the additional distance of the intersection from the roundabout. The additional traffic on the roundabout has been estimated at 80 vehicles per hour at peak hour, which is expected to be safely accommodation on the roundabout.
30	As a resident of Hands Street (Not Hands Ave) we are concerned that the proposed changes will increase traffic on Hands St as people seek to take a short cut to Pratt Rd. Hands Street is currently a quiet narrow street with very little traffic.	Refer to main report for assessment of impacts of increased traffic on Hands Street.
31	<p>A little background.</p> <p>I was on the Dardanup Shire advisory committee in 2020 when these same issues were raised. I can see where you have included some of the former proposed changes but not everything that was discussed is in there.</p> <p>At the time during a meeting, I discussed my preferences on what I thought the community would and wouldn't want to see.</p> <p>I will start with Ann street. This option was discussed briefly to open it up onto Hamilton road. This change could proceed but just exactly how much traffic has main roads determined uses these streets? I have lived in Lennard street for 5 years and in all my time, some traffic you're getting along there currently are people who either live in Stanton or Cudliss street. Most people use Cudliss street as a thoroughfare to head into Bunbury CBD and back as this is the shortest route there. These people enter Cudliss from Hands avenue end. By opening Ann street up, it was determined that Hands avenue would be blocked off, so all traffic was diverted to Ann street to get onto Hamilton road. If the Ann street access is granted, why is it only allowing people to turn left onto Hamilton road and not allowing people to turn right into Ann street from Hamilton road?</p> <p>Watson street – This street was originally decided to be left open and there would be a set of traffic lights at the corner of Watson street and Cudliss street. One of the reasons I objected to this at the time was because people wanting to turn left from Watson street at the lights may not be able to get over to the intersection as it is located right on the corner. If Watson street was closed then you would have Lennard street become a thoroughfare for everyone that wants to use the new traffic lights on Cudliss street who live north west of Hands avenue. Lennard street has had main roads install road traffic counters on them around 2020.</p>	<p>Noted.</p> <p>A signalised intersection at Watson St and Eaton Drive was investigated in 2020 but not supported.</p> <p>We are not aware of MRWA placing traffic counters on Lennard St and the</p>

Against	Social Pinpoint Comments	(Appendix ORD 12.3.1B) Council Form 1B
	<p>Where is this data that shows Lennard street is not nor never should be a thoroughfare? Where is the data main roads has collected from all counters in surrounding streets that show how much more traffic will be introduced to Lennard street? If the Shire allows Watson street to be blocked off will the Shire block off the northern end of Lennard street to eliminate this excessive traffic? There are many elderly and young families who live in and around Lennard street.</p> <p>Roundabout – The roundabout at the shopping centre has never been in the right position. If you look at the top view you can see the roundabout dog legs off Hamilton road. A solution to all of the congestion here is to move the roundabout along Eaton drive, so it is in direct line with Hamilton road. This will also connect up with Hands avenue as it currently exists. This roundabout can then be a four legged roundabout to allow people to safely enter and exit from all directions e.g Eaton drive both directions, Hamilton, road, Hands avenue. It could even be a five legged roundabout but it appears that Council drive is now being permanently closed? This was always discussed that there would be a fly over Council drive to the old skate park area for more shops. Why has this changed?</p> <p>Leake street provides the perfect option if you want people to be able to safely exit from or enter onto Eaton drive. This is exactly where a set of traffic lights could be installed. There is already and expansive nature strip joining it to Eaton drive. This would remove the risk from traffic being backed up to the roundabout in the early mornings and especially the crazy traffic in the afternoons.</p> <p>Glen Huon Boulevard – This was discussed as being a roundabout, not traffic lights. Has there been a study showing how much housing development is actually left here? There has been no development of this area in 10 years plus so there will be no more traffic. Any development left is north of Peninsula Lakes drive! They will all use Peninsula lakes drive entry and exit and not drive all the way down Glen Huon boulevard. There is no need for lights at the intersection of Glen Huon boulevard and Eaton drive. The reason I joined the advisory committee in 2020 was because in my own personal experience, the Dardanup shire is the best shire I have ever had dealings with. I want my local area to be the envy of other shires and I sincerely believe it is, which is why Eaton Fair is so popular and why I have responded to this request. I would only be happy to talk with someone more about these proposals BEFORE any approvals were given.</p>	<p>Shire has not records from that time. We do have traffic count data from 2012 and also 2024 (included in the main report).</p> <p>A five-leg roundabout at Hamilton Road was considered in 2020 and not supported. The roundabout leg that connected to Council Drive will be the main entry/exit point for Eaton Fair off Eaton Drive.</p> <p>Traffic lights at Leake St would not receive any support and would be too close to the proposed traffic lights at Glenhuon Boulevard.</p> <p>Correct, a roundabout was originally proposed for Glenhuon Boulevard. However, after investigation, including an independent study by Main Roads, traffic lights is the preferred treatment.</p>
32	It's already good as it is. Will be more traffic if it's been changed so Don't!!	Noted.
33	Makes more sense to make lennard street a culdesac :)	Noted.
34	Lennard street should be a de sac	Noted.

Social Pinpoint Comments – ‘Other’

(Appendix ORD: 12.3.1B)

Other	Social Pinpoint – Other Comments	Officer Comment
1	Unsure about the lights at Glenhuon drive but if it's helps with the back up of traffic in the mornings driving to town sounds great	
2	I see nothing at all in this (as usual) for improving cycling paths and safety. When will the Shire stop reverring the car above every other form of transport?	Council endorsed the Dardanup Local Bike Plan in March 2023, which contains many proposed improvements to the Shire's bicycle network over future years.
3	Would think a roundabout would have better traffic flow than traffic lights	A roundabout has been considered at Glenhuon Boulevard however traffic lights is the preferred treatment.
4	What about lofthouse and Eaton drive	Future traffic signals at the Lofthouse Avenue and Eaton Drive intersection are flagged as a possible future treatment. The way forward is to monitor the situation once right turn filter is removed at Recreation Drive intersection. Future traffic modelling is required.
5	Hale Street is an absolute disgrace and needs resurfacing	Resurfacing of Hale St is included in the Shire's forward plans.
6	Is it worth considering also widening Cudliss St.Between Hands and Eaton. Maybe a right turn lane into Lennard?	The traffic volumes do not warrant these types of treatments.
7	I emailed the shire before ths left lane was put in place and my concern was answered with a no, it will improve the intersection. Alas, many many years later, we are still waiting. I do feel for residents who have to exit from Hands Ave, it's actually unsafe, with people flying through the roundabout.	The proposed Cudliss St intersection is aimed to improve safety by moving the intersection further away from the roundabout.

Other	Social Pinpoint – Other Comments	(Appendix ORD 12.3.1B) t
8	How do you get to Pratt Road turning right off Eaton Drive.	Road users will be able to turn left into Cudliss from Eaton Drive after the Hamilton Rd roundabout. Alternatively, road users can access Pratt Rd via Hamilton Rd and Bobin St as it is currently.
9	I do not agree with adding traffic signals at Glenhoun boulevard, I think other solutions that will allow the traffic to flow better, such as a roundabout should be considered.	A roundabout at Glen Huon Boulevard was considered and traffic signals is the preferred treatment.
10	I have concerns regarding the addition of a pedestrian crossing on Eaton Drive just East of the proposed Cudliss St intersection. I have seen many vehicles launch themselves out of the Hamilton Rd/ Eaton Drive Roundabout towards Millbridge as if they were trying to escape the earth's gravitational pull. My fear is that the pedestrian crossing wont deter these drivers unless there are very clear signage and road markings leading up to the crossing. Reducing the speed limit from 60kph to 50kph along Eaton Drive from the Forest Hwy thru to the Glen Huon Primary School may assist and /or placing traffic lights at the proposed pedestrian crossing may be a safer option	The pedestrian crossing will not be a zebra crossing. Pedestrians will need to give way to vehicles.
11	I am supportive of the left hand turning lane coming of the roundabout and the provision of right hand turning lanes to facilitate traffic coming our of the southern side of Eaton turning right on to Hamilton Road. I do not support the current layout. I think the traffic should exit this area via Watson Road. The current and proposed exit points are too close to the roundabout.	Noted. Refer to main report for discussion.
12	I agree with all but 1 change, I don't believe traffic lights at Glen Huon Drive are necessary, 99.9 % of the time traffic flows very well coming out of Glen Huon Drive onto Eaton Drive. Traffic lights will slow the traffic and cause unnecessary delays. I use this intersection several times everyday and at all times from as early as 6.40am during the working week, afternoons during the school rush and have never had a problem.	Noted.
13	Having family that live just off Cudliss st coming from Australind down Eaton drive we will now have to negotiate the crossing and changing lanes just off the roundabout every time we go to there house. Previously just a right turn into Hands ave .My other concerns is the realignment of the road beside the old council chambers in the future would mean more traffic coming through the intersection . Turning all traffic to the left and is being sent down to negotiate the Hamilton Rd roundabout. What is the future plans for this road with the higher vehicle use as it's directly across from Cudliss st	Council Drive is being realigned as part of the Eaton Fair Expansion by Citygate. The main entrance and exit for Eaton Fair from Eaton Drive will be at the Hamilton Road roundabout.
14	Instead of traffic lights have you looked into a roundabout instead?	A roundabout at Glen Huon Boulevard was considered and traffic lights is the preferred treatment.
15	As a resident what is the plan for hands st? as the majority of traffic will now travel at speed along hands st instead of hands ave which has no driveways along it while hands st has a large number of driveways. The best course of action would be to put a cul-de-sac on the southern end of hands st to stop traffic using a quiet street with young children and elderly residents as a thoroughfare greatly improving the safety of the people living there.	Refer to main report for discussion on impact of traffic on Hands Street.

Other	Social Pinpoint – Other Comments	(Appendix ORD 12.3.1B) Office 2.3.1B
16	I don't have good or bad things to say all I have to say is that I live at 9 glenhuon bvd and the speed the cars do down the road is ridiculous. Along with the speed is the noise it has us awake at 5am every morning I know at least 3/4 house have gone up for sale cause of this, and if these traffic lights come in I don't want cars sitting outside the house waiting for the lights to turn green. I'm all for slowing them down and reducing noise. But maybe think of us before.	Noted.
17	I support all changes, however I think a roundabout at Glen Huon intersection would be better than traffic lights. Western Australians just have to learn how to use roundabouts.	A roundabout at Glen Huon Boulevard was considered and traffic lights is the preferred treatment.
18	I support all the changes except the traffic lights as i fear this may hold up traffic at the roundabout. Agree removing the Hamilton intersection to Eaton drive as indicating from the roundabout creates confusing for those at the intersection and can cause people to cut out in front of others.	The traffic signals at Glen Huon Boulevard will not hold up traffic at the Hamilton Road roundabout. There are no changes currently proposed for the Hamilton Road roundabout.
19	If people kept left and learned to use there indicators, you wouldn't need to modify the GlenHuon intersection!!! They are brain dead and don't give two #####s {edited} about anyone else! Just watch all the #####witz {edited} following each other all the way along Eaton drive because they want to turn right in two kilometres! I love driving past these Zombies then merge right well after chicken treat while they are banked up for miles because they can't indicate/ merge.	
20	I / we the residents of 1,3,and 5 Culling Grove oppose the proposed future Council Drive realignment as has been proposed providing two-way traffic into Lot 601 and adjacent to No 1, 3, 5 Culling Grove. Previous designs have had this proposed Road as an Access Way, our previous correspondence with the CEO, former President and Council we were advise that there would only be left turn into Eaton Dve and no left turn off Eaton Dve this proposal has deviated from that consultation that we had. The proposed Road will be used as a through road to Recreation Dve including the Oval and the increased traffic load to the proposed Eaton Fair Expansion. This was strongly expressed in our previous discussions. Currently the access road past the new Council Offices is narrow, congested so with the increased traffic flow this will cause a lot more congestion including making it very unsafe for pedestrians access the current shopping Centre and the future expansion.	Council Drive is being realigned as part of the Eaton Fair Expansion by Citygate, which is not part of this project.
21	The lights at Glen Huon Blv are not needed. The left hand turning lane into Glen Huon Blv needs to be widened or reshaped as you can not see on coming traffic when drivers dont pull far enough over. Another exit from the Parkridge area is needed. Cleveland bay Ave would be a good spot.	Noted.
22	All traffic from: Watson Pratt (east end) Bryant Camfield Leake Mustang Dare Would now divert straight down Lennard Street through an unsafe 3 street intersection consisting of Pratt Rd, Lennard st & Watson St, to get to the Cudliss st intersection with Eaton Drive.	The changes will increase traffic in certain streets and decrease traffic in others. An additional cul-de-sac on Lennard Street may increase traffic in other streets.

Other	Social Pinpoint – Other Comments	(Appendix ORD 12.3.1B) Office Comment
	<p>We have many kids, elderly and disabled living on Lennard St, they do not need the extra traffic.</p> <p>I suggest that Lennard St, also become a cul-de-sac, and traffic to use Hands Ave as the thoroughfare.</p> <p>For context Lennard St consists of 24 homes on the street, where Hands Ave only has 7 homes fronting, it is also a wider road and is already main access road intersecting Eaton Drive.</p> <p>Watson street should be the intersection with Eaton Drive as this already has a pedestrian footpath.</p> <p>I do support the changes at the Glenhuon Bvd</p>	
23	<p>I do not support the changes to Cudliss St Although indonsupport the changes to Glenhuon and Ann.</p> <p>Watson street should be opened to Eaton Drove as per the original plan. Watson already has a pedestrian footpath. Directing all traffic down Lennard or Hands St is a stupid idea, and causes many safety concerns. Use the wider roads that can accommodate the extra traffic and footpaths as the main access. Or turn Lennard/Hands st into culdesac.</p>	<p>The changes will increase traffic in certain streets and decrease traffic in others.</p>
24	<p>Supportive apart from some aspects of the Cudliss St/Eaton Dve intersection and surrounds.</p> <ol style="list-style-type: none"> 1. No right turn into Cudliss will create more congestion on the Hamilton Rd roundabout as traffic uses it to U turn and change lanes in order to access Cudliss from the west. 2. The proposed intersection doesn't align with the future council Dve. 3. Why is there no Eastbound access to the Future Council Ave? <p>This will cause further congestion on the western side of Eaton Fair. No access to E.F. From the East?</p> <ol style="list-style-type: none"> 4. The Cudliss St/Hands Ave intersection will need straightening and opening up. take out tight bend and island and widen. <p>I live at 26 Hands Ave and have been here for 35+ years. At the time of the previous realignment of Hands with Eaton drive it was my advice along with our neighbours at #24 to use Cudliss St instead of cutting through the bush and creating a T junction so close to the roundabout. We knew then even with much less traffic it was a poor piece of planning so this new plan is a positive step, but the limited turning choices will prove just as troublesome.</p> <p>I drive a large school bus and sometimes need to park at home for a short time after coming down Eaton drive from Australind. I can turn right into Hands Ave then reverse into my cul-de-sac (There isn't room to turn around). I won't be able to do this after the amended changes and there is nowhere nearby to park the bus.</p> <p>May I also request while the works are underway that the bit of road outside my house is finished like a proper cul-de-sac with a circular end on it? That will help the surprisingly numerous vehicles turn around without using my drive or encroaching further into the bush.</p> <p>Finally can appropriate native trees and shrubs be used to rehabilitate the ground where Hands Ave is removed?</p> <p>Thanks for your consideration</p>	<ol style="list-style-type: none"> 1. There may be a small increase in traffic on the Hamilton Rd roundabout. 2. The future Council Drive intersection will be left in / left out from Eaton Drive only. 3. The main entrance and exit for Eaton Fair from Eaton Drive will be at the Hamilton Road roundabout. 4. The intersection priority of Hands Ave and Cudliss St has been reviewed at concept level, however, changes to this intersection are not proposed at this stage. <p>The redundant section Hands Avenue pavement is planned to be rehabilitated.</p>
25	<p>As a resident who lives very close, I am neither here nor there. The current intersection is far too close to the round about. However, the new intersection is very close and the angle, of the turn onto Cudliss steeet, will be very sharp.</p>	

Other	Social Pinpoint – Other Comments	(Appendix ORD 12.3.1B) <small>Official Council Document</small>
26	I support the lights at Eaton and Glenhuon. The others don't affect me so I can't comment on them. One extra suggestion I do have is having some form of traffic calming on Glenhuon around the Gromark Gate intersection. This is a blind corner for anyone coming from Cheviot/Bradford Loop and traffic heading towards Eaton Drive is often travelling well above the limit. I've had close calls there and I know all my neighbours have too. Thanks for reading.	Noted. For review.
27	Closure of Hands Avenue is great idea. It looks like the Cudliss street option just moves the same issue further down. It needs traffic signals as Eaton drive is too busy and dangerous to cross.	Traffic signals were investigated in 2020 and were not supported.
28	I agree with the Glenhuon traffic lights and Ann st. I don't not agree with Watson/Cudliss st changes, this is just moving the same problem a few metres up the road, trying to turn right will still be a safety issue. The streets that the traffic will divert through (Lennard and Hands) are not equip or safe for the extra traffic. Watson st should be opened to Eaton drive. This would a terrible decision from the council.	Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street.
29	Do NOT support signals at glen huon on Eaton drive. Do support the other proposals	Noted.

Written Submissions – Received via front counter or email

For	Written Submission Comments - For	Officer Comment
For	I really love the cul-de-sac at end of Watson St because it is a dangerous bend with hoons sliding or side around it. It will also keep all the speeders on Watson and Cudliss. Thanks for a wonderful concept plan. I have no opinion on the other proposals. I would like to know when the roadworks at Watson St cul-de-sac will begin to commence. Thankyou.	Noted.
For	Yes it's a terrific move.	Noted.
For	Will make traffic flow easier and safer.	Noted.
For	Changes are good. Laneway block off has to be sorted. Regards to blocking off laneway between Watson St and Lennard St. My opinion is to block Watson St end. To stop traffic from leaving roundabout and using laneway as a means of exiting the area to avoid going back down Watson St to exit. Also it will enable residents who live on the laneway and use it as an entry and exit from their property's. To have a easy and safe way to using one only end of the laneway.	Noted. Bollards will be installed.
For	My family welcome the changes to the Eaton Drive as proposed by the Shire. For some time we have been concerned with the round a bout as we have to merge left on exiting to turn left into Hands Ave. The short distance we have to maneuver over to the left causes some " hairy" moments especially around school times.	Noted.
For	Yes I support the changes. After nearly having a collision turning into Hands Drive from Eaton Drive intersection I welcome these changes. Speeding traffic doesn't help these. Rob my Grandson goes to Glenhuon School, so I think the changes for there are also very necessary around that area. The traffic is increasing as Eaton becomes busier. Thankyou. Even walking my dog, it takes forever to cross Eaton Drive. I'm so pleased a pedestrian crossing is going in!	Noted.

Against	Written Submission Comments - Against	Officer Comment
Against Cudliss St	We won't be able to get out of our driveways at peak times. Our quiet street will turn into a busy one. The roundabout at the corner of Hands and Hamilton Eaton Drive is too difficult to turn right when traffic is busy from Hands Road. Anyway it will cause traffic to bank up down our street and cause a bottleneck. Because there is not resting lane at roundabout to turn right it will block access to people turning right off Eaton Drive and greater potential of causing a backspot area.	Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street. Queueing at the Cudliss St intersection is not expected to be issue with the additional left turn lane.

Against	Written Submission Comments - Against	(Appendix ORD 12.3.1B) Official Comment
Against Cudliss St	Lennards Street won't accommodate the increase in traffic. Lennard Street should be made into cul-de-sac.	Refer to main report for assessment of impacts of increased traffic on Lennard Street.
Against Cudliss St	Too much traffic would be diverted down Lennard St. Making backing out onto road dangerous. Block of Lennard St!!!!	The changes will increase traffic in certain streets and decrease traffic in others.
Against Cudliss St	<p>I am writing this with Regards to the Shire proposal to close Hands Ave where it intersects with Eaton Drive. And make a new intersection at the end of Cudliss St into Eaton Drive. Also, the closure of Watson St into a dead end. This is the most ridiculous idea I have ever seen coming from the Council</p> <p>The most direct route is for the new intersection to come out at the end of Watson Street and make Cudliss Street a dead end. This is the most direct route and easiest to follow. As a long-term Resident of this Area (50 years) this idea has been in the pipe line for at least 30 years.</p> <p>There are approx 120 dwellings at this end of Eaton that will be affected. Those in Bryant St and Camfield St and the south end of Leake St will instead of taking a direct route straight into Watson St and out will have to turn right in to Watson St turn left into Lenard St turn and left into Cudliss St to get to the intersection. Those further down will travel on Pratt Rd turn down either Lenard St or Hands Ave or St</p> <p>At the moment both Lenard St and Hands St are very quiet, used mainly by its residents if this plan comes into force, it will cause problems for these residents. Watson St on the other hand has always been busy even having a School Bus Service use it. This is why it is the best route.</p> <p>There are according to the Australian Bureau of Statistics 1.8 Vehicles per household (2021) times that by 1.8 could mean that if each vehicle only did one trip a day, there will be 432 vehicle movements down mainly Lenard St as this would be the most direct route or Hands St or Ave. This does not consider the several hundred Vehicles that come East along Pratt Rd. Most of whom are not Eaton Residents but just passing through Eaton. At the moment the majority of these Vehicles use Hands Ave to access Eaton Drive. These will also be directed down more than likely Lenard St once driver get used to the layout.</p> <p>You state that there have been extensive studies and consultations since 2020 to identify the most effective solutions for Eaton Drive. No one I have spoken to in the Area has ever been approached not even a letter drop.</p> <p>Now we come to the access to the area for Emergency Services i.e. Ambulance and Fire Brigade. I can imagine the confusion for these services have to access the area, they will all come of Eaton Drive and have to do a tour of the Suburb to find the right Address. Now it would be easy to access Byrant St, Camfield St and Pratt Rd or Leake St by going straight down Watson St and Turing right not around 4 corners. More than likely at night and hope they are going in the right direction Lenard St and Hands St/Ave will be found by turning left at the end of Watson St.</p> <p>Regarding access into Eaton Drive from either Watson or Streets. This will be fine at the moment, but when Council Drive is realigned to come out on the opposite side. The need for Traffic lights will be paramount as it will near be impossible to make a right turn out of either side road onto Eaton Drive. With the new intersection being only 120 Meters from the roundabout I can see all sorts of traffic</p>	<p>Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street.</p> <p>Refer to main report for summary of options and community consultations carried out since 2020. Emergency Services are notified of any changes to the road network including temporary works that require traffic management. The new intersection of Council Drive, once realigned by Citygate as part of the Eaton</p>

Against	Written Submission Comments - Against	(Appendix ORD 12.3.1B) Office Comment
	<p>build up problems during the busy periods. Traffic will be on Eaton Drive will be built up through the Roundabout during Peak times. Would it not be possible to put a small roundabout at this new intersection. This would allow the traffic to flow and not continually stopped. And the cost would be less doing it now than in the Future.</p> <p>Please give this matter your due diligence</p>	<p>Fair Expansion, will be "left-in left-out" only. No right hand turns onto Eaton Drive will be possible.</p> <p>A roundabout, amongst other options, was investigated in 2020 but not supported.</p>
Against	<p>Re: Proposed Eaton Drive Changes. NO!! We don't support the changes and would rather Hands Ave stayed as is but we can see and understand what the Council is trying to achieve. If the Council stays with its current proposal of Cudliss St connecting to Eaton Drive and making Watson St a cul-de-sac, Changes will need to be made to make the roads safe and have a better flow of traffic for the residents in the area.</p> <p>Solutions to your traffic problems.</p> <p>1) Lennard St and Hands St need to be made into cul-de-sacs at the end where they join onto Cudless St. Traffic would then flow nicely from Eaton Drive to Cudliss St to Hands Ave without having a build-up of traffic trying to turn right. Hands Ave is already set up for heavier traffic as this is how the traffic is traveling at present. This would also eliminate the problem of traffic cutting through the smaller St and avoiding the bad intersecting at the end of Lennard St, Watson St and Pratt Rd. With the proposal at present it would see all the traffic from Leak St down to Watson St using Lennard St, which the St cannot handle. Lennard St is a narrow St, with no sidewalks and has a number of residents with steep drive ways that they need to reverse up. An increase in traffic would make the street dangerous for the residents. Lennard St must be made into a cul-de-sac.</p> <p>2) Open Leak St on to Eaton Drive. This would reduce traffic congestion as residents from Watson St to Leak St would have an alternative exit. This would also give residents coming from Treendale down Eaton Drive a way to turn right and with the new lights being proposed at Glenhuon Bl that should make it easy to access. With the proposal the only way to get on to Cudliss St coming from Treendale is to go around the round-a-bout. Opening Leak St would reduce the traffic trying to change lanes and navigate the round-a-bout with less congestion and fewer accidents happening.</p> <p>Other Suggestions</p> <ul style="list-style-type: none"> -Open Watson St onto Eaton Drive and make Cudliss St a cul-de-sac. Lennard St would need to be made into a cul-de-sac at the Pratt Rd entrance to relieve pressure on the intersection at that end if this option was to happen. - Put Lights on the round-a-bout. This would put breaks in the traffic and slow it down. <p>In Summary my Family who has been residents on Lennard St for 52 years and their surrounding Neighbours request that Lennard St be made into a cul-de-sac. We are relying on the Dardanup Shire to make the right and sensible decision on these matters.</p> <p>If you have any questions please contact me. Thank you for reading this email.</p>	<p>Noted.</p> <p>Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street.</p> <p>Refer to main report for discussion of opening up Leake Street.</p> <p>Refer to main report about suggestion of opening Watson Street onto Eaton Drive and making Cudliss Street cul-de-sac.</p> <p>Traffic lights on the roundabout would not be possible or justified. The traffic lights at Recreation Drive create breaks in traffic and the proposed traffic lights at Glenhuon Boulevard will also create breaks in traffic.</p>
Against	<p>NO we do not support the changes. Closing off Watson Street [Cul-dee-sac) and opening up Cudliss Street has it's safety and traffic problems.</p>	

Against	Written Submission Comments - Against	(Appendix ORD 12.3.1B) Office of the Council
	<p>TRAFFIC PROBLEMS Arising.</p> <p>No: 1. All housing (Cars) east of Watson Street and West of Glen Houn Blvde. Traffic would chose to enter and exit Cudliss St via Lennard St. Entering Lennard St. at Watson/Pratt Rd is a very bad intersection, it would have to be addressed.</p> <p>No: 2. There is no right hand turn into Cudless St. coming from Millbridge, causing all to continue towards existing Round-a-bout on the right lane then having to cross into left lane on exiting to turn left into Cudliss St. This also would mean that traffic could bank up waiting to turn right into Lennard St. Backing up traffic back to the Eaton Drive intersection. (Extra traffic on Cudliss Street)</p> <p>SOLUTION:</p> <ol style="list-style-type: none"> 1. Leave Watson St. It is a direct route off Pratt Rd and wider. Would enter the same onto Eaton Drive. 2. IF. Watson St. is left as a (Cul-de-sac) also make Lennard St and Hands St. (cul-de-sac's) at Cudliss St. end. Traffic already comes along Hands Ave. off Pratt Rd. this already being a much wider road to take the traffic. 3. Open up Leake St. East and West at Eaton Drive. (This would take all east of Watson St. in and out.) With the proposed new traffic lights at Glen Houn Drive this would make it a very much easier access. <p>Lennard Street is narrow with no footpath and at least 4 driveways reversing UP their driveway onto which would become a very busy road if these changes aren't considered.</p> <p>As rate payers at the same address for over 50 years we would like these road changes to be considered for the safety of people on our street and the surrounding areas.</p> <p>Thank you for your time in reading this email. Hoping that there can be a forum/meeting with ratpayers in the area to discuss further results.</p>	<p>Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street.</p> <p>Refer to main report for discussion about removal of the right turn from Eaton Drive.</p> <p>Refer to main report for discussion of opening up Leake Street.</p>
Against	<p><u>17/6/2024</u></p> <p>As per our phone conversation regarding the proposed changes in our area, the only concerns that I have is the loss of access coming back from Treendale, and that our street (Lennard St) will become a through fair from Pratt Rd onto the new Cudliss St.</p> <p>My thoughts to solve these problems would be to turn Hands St, Lennard St and Watson St all into cul-de-sacs, that way everyone has to go back to Pratt Rd to get out. This will stop the traffic cutting through the smaller streets plus avoiding the bad intersection at Watson St, Lennard St and Pratt Rd. In doing so Cudliss St could go straight, and Hands Ave would be a crossroad making it easy for everyone.</p> <p>Also, by opening up Leake St onto Eaton drive would give us another way to get in and out of our area and spreading the traffic over a larger part of the road system and to solve the issue of us not being able to get in when coming back from Treendale and with the proposed lights at Glenhuon Bl that should make it easy access .</p> <p>We are rate payers of 3 properties that will be affected in these changes.</p> <p>We are concerned about the extra traffic that the proposed changes could cause on the smaller streets that young families live on.</p> <p>If you have any questions about anything here, please don't hesitate to contact me</p> <p>Thanks for your time</p> <p><u>18/6/2024</u></p> <p>After our conversation yesterday, I had a bit of a think about the access to the new Cudliss St intersection when coming from Treendale, as you approach the roundabout you have to be in the right lane to go all the way around but, then you need to be in the left lane to turn</p>	<p>Refer to main report for assessment of impacts of increased traffic on Lennard Street and Hands Street.</p> <p>Refer to main report for discussion of opening up Leake Street.</p> <p>Refer to main report for discussion about removal of the right turn from Eaton Drive.</p>

Against	Written Submission Comments - Against	(Appendix ORD 12.3.1B) Officer Comment
	left in a very short space and we all know how well we are at letting people move over to get out. I can see that it is a longer distance than what it is now but, during the peak times I can see that there is a high chance of an incident or road rage. Once again thank you for your time	

For/Against	Written Submission Comments – For/Against	Officer Comment
For: Cudliss St Against: Glen Huon Blvd Traffic Signals	<p><u>Summary</u></p> <p>This submission to your proposal for roadworks to Eaton Drive does not support the intention to install traffic lights at the intersection of Eaton Drive and Glen Huon. It considers that the planning for this newer area of Eaton has been insufficient to deliver a good result for Eaton. Road design should not include traffic lights in the Eaton town site.</p> <p>With regard to the closure of Hands Ave to Eaton Drive, this submission supports the closure.</p> <p><u>Traffic lights are not a good idea for Eaton town site.</u></p> <p>We consider that the traffic light proposal is not good enough for the following reasons:</p> <ul style="list-style-type: none"> • Traffic lights, by the way that they are set up have periods where there is no traffic flow in any direction. In high traffic flows, the effect of this is to slow the vehicular throughput. In low traffic it outrages motorists because of the need to wait for the go signal when there is not really any reason to do so. A roundabout will allow for merging to take place without stopping the traffic flow. • Collisions where traffic lights are installed can result in greater vehicle damage accompanied by serious injuries and deaths. Crashes on a roundabout will be at a slower speed, resulting in less vehicle damage and lesser injuries. • Traffic lights cause a higher level of motorist anxiety because the driver does not know what will happen when the intersection is reached. Will they be able to get through or will they suddenly be stopped? • Traffic lights are annoying to most drivers and may cause aggravation and drivers running through the red lights. • Traffic lights lower the benefits of living in Eaton. • We believe that the community does not want traffic lights in the Eaton town site. <p>A traffic light solution is a simple and easy planning decision, but it delivers a poor result. Other solutions may be available and should be explored, even at this late time.</p> <p><u>Eaton Town Plan</u></p> <p>Planning for vehicle movements should have begun when the whole of the area was at the conceptual stage. That includes the areas of Parkridge, Millbridge, Treendale and Kingston. That was the best time to identify the best solution for Eaton. Locations within the Shire of Harvey did need to be considered in Eaton's town planning as soon as the bridge over the Collie was decided upon. A free flowing set of roads that were designed to accommodate all vehicular movement patterns in a safe manner that are friendly to the road users should have been planned at this stage.</p> <p>This proposal will be the third set of traffic lights in Eaton town site and there may be four sets along Eaton Drive if traffic lights are planned for the Peninsula Lakes Drive intersection.</p>	<p>A roundabout at Glen Huon Boulevard was considered and traffic signals is the preferred treatment.</p> <p>Roundabouts can provide better traffic flow solutions in some cases.</p>

If you continue on Eaton Drive and cross the bridge into Treendale you will find that there are no traffic lights. There are no lights on the whole of the Australind town site. Australind town site incorporates the communities of Clifton Park, Australind, Treendale and Kingston. To look further, consider Albany. This is the exemplary model. Albany has no traffic lights. Why is it that Eaton may have four sets of traffic lights in close proximity to each other in the not very distant future? We recommend that the current traffic light solution be taken back to the planners and road designers and explore all available solutions for this intersection.

Hands Ave Closure to Eaton Drive

Hands Ave terminating on Eaton Dr very soon after the roundabout creates a potential accident spot. Motorists leaving the roundabout encounter the Hands Ave junction at a time when they may still be merging to the left lane of Eaton Dr or may still have a left indicator flicking. Either of which may create the impression to a Hands Ave motorist that the closing vehicle is turning left and will enter the intersection with hazardous results.

We support the closing of Hands Ave.

Noted.