

**STATUS REPORT - LOCAL AREA TRAFFIC MANAGEMENT PLAN AND TRANSPORT AND PARKING PLAN**

The following Local Area Traffic Management (LATM) Plans and Transport and Parking Plans (TPP) have been endorsed by Council and are in the process of being implemented.

- Woodville South LATM
- Royal Park LATM
- Grange Seaton (west)
- Croydon West Croydon LATM
- Athol Park LATM
- Beverley LATM
- Bowden Brompton Ovingham Ridleyton LATM
- Woodville West LATM
- Woodville West TPP
- Welland TPP
- Henley TPP
- Inner West TPP

A summary of the recommendations of each LATM and TPP and actions taken to date in response to the recommendations of each of the plans are contained in the attached document.

**STATUS REPORT - LOCAL AREA TRAFFIC MANAGEMENT PLAN AND TRANSPORT AND  
PARKING PLAN**

***ATTACHMENT***

## ATHOL PARK LATM KEY RECOMMENDATIONS

| Recommendations   | Action Completed (Yes / No) | Action Start and Completion Date | Outcome                                 | Anticipated Completion Date |
|---|-----------------------------|----------------------------------|---|-----------------------------|
| <b>Land Use Planning</b>  |                             |                                  |   |                             |
| Council should consider opportunities to progressively change the land use zoning throughout Athol Park to remove the existing conflicts between residential and commercial / industrial activities.  | No                          | N/A                              | Planning Policy responsibility          | Ongoing                     |
| <b>Westwood Development</b>   |                             |                                  |   |                             |
| Council should ensure that the various traffic issues identified in this report through community consultation should be addressed as part of the Westwood Development. Particular attention should be given to:<br>> Traffic speeds along Ely Street | Yes                         | 2008                             | Ely Street became 'The Avenue' in 2008  | Completed                   |
| > Speeds and the percentage of commercial vehicles in Millicent Street  | Yes                         | 2009                             | Speed plateaus installed in 2009        | Completed                   |
| > Speeds past the community centre in Gateshead Street  | Yes                         | 2008                             | Road realigned to reduce speeds in 2008 | Completed                   |
| > The intersection of Hanson Road / Ely Street and Gateshead Street   | Yes                         | 2008                             | Road layout changed in 2008             | Completed                   |

| <b>Heavy Vehicle Access</b>  |     |      |   |           |
|--|-----|------|---|-----------|
| Council should initiate discussions with DPTI to investigate the practicality of installing traffic signals at the junctions of Grand Junction Road, Glenroy Street and Eastern Parade to provide full access to Glenroy Street.   | No  | N/A  | No formal letter sent to DPTI/DPTI.   | N/A       |
| B-Double access at the intersection of Hanson Road and Athol Street be reviewed given the limitations of larger vehicles turning at this location.   | No  | N/A  | No formal discussions with DPTI to date.  | N/A       |
| <b>Glenroy Street</b>  |     |      |   |           |
| <p>Council formalise two traffic lanes and one parking lane on the Eastern side of Glenroy Street.</p> <p>Parking be prohibited from the Western side of the road.</p> <p>Kerb protuberance and plantings be introduced at regular intervals along the road within the parking lane.</p> <p>A shared bicycle lane be provided along the westerns side of the road.</p> | Yes | 2008 | <p>Installed parking lane in 2008.</p> <p>Verge is too narrow for shared path</p> | Completed |
| <b>Glenroy Street / Park Avenue</b>  |     |      |   |           |
| <p>Consideration could be given to establishing a shared right turn lane between the two junctions with Park Avenue.</p> <p>Signposting of the curves also be improved as shown in the concept sketch.</p> <p>Vegetation be removed and the property fence line adjusted to improve sight lines between Park Avenue (west) and the northern leg in Glenroy Street</p>  | Yes | 2008 | <p>Painted median installed in 2008</p>   | Completed |

|   |     |      |   |           |
|---|-----|------|---|-----------|
| <b>Lavinia Street</b>   |     |      |   |           |
| Council investigate the feasibility of installing a roundabout at either the junctions of Cook Street or Amy Street (or both as a 'dog-bone' configuration), that reduces midblock speeds yet maintains accessibility for commercial vehicles. The need for this treatment should be considered in the context of proposed discussions with DPTI with regard to the junction of Glenroy Street and Grand Junction Road. | No  | N/A  | No action to date   | N/A       |
| <b>Millicent Street</b>   |     |      |   |           |
| Council should investigate the feasibility of installing roundabouts or junction rearrangements at one or two selected junctions along Millicent Street. The need for this treatment should also be considered in the context of proposed discussions with DPTI with regard to the junction of Glenroy Street and Grand Junction Road.  | Yes | 2009 | Speed plateaus installed in 2009  | Completed |
| <b>Ely Street</b>   |     |      |   |           |
| Subject to the implementation of the Westwood development, Council consider the installation of road humps/plateau along Ely Street to offer an immediate control on speeds.  | N/A | N/A  | Ely Street became 'The Avenue' with lower design speed. Issue resolved. | N/A       |
| Council could also consider the installation of a 25km/h School Zone (When Children Present) adjacent the centre, in both Ely Street and Gateshead Street. However, these zones are not typically used adjacent child care centres as the children are kept behind gates and only use the roads in the accompany of adult carers.   | Yes | 2014 | School Zone implemented.  | Completed |

|  |     |      |  |           |
|--|-----|------|--|-----------|
| <b>Wride Street</b>  |     |      |  |           |
| Council consider the installation of a No Stopping zone along one side of the road to improve accessibility to adjacent properties.  | N/A | N/A  | No action required   | N/A       |
| Council seek the installation of a 'No U-Turn' sign in the median from DPTI  | N/A | N/A  | No action required.<br>Median is too narrow at this location | N/A       |
| <b>Hanson Road</b>   |     |      |  |           |
| Consideration should be given to marking longer no stopping zones (e.g. 15-20 metres) in Hanson Road at the various side road junctions.   | Yes | 2009 | Implemented on all streets except Kerry Street               | Completed |
| <b>Hanson Road / Ely Street / Gateshead Street</b>   |     |      |  |           |
| Conditions at the intersection be reviewed through discussion with DPTI, Westwood Development and the Port Adelaide Enfield Council. Consideration should be given to the closure of one or more approaches to establish staggered T-Junctions rather than two four way intersections. Similar improvements could be achieved by restricting traffic movements at one or both intersections. | Yes | 2009 | New Avenue / Hanson Road intersection.                       | Completed |

## BEVERLEY LATM KEY RECOMMENDATIONS

| Recommendations   |                             |                                  |   |                             |
|---|-----------------------------|----------------------------------|---|-----------------------------|
| <p>The recommendations include traffic management measures for the road network and specific locations, comprising treatments, investigations and/or further monitoring. Many of the recommended actions will require further detailed investigation, consultation with the immediately affected property owners and detailed design before implementation should be considered.</p> <p>The following summary and priority listing is submitted for consideration by Council and the Community.</p> |                             |                                  |   |                             |
| Short Term  | Action Completed (Yes / No) | Action Start and Completion Date | Outcome   | Anticipated Completion Date |
| > Investigate the installation of mini-roundabouts along Main Street, possibly at the intersections of Jeanes Street, Willsmore Street, Spring Street and George Street   | Yes                         | January 2010 - May 2011          | Entrance treatments and speed cushions installed along Main Street between Jeanes and George Street | Completed                   |
| > Consider the re-opening of Woolgina Street at the junction with Ledger Road. Undertake additional traffic surveys (e.g. origin : destination movements of commercial vehicles) to quantify the impact of the proposal   | Yes                         | November 2012 - May 2013         | It was decided not to re-open Woolgina Street, based on consultation outcomes                       | Completed                   |

|  |     |                              |                              |   |
|--|-----|------------------------------|------------------------------|---|
| > Clearly mark the 10m No Stopping restrictions around the corner of East Avenue and Watson Street and monitor driver observance of the prohibition. | Yes | October - November 2009      | Yellow lines marked          | Completed   |
| <b>Medium Term</b>   |     |                              |                              |   |
| > Install 4 road humps / plateaux along Alton Street and Olveston Avenue (between Ledger Road and Woodlands Crescent)                                | No  | N/A                          | N/A                          | Submit budget bid for consultation / design in 2017/8 |
| > Widen the bend between Alton Street and Olveston Avenue and install a raised median to prevent corner cutting                                      | Yes | January 2009 - November 2013 | modifications to corner made | Completed   |
| > Relocate the bus stop in Port Road near the intersection with Howards Road through discussion with the Public Transport Division                   | No  | August 2014 - ongoing        | N/A                          | 2016/17   |



| Long Term  |             |                            |  |           |
|--|-------------|----------------------------|--|-----------|
| > Review opportunities to upgrade the intersection of Grange Road / William Street subject to any future land use changes to the adjacent properties   | No          | N/A                        | N/A  | Ongoing   |
| > Liaise with DPTI to ensure the most efficient operation of the traffic signals at the intersections of Grange Road / Holbrooks Road / East Avenue.   | No          | Aug-14                     | Requested as part of South Road upgrade T2T project        | Ongoing   |
| > Monitor driver observance of the No Entry provisions at the northern end of Main Street to assess the need for any further intervention, and liaise with SAPOL to coordinate enforcement if required | In progress | January 2009 - ongoing     | No reports of misuse at this location                      | Ongoing   |
| > Monitor traffic volumes along Golding Street   | In progress | March 2014 - April 2014    | Traffic well within reasonable limits                      | Completed |
| > Monitor traffic volumes and commercial vehicle use of McLean Street  | In progress | January 2009 - August 2014 | No further customer requests received. No action proposed. | Completed |

## BOWDEN / BROMPTON LATM KEY RECOMMENDATIONS

| Recommendations   | Action Completed (Yes / No) | Action Start and Completion Date | Outcome   | Anticipated Completion Date                               |
|---|-----------------------------|----------------------------------|---|---|
| <b>Short Term</b>   |                             |                                  |   |   |
| <b>Install single lane slow points on:</b>  |                             |                                  |   |   |
| Wood Avenue (at locations as specified within the Wood Avenue Petition report)  | Yes                         | 2010 / 2011                      | Slow points installed   | Completed   |
| Blight Street   | No                          | N/A                              | N/A   | Bid to be submitted for design / consultation in 2017/18. |
| Coglin Street (between Torrens Road and Hawker Street)  | Yes                         | 2013 / 2014                      | Protuberances installed   | Completed   |
| Wright Street   | No                          | N/A                              | N/A   | Bid to be submitted for design / consultation in 2017/18. |
| Drayton Street (between Torrens Road and Hawker Street)   | Yes                         | 2013 / 2014                      | Protuberances installed   | Completed   |
| Relocate the entry treatment at the Torrens Road end of Blight Street to accommodate the queue of vehicles which currently forms entering Blight Street from Torrens Road | Yes                         | 2011 / 2012                      | Slow point removed and replace with at-grade entrance statement | Completed   |

| <b>Convert streets to one-way operation on:</b>   |     |     |  |           |
|---|-----|-----|--|-----------|
| First Street between Coglein Street and Pickering Street or Coglein Street to West Street, and Second Streets between Coglein Street and West Street. The one way control on First Street is subject to further consultation and reporting of outcomes to Council | N/A | N/A | Not supported at staff level.  | N/A       |
| Hayman Lane and Picton Street   | N/A | N/A | Consultation undertaken in 2009/10; Two-way traffic flow retained.   | N/A       |
| <b>Install parking restrictions on one side of the road on:</b>   |     |     |  |           |
| West Street between: First and Second Streets; Hawker and Fifth Streets; and Hawker and Third Streets   | Yes | N/A | Parking restrictions installed in West Street between Second Street and Hawker Street as part of West Street Upgrade Stage 1 (2010/11). Parking restrictions installed between First Street and Second Street in 2015. Restrictions not installed between Hawker Street and Fifth Street in response to consultation outcomes. | Completed |
| Coglein Street between Fifth Street and Torrens Road  | N/A | N/A | Not installed after public consultation showed lack of support.  | N/A       |
| Guthrie Street  | No  | N/A | No action to date  | N/A       |
| Wood Avenue   | N/A | N/A | Not installed after public consultation showed lack of support.  | N/A       |

|   |     |                    |   |           |
|---|-----|--------------------|---|-----------|
| <b>Install parking restrictions on both sides of the road on:</b>   |     |                    |   |           |
| Hayman Lane   | N/A | N/A                | Not installed after consultation with Compliance department.  | N/A       |
| Picton Street   | N/A | N/A                | Not installed after consultation with Compliance department.  | N/A       |
| Upgrade the road hierarchy classification of Sixth Street and Second Street (between Drayton Street and Chief Street) to collector streets  | Yes | 2013/14<br>2014/15 | Included in 2015 Inner West Precinct Transport and Parking Plan   | Completed |
| <b>Develop a road management plan, in line with the Bowden Village Masterplan recommendations, for:</b>                                     |     |                    |   |           |
| Chief Street  | No  | 2010/11            | To be addressed in planning of future stages of Bowden Development  | 2025      |
| Sixth Street and Second Street  | No  | 2010/11            | Ongoing   | 2025      |
| Provide access through existing road closures for pedestrians and cyclists  | No  | 2012/13            | Fifth Street/East Street: completed in 2012/13.<br>Coglin/Third, Second/West, Drayton/Hawker outstanding. | 2018/19   |
| <b>Medium Term</b>  |     |                    |   |           |
| <b>Install single lane slow points on:</b>  |     |                    |   |           |
| Paget Street  | No  | N/A                | No action to date   | N/A       |
| Hythe Street  | No  | N/A                | No action to date   | N/A       |
| Investigate restricting access to South Road to left in and left out only on Paget Street, Hythe Street, Monmouth Street and Forster Street | No  | N/A                | To be addressed through DPTI South Road Upgrade   | 2018      |

|  |     |         |   |           |
|--|-----|---------|---|-----------|
| Investigation, including consultation with property owners/occupiers, should be undertaken for options to restrict access at the Hawker Street and East Street junction to allow access from Hawker onto East but not East onto Hawker. Note that sight distance is restricted at this location making safety an issue | Yes | 2013/14 | Partial Road Closure<br>Installed in 2013/14  | Completed |
| Investigate the installation of roundabouts at:<br>- Hawker Street and Gibson Street<br>- Hawker Street and Green Street<br>- Hawker Street and Blight Street  | N/A | N/A     | Roundabouts investigated and deemed unsuitable due to restricted road reserve width.  | N/A       |
| Investigation should be undertake into the provision of right turn arrows and associated turn lanes at the Chief Street/Hawker Street signalised intersection. An alternative action would be to investigate the replacement of the signalised intersection with a roundabout  | Yes | 2012/13 | Signalised intersection upgraded in 2012/13   | Completed |
| Investigate building kerb protuberances along Hawker Street to aid in the reduction of right angle collisions at all junctions in particular Blight Street (if no roundabout is possible), West Street and Coglin Street   | No  | 2015/16 | BLIGHT STREET -design to be incorporated into Blight Street traffic control bid 2017/18.<br>WEST STREET - NO ACTION<br>COGLIN STREET - completed in 2015/16 | N/A       |

|   |     |         |  |         |
|---|-----|---------|--|---------|
| Investigate measures such as vegetation pruning and building kerb protuberances at junctions to aid in the reduction of right angle collisions particular attention should be paid to Hawker Street   | No  | 2009/10 | Vegetation pruning undertaken as routine maintenance by Engineering Works. Protuberances to be constructed as part of road reconstructions.  | Ongoing |
| Investigate provision of contra-flow bicycle lanes on all existing and proposed one way streets   | N/A | N/A     | Assessed - space does not permit.  | N/A     |
| <b>Long Term</b>  |     |         |  |         |
| Undertake concept design for the intersection of Coglin Street and First Street. Line marking and protuberances should be provided along Coglin Street to better define the intersection and to move the holding line forwards so that sight distance from First Street along Coglin Street is improved           | No  | N/A     | No action to date  | N/A     |
| Undertake concept design and feasibility analysis for an upgrade to combine the junctions of Drayton Street and Second Street, and Drayton Street and Sixth Street  | No  | 2010/11 | To be addressed in planning of future stages of Bowden Development   | 2025    |
| Undertake concept design and feasibility analysis for augmenting parking with trees within the road pavement (subject to services – both overhead and underground) on West, Green, Seventh, Eighth, Tenth and Eleventh Streets. Note that conceptual design is already underway for Green, West and Third Streets | No  | 2011/12 | Trees within road pavement accommodated in:<br>- WEST STREET STAGES 1 (11/12) AND 2 (12/13);<br>- COGLIN STREET (13/14);<br>- DRAYTON STREET (13/14),<br>- EAST STREET (12/13),<br>- GREEN STREET (13/14)<br>Remaining Streets to be addressed when reconstructed. | Ongoing |

## CROYDON / WEST CROYDON / KILKENNY LATM KEY RECOMMENDATIONS

| Recommendations  | Action Completed (Yes / No) | Action Start and Completion Date | Outcome            | Anticipated Completion Date |
|--|-----------------------------|----------------------------------|--------------------|-----------------------------|
| <b>Levels of Treatment</b>   |                             |                                  |                    |                             |
| <p>High impact treatments for Croydon / West Croydon / Kilkenny (for example speed humps and plateaus), are not currently recommended, as reasonably low 85th%ile speeds and volumes were recorded. Low impact treatments are recommended, such as streetscape improvements, for example further trees, in conjunction with indented parking.</p> <p>Council should continue to monitor speeds in the area with a view to the introduction of higher impact traffic control devices, such as raised plateaus, should 85th%ile speeds exceed 60km/hr.</p> | N/A                         | N/A                              | Monitoring ongoing | Ongoing                     |
| <b>Rosetta Street</b>  |                             |                                  |                    |                             |
| It is recommended that Council remove all rocks from roundabouts along Rosetta Street and reinstate the paving on the annulus of the roundabouts. Lop low tree limbs (lower than 3m) on trees growing within the roundabouts.  | Yes                         | 2006/2007                        | Rocks removed      | Completed                   |

|   |     |      |   |  |
|---|-----|------|---|--|
| <b>Rosetta Street underpass<br/>Short Term</b>  |     |      |   |  |
| It is recommended that Council consider short term improvements to the underpass and its approaches, including an upgrade to the guard railing, signage and other measures to reduce approach speeds              | Yes | 2008 | Signs audited in 2008 and again in 2014. New advisory signs installed by DPTI in Port Road and Torrens Road in 2014/15. Signage improvements on approach to underpass completed in 2016 in response to recommendations of 2015 Road Safety Audit. | Council Officers liaising with DPTI on underpass improvements. Expected budget bids for 2017/18. |
| <b>Aroona Road North (wide section)</b>   |     |      |   |  |
| The speed and volume data for Aroona Road is well within acceptable limits (refer to section 5.1), therefore low impact measures are recommended along the street rather than traditional traffic control devices | No  | N/A  | Low impact measures such as kerb protuberances to be incorporated in 2016/17 Aroona Road road reconstruction.   | End 2016   |
| <b>Aroona Road North (narrow section)</b>   |     |      |   |  |
| Consider banning of parking along certain sections of the road on alternating sides, to preserve traffic flow during peak periods and to reduce speeds.   | Yes | 2007 | Yellow line installed on one side of road.  | Completed  |



|   |     |         |  |           |
|---|-----|---------|--|-----------|
| <b>Brown Street</b>   |     |         |  |           |
| <p>Council is to design and construct kerb build-outs, a perimeter threshold, and midblock pavement treatments along Brown Street.</p> <p>Coordinate these designs with the street reconstruction so that the improvements can be incorporated into the reconstruction works.</p> | Yes | 2007/08 | Road reconstructed with localised narrowing in series (median island and contrasting pavement).              | Completed |
| <b>Day Terrace</b>  |     |         |  |           |
| <p>It is recommended that physical measures are not implemented at this time, and that Council contact SAPOL with a view to increasing a general police presence around Day Terrace.</p>  | Yes | 2006    | Monitoring ongoing   | Ongoing   |
| <b>Ellen Street</b>   |     |         |  |           |
| <p>Consider landscaping and kerb buildouts along Ellen Street to reduce 85th%ile speeds, particularly in view of the school zone in the street.</p>   | Yes | 2011/12 | Single lane slow points installed as part of road reconstruction.  | Completed |
| <b>Reynell Street</b>   |     |         |  |           |
| <p>Consider landscaping and kerb buildouts as interim measures, with measures such as speed humps to be implemented if 85th%ile speeds in Reynell Street increase beyond 60km/hr.</p>   | No  | N/A     | Consult on 40 km/h Area Speed Limit and monitor. Any treatments to be considered when road is reconstructed. | N/A       |

|   |     |         |  |           |
|---|-----|---------|--|-----------|
| <b>David Terrace (DPTI)</b>   |     |         |  |           |
| It is recommended that Council liaise with DPTI over the formulation of a corridor management plan so that the needs of pedestrians, cyclists and general traffic can be better accommodated along David Terrace. | No  | N/A     | No action to date  | N/A       |
| <b>Bicycle routes</b>   |     |         |  |           |
| Consider the application of the cycle logo and signage on nominated cycle routes within the precinct.   | Yes | 2012/13 | Logos and signage installed as part of DPTI Greenways Project and Cycling Citywide Improvements Project. | Completed |
| <b>Torrens Road / Days Road / Lamont Street</b>   |     |         |  |           |
| Consider further liaison with DPTI, and consultation with affected residents, over the rationalisation of the signal phasing at this intersection   | No  | N/A     | No action to date  | N/A       |

## ROYAL PARK LATM KEY RECOMMENDATIONS

| Recommendations  | Action Completed (Yes / No) | Action Start and Completion Date | Outcome | Anticipated Completion Date |
|--|-----------------------------|----------------------------------|---------|-----------------------------|
| <b>Levels of Treatment</b>   |                             |                                  |         |                             |
| <p>High impact treatments for Royal Park, for example speed humps, plateaus and further roundabouts, are not considered necessary, as reasonably low 85th%ile speeds and volumes were recorded.</p> <p>Low impact treatments, such as streetscape improvements (e.g. further trees) in conjunction with indented parking (see Rosetta Street, West Croydon), may bring about further speed reductions in line with the recommendations in the draft QED Traffic Management Strategy.</p> | N/A                         | N/A                              | N/A     | Ongoing                     |
| <b>South Australian Housing Trust</b>  |                             |                                  |         |                             |
| <p>It is recommended that Council initiate formal discussions with the South Australian Housing Trust (SAHT) as soon as practicable in order to assess the likely impact of SAHT developments on traffic levels and movements in Royal Park</p>  | No                          | N/A                              | N/A     | Ongoing                     |

|  |     |      |   |           |
|--|-----|------|---|-----------|
| <b>North Parade</b>  |     |      |   |           |
| It is recommended that one-way conditions are implemented permanently along North Parade (Eastbound) at all times to improve traffic flow (with the exception of the two cul-de-sac ends). Retain all parking to the northern side of the road. Sign the road appropriately particularly at the two entry points along the western half of the road.   | Yes | 2010 | North Parade converted to one way               | Completed |
| <b>Risely Avenue</b>   |     |      |   |           |
| It is recommended that Council install warning signage on the approaches to the bend on Risely Avenue adjacent the Hendon Primary School, and conduct a ball bank speed survey to determine an appropriate advisory speed for the bend.  | Yes | 2006 | Advisory 25km/h signs installed                 | Completed |
| <b>The North / South Avenues</b>   |     |      |   |           |
| It is recommended that Council consider the intermittent application of landscaped protuberances to form areas of indented parking, and to narrow the effective carriageways to 6-7m along Cedar, Wattle, Maple and Palm Avenues. Designs should not interrupt sight lines to and from driveways. Consider incorporating some indented parking into the verges of the North-South avenues. Such an arrangement should be designed so that there is a reduction in overall carriageway width, and to accommodate bus turning movements where necessary. | No  | N/A  | To be considered as part of road reconstruction | N/A       |

|  |     |      |   |           |
|--|-----|------|---|-----------|
| <b>Wilson Street corner</b>  |     |      |   |           |
| <p>It is recommended that Council consider highlighting the corner by installing larger uni-directional hazard boards, installing speed warning signs, increasing street lighting levels at the corner, installing edge lines, and remarking the existing centre lines through the corner.</p> <p>Consider pavement narrowing on the approaches to the corner as a means of reducing approach speeds</p> | No  | N/A  | <p>Yellow lines installed.</p> <p>Pavement narrowing to be considered as part of road reconstruction</p>  | N/A       |
| <b>Frederick Road – access to the Woodlake Shopping Centre</b>   |     |      |   |           |
| <p>It is recommended that Council construct a landing behind the kerb ramp on Frederick Street to allow the passage of gopher users and pedestrians along the street. The upright kerbing at the shopping centre should be laid down, and a parking space deleted to provide access through to the shopping centre.</p>  | N/A | N/A  | <p>This is on private land - Council is unable to make these alterations.</p> <p>The land owner has been requested to make alterations within their car park.</p> | N/A       |
| <b>Crown Terrace / Lowe Street</b>   |     |      |   |           |
| <p>It is recommended that Council consider installing raised safety bars on Crown Terrace and removing parking to both Crown Terrace approaches to Lowe Street.</p> <p>The effects of these changes should be monitored for a period of 6 months and if no improvements to driver behaviour are noted than further alterations to the junction geometry (further squaring up) should be considered.</p>  | Yes | 2006 | <p>Pavement bars installed on Crown Terrace</p>   | Completed |

|  |     |      |   |           |
|--|-----|------|---|-----------|
| <b>Royal Terrace / Kingston Avenue / James Street</b>  |     |      |   |           |
| It is recommended that Council consider kerb buildouts and Give Way signage on the Royal Terrace approach to this intersection so that Royal Terrace forms the more obvious stem of the T-junction, at which motorists should give way.  | Yes | 2009 | Junction improvements completed                     | Completed |
| <b>Fisher Street / Cooke Crescent</b>  |     |      |   |           |
| It is recommended that Council install 'Children Warning Signs' (series W6-3) on Cooke Crescent on both approaches to the Child Care Centre on Cooke Crescent. The implementation of a 25km/hr school zone should also be considered, as a means of slowing traffic speeds.  | Yes | 2008 | Children advisory signs installed                   | Completed |
| <b>Parking</b>   |     |      |   |           |
| A general review of parking restrictions in Royal Park is recommended. Council may wish to consider banning parking on a permanent basis in the roads where obstructive parking is likely to occur, for example Cooke Terrace and North Parade, thus eliminating all ambiguity as to the restricted times. Some kerbside parking should be retained for local residents and their visitors for use by permit only, however any parking permit scheme would require extensive community consultation and support. | N/A | N/A  | Events are no longer held regularly at AAMI stadium | N/A       |
| <b>Bicycle routes</b>  |     |      |   |           |
| Consider the application of the cycle logo and signage on nominated cycle routes within the precinct.  | Yes | 2013 | Citywide Cycling project                            | Completed |

## WOODVILLE SOUTH LATM KEY RECOMMENDATIONS

| Recommendations   | Action Completed<br>(Yes / No) | Action Start and<br>Completion Date | Outcome  | Anticipated<br>Completion Date |
|---|--------------------------------|-------------------------------------|--|--------------------------------|
| <b>Residents' Committee Traffic Management Scheme</b>   |                                |                                     |  |                                |
| That the Residents' Committee Traffic Management Scheme shown in Appendix D, is adopted as the local area traffic management plan for the area. | Yes                            | 2006                                | Included in LATM   | Completed                      |
| <b>Road Hierarchy</b>   |                                |                                     |  |                                |
| That Collector Road status be assigned to the following:<br>• Ledger Road north of Glenlossie Street  | Yes                            | 2008                                | Assigned Distributor Road status                           | Completed                      |
| • Birch Street  | N/A                            | N/A                                 | Not considered appropriate.                                | N/A                            |
| • Fife Street   | Yes                            | 2008                                | Assigned Collector Street status                           | Completed                      |
| • Oval Avenue   | Yes                            | 2015                                | Included in road network hierarchy changes - February 2015 | Completed                      |

|   |     |                 |  |           |
|---|-----|-----------------|--|-----------|
| That Distributor Road status is assigned to Ledger Road south of Glenlossie Street  | Yes | 2008            | Assigned Collector Street status   | Completed |
| That appropriate Distributor Road connections be developed in the longer term with appropriate connections to the north and south, along adjoining roads in Beverley, to ensure a compatible arrangement of road function with abutting land use and road infrastructure. | No  | 2006-10         | Toogood Avenue assigned Distributor Road status. Charles Road and William Street assigned Collector Street status.                   | Completed |
| <b>Birch Street</b>   |     |                 |  |           |
| That 'heavy' Council vehicles from the depot in Toogood Avenue, do not use Birch Street.  | Yes | 2014/15-2015/16 | Speed Cushions and Entrance Statements installed in 2015/16. Consultation on installation of Road Humps to be undertaken in 2014/15. | Completed |
| <b>Connor Avenue</b>  |     |                 |  |           |
| That traffic conditions be monitored along Connor Avenue after the installation of the treatments along Oval Avenue and in the 'Glen' streets.  | N/A | 2007            | N/A  | Ongoing   |



|   |     |      |  |           |
|---|-----|------|--|-----------|
| <b>Branwhite Street</b>   |     |      |  |           |
| That Council formally notify the Chinese Language School of the concerns that have been received from the local community and request it to consider what can be done to improve conditions.  | N/A | 2007 | Council regularly liase with School and DPTI on safety issues around the school. | Ongoing   |
| That a parking restriction be installed on the east side of Branwhite Street, nominally 30m north of the Crittenden Road intersection, to reduce congestion at the intersection.  | N/A | 2013 | Installation not supported at staff level (reference 13/143696).                 | N/A       |
| <b>Area Parking Controls - QEH Redevelopment</b>  |     |      |  |           |
| That Council request the Queen Elizabeth Hospital (QEH) to prepare a comprehensive temporary parking and access strategy, in association with the redevelopment of the QEH, to ensure residents are not subjected to further parking problems in the surrounding streets. | Yes | 2007 | Parking strategy completed   | Completed |
| That the existing parking controls be reviewed after the redevelopment of the QEH but remain unchanged until then.  | N/A | 2007 | Monitoring ongoing   | Ongoing   |

| <b>Safe Routes to School Program</b>   |     |  |   |           |
|--|-----|--|---|-----------|
| That the outcomes of the Safe Routes to School program are implemented in conjunction with the Woodville South Local Area Traffic Management Plan.   | Yes | 2007-08                                      | Drop Off Pick Up Options explored in Tenterden Street.<br>Drop Off Pick Up zone established in Simpson Street.<br>Safety investigations ongoing as part of Way2Go Program.  | Completed |
| <b>DPTI Road &amp; Intersections</b>   |     |  |   |           |
| <p>1. Prevent right turns at intersection of Branwhite Street and Crittenden Road.</p> <p>2. No right turn to Glenrowan Road from Findon Road (south).</p> <p>3. Reconstruction of the Port Road / Oval Avenue intersection.</p> <p>That Council write to the Department of Planning, Transport &amp; Infrastructure requesting agreement to and the implementation of the proposals outlined above.</p> | N/A | <p>1. 2007</p> <p>2. 2007</p> <p>3. 2014</p> | <p>1. DPTI installed timed 'no u-turn' restriction at intersection. No further action proposed.</p> <p>2. Recommendation is aligned with traffic controls (driveway entry treatments) being constructed on the 'Glen' Streets, which were not supported by community. No action proposed.</p> <p>3. Request forwarded to DPTI in 2014. No action taken.</p> | N/A       |
| <b>Landscaping</b>   |     |  |   |           |
| That both new and existing traffic control devices are landscaped wherever possible, in a safe manner e.g. sufficiently low so as not to obstruct vision of children, and as prescribed by relevant standards and Codes of Practice.   | N/A | 2007 - ongoing                               | Considered in design of all devices.  | Ongoing   |

| <b>Statutory Obligations</b>  |     |  |  |         |
|---|-----|--|--|---------|
| That Council meets its statutory obligations in relation to the implementation of any actions arising as a result of this project.  | N/A | 2007 - ongoing   | Considered in design of all devices.   | Ongoing |
| <b>Concept Designs</b>  |     |  |  |         |
| That following consultation, detailed designs are prepared in accordance with relevant standards and Codes of Practice, to confirm the feasibility of the proposals and as a basis for construction.  | N/A | 2007 - ongoing   | Considered in design of all devices.   | Ongoing |
| <b>Design Issues</b>  |     |  |  |         |
| 1. Roundabout at Fife Street/Wharf Street intersection<br>2. Driveway entry at Glenavon Street / Granpian Street intersection.<br>3. Mini roundabout at Oval Avenue / Cedar Avenue intersection.<br>4. Mini roundabout at Branwhite Street / Tunbridge Street intersection.<br>5. Oval Avenue and Koolunda Avenue Controls.<br>6. Junction Modifications in Oval Avenue and Koolunda Avenue.<br>That traffic control device designs are prepared and that the approval to the Commissioner of Highways is sought as required. | N/A | 1. Completed 2011<br>2. N/A<br>3. Completed 2007<br>4. N/A<br>5. Koolunda controls completed 2010; Oval Avenue controls not commenced.<br>6. Koolunda controls completed 2010; Oval Avenue controls not commenced. | 1. Roundabout proposal aborted - central median islands installed.<br>2. No action.<br>3. DPTI consulted; roundabout constructed.<br>4. No action.<br>5. DPTI consulted; controls constructed in Koolunda Avenue. Controls to be installed in Oval Avenue when road is reconstructed.<br>6. DPTI consulted; controls constructed in Koolunda Avenue. Controls to be installed in Oval Avenue when road is reconstructed. | Ongoing |

| Staging  |     |     |                                     |     |
|--|-----|-----|-------------------------------------|-----|
| That the implementation of the proposed scheme be constructed in accordance with the proposed staging recommendations, and otherwise in accordance with Section 7.4. | N/A | N/A | Staging recommendations considered. | N/A |

## GRANGE & SEATON LATM KEY RECOMMENDATIONS

| Recommendations  | Action Completed (Yes / No) | Action Start and Completion Date | Outcome   | Anticipated Completion Date |
|--|-----------------------------|----------------------------------|---|-----------------------------|
|  |                             |                                  |   |                             |
| <b>Short Term</b>  |                             |                                  |   |                             |
| Council approach DPTI requesting the development of an overall corridor management plan for Military Road, between Terminus Street and Grange Road. As part of this investigation, plans be developed for the intersections of Jetty Street, Beach Street and Military Road. | No                          | N/A                              | N/A   | Ongoing                     |
| Council consider the installation of a No Stopping zone along the Western side of Fort Street between Trimmer Parade and the river.  | Yes                         | Completed July 2008              | Parking reviewed and changes implemented (reference 08/129951)                  | Completed                   |
| Council initiate discussions with DPTI with regard to upgrading the intersection of Grange Road and Beach Street, to complement the proposed median strip concept plan for Beach Street.   | Yes                         | Completed August 2009            | Median installed and Beach Street / Grange Road intersection alignment improved | Completed                   |
| Council discuss the intersection of Trimmer Parade and Sportsman Drive with DPTI.  | Yes                         | Completed January 2009           | intersection upgraded   | Completed                   |

| Medium Term  |     |          |   |                               |
|--|-----|----------|---|-------------------------------|
| Council mark parking lanes along the wider sections of Charles Sturt Avenue between Grange Road and Beach Street, and between Jetty Street and the railway line, to better define traffic and parking lanes.   | No  | N/A      | Community consultation on streetscape (including parking) to occur in 2016/2017, with construction to occur 2017/2018 | 2017/18                       |
| Council consider the prohibition of parking on one side of Charles Sturt Avenue between Beach Street and Jetty Street, and similarly between railway line and Fort Street, through discussion with the affected residents. Consideration could be given to a part time parking restriction to cover "peak times" | No  | N/A      | Community consultation on streetscape (including parking) to occur in 2016/2017, with construction to occur 2017/2018 | 2017/18                       |
| A traffic and parking plan be developed for Fort Street in consultation with stakeholders to address ongoing safety concerns, taking into account other recommendations within this report.  | No  | 2015/16- | Raised Pedestrian (Wombat) Crossing installed 2015/16   | Parking monitoring is ongoing |
| Council approach DPTI requesting the development of a corridor management plan for Grange Road between Frederick Road and Seaview Road.  | N/A | N/A      | DPTI installed bicycle lanes which improved delineation<br>No action required   | N/A                           |
| Community concerns over Frederick Road be referred to DPTI for investigation.  | Yes | N/A      | N/A   | Ongoing                       |
| Council install additional line marking and signage at the junction of Adare Court and Clayton Drive to improve definition of the junction give way requirement.   | N/A | N/A      | This is a T junction and no Give Way signs are required   | N/A                           |

| Long Term   |     |      |   |           |
|---|-----|------|---|-----------|
| In the longer term, and subject to improved capacity and safety along Military Road, consideration be given to adopting an alternative road hierarchy for the area. | No  | N/A  | N/A   | ongoing   |
| Further consideration be given to specific consultation concerning the installation of a 40 km/h precinct speed limit for the Grange LATM.                          | No  | 2015 | Completed - community support levels were low. 40 km/h speed limit to be pursued on Fort Street for wombat crossing and on Charles Sturt Avenue | 2016/2017 |
| Council continue to monitor traffic conditions in Seaview Road as part of other changes in the area (associated with the Grange Jetty Precinct).                    | No  | N/A  | N/A   | ongoing   |
| Council continue to monitor traffic volumes and speeds in Sylvan Way.   | Yes | N/A  | Checked in 2014, no action required at this time  | Completed |
| That traffic volumes in Derby Street coinciding with a major event at AAMI stadium be monitored to quantify the volume of traffic using the road.                   | N/A | N/A  | AAMI stadium no longer holding regular events<br>No action required   | N/A       |
| Traffic conditions in Willcocks Avenue be monitored to identify any changes as early as possible.   | No  | N/A  | Consult on 40 km/h Area Speed Limit - no additional treatment is recommended  | Ongoing   |

## WELLAND TPP KEY RECOMMENDATIONS

| Recommendations  | Action Completed (Yes / No) | Action Start and Completion Date | Outcome   | Anticipated Completion Date |
|--|-----------------------------|----------------------------------|---|-----------------------------|
| <b>Short Term</b>  |                             |                                  |   |                             |
| Improve the safety of the Brand Avenue / Lewanick Street intersection – add new stop signs to a central median                         | Yes                         | 2013/14                          | New Central median islands installed in Brand Avenue at intersection. Space does not permit installation of additional Stop sign in median.               | Completed                   |
| Reduce through traffic and traffic speed on Welland Avenue   | No                          | N/A                              | 40 km/h Area Speed Limit endorsed in 2015/16. Welland and Brand Avenue treatment installed in 2014/15 and to be reviewed in 2016/17. Continue to monitor. | 2016/17                     |
| Implement a 40 km/h precinct speed limit   | In progress                 | 2013/14-ongoing                  | 40 km/h Area Speed Limit endorsed in 2015/16.   | 2016/17                     |
| Improve traffic and parking conditions around and pedestrian connection from surrounding neighbourhoods to the Welland Shopping Centre | Yes                         | 2013/14-2014/15                  | Welland Plaza Streetscape Project - construction undertaken in 2014/15  | Completed                   |



|   |             |         |   |           |
|---|-------------|---------|---|-----------|
| Reduce through traffic and traffic speed on Frederick Street  | No          | N/A     | 40 km/h Area Speed Limit endorsed in 2015/16. Continue to monitor.  | 2016/17   |
| Improve safety and amenity for school children in the vicinity of Allenby Gardens Primary School, St Joseph's School and St Michael's College | No          | N/A     | T2T Alliance reviewing access to Albemarle and Bertie Streets, reducing traffic volumes   | 2016/17   |
| Establish an additional safe crossing point on Port Road adjacent Queen Street for pedestrians and cyclists                                   | In progress | 2016    | To be undertaken as part of South Road Upgrade Project  | Completed |
| Establish additional safe crossing points on Grange Road for pedestrians and cyclists   | No          | 2014/17 | To be undertaken as part of South Road Upgrade Project at McDonnell Avenue / Bertie Street.   | 2016/17   |
| Improve parking and amenity issues around the Sikh Temple in Barham Street  | No          | N/A     | No action to date.  | N/A       |
| Reduce traffic speed in Coombe Road   | No          | N/A     | 40 km/h Area Speed Limit endorsed in 2015/16. Continue to monitor.  | 2016/17   |
| <b>Medium Term</b>  |             |         |   |           |
| Reduce through traffic short cutting between East Avenue and Grange Road  | Yes         | 2013/14 | Left turn ban not supported through community consultation. Road humps installed in Foster Street in 2014/2015 in response to petition. | Completed |

|  |             |                 |   |           |
|--|-------------|-----------------|---|-----------|
| Improve pedestrian / cyclist connection to the Torrens Linear Park                                   | In progress | 2014/15-ongoing | Will be improved as part of South Road Upgrade Early Works, which include new crossing facilities across Grange Road at McDonnell Avenue and 'bicycle boulevard' along McDonnell Avenue | 2016/17   |
| Upgrade facilities and way finding for cyclists throughout the Study Area                            | Yes         | 2012/13         | Signage installed as part of Citywide Cycling Improvements Project  | Completed |
| Upgrade facilities for users of buses in the Study Area  | No          | 2013 - ongoing  | Stops upgraded to DDA compliance as part of bus stop upgrade programs.  | Ongoing   |
| Upgrade footpaths and way finding for pedestrians throughout the Study Area                          | No          | 2013 - ongoing  | Footpaths renewed as part of Footpath Renewal Program   | Ongoing   |
| Improve the streetscape amenity throughout the Study Area  | No          | N/A             | 40 km/h Area Speed Limit endorsed in 2015/16. Continue to monitor.  | 2016/17   |
| Transform Grange Road into a welcoming "Gateway" by undertaking streetscape and amenity improvements | No          | N/A             | No specific action to date.   | N/A       |

| Long Term   |    |         |  |         |
|---|----|---------|--|---------|
| Monitor Arlington Terrace, Maclagan Avenue and Bertie Street for traffic and parking issues | No | 2013-17 | 40 km/h Area Speed Limit endorsed in 2015/16. Continue to monitor. | 2016/17 |
| Upgrade Allenby Gardens Reserve   | No | N/A     | No action to date.   | N/A     |
| Improve on-site parking arrangements within Welland Shopping Centre                         | No | N/A     | No action to date.   | N/A     |

## WOODVILLE WEST TPP KEY RECOMMENDATIONS

| Recommendations   | Action Completed (Yes / No) | Action Start and Completion Date | Outcome   | Anticipated Completion Date |
|---|-----------------------------|----------------------------------|---|-----------------------------|
| <b>Traffic Management Scheme</b>  |                             |                                  |   |                             |
| That the Traffic Management Scheme is adopted as the local area traffic management plan for the area.   | N/A                         | 2006                             | Roundabout installed at Holden/James                        | Ongoing                     |
| <b>40 km/h Local Area Speed Zone</b>  |                             |                                  |   |                             |
| That the 40 km/h Local Area Speed Limit in Woodville West be retained.  | N/A                         | N/A                              | 40km/h limit retained<br>No action required                 | N/A                         |
| That Council request SA Police, from time to time, to undertake enforcement activities in relation to the 40 km/h Local Area Speed Limit in Woodville West streets  | N/A                         | 2006 - ongoing                   | Council officers in regular liaison with SAPOL              | Ongoing                     |
| <b>Alma Terrace / Clark Terrace / West Lakes Boulevard Intersection</b>   |                             |                                  |   |                             |
| That Council write to the Department for Planning, Transport & Infrastructure requesting a review of traffic signal phasing and phase times, with a view to providing additional capacity for Westbound movements over the railway at the Alma Terrace / Clark Terrace / West Lakes Boulevard intersection. | Yes                         | 2012                             | Upgraded as part of Woodville West development (The Square) | Completed                   |

|   |     |                |   |           |
|---|-----|----------------|---|-----------|
| <b>Traffic Management Scheme</b>  |     |                |   |           |
| That the Traffic Management Scheme is adopted as the local area traffic management plan for the area.   | N/A | 2006 - ongoing | Roundabout installed at Holden/James  | Ongoing   |
| That Council further investigate and develop options for the reconstruction of the Alma Terrace / Clark Terrace / West Lakes Boulevard intersection | Yes | 2012           | Upgraded as part of Woodville West Redevelopment (The Square)   | Completed |
| <b>Parking Management</b>   |     |                |   |           |
| That Council review the concerns of residents and seek changes in parking management where appropriate, in relation to the following:               | N/A | N/A            | N/A   | N/A       |
| Parking generated by the redevelopment of the QEH   | Yes | 2007/08        | Parking review conducted and plan implemented   | Completed |
| > Intersections of Woodville West streets and Findon Road   | No  | 2007-2013      | Intersections assessed. Pavement bar treatment in Patricia Street recommended by Woodville West Transport and Parking Plan 2013. No action to date. Budget bid to be considered in 2017/18. | 2017/18   |
| Rosemary Street associated with the Nursing Home south of Ryan Avenue.  | N/A | N/A            | No action necessary - no further reports of issues at this location.  | N/A       |
| <b>Statutory Obligations</b>  |     |                |   |           |
| That Council meets its statutory obligations in relation to the implementation of any actions arising as a result of this project.                  | N/A | Ongoing        | Statutory obligations met   | Ongoing   |

|  |     |         |   |         |
|--|-----|---------|---|---------|
| <b>Concept Designs</b>   |     |         |   |         |
| That following consultation, detailed designs are prepared in accordance with relevant standards and Codes of Practice, to confirm the feasibility of the proposals and as a basis for construction. | N/A | Ongoing | Detailed designs always completed prior to construction   | Ongoing |
| <b>Design Issues</b>   |     |         |   |         |
| Consult railway authorities during the detailed design of the Alma Terrace / Emily Street roundabout, to ensure encroachment on to the railway reserve is possible.                                  | N/A | N/A     | Not proposed to install a roundabout here - due to road closure of Alma Terrace<br>No action required | N/A     |
| <b>Staging</b>   |     |         |   |         |
| That the implementation of the proposed scheme, be constructed in accordance with the proposed staging recommendations.  | N/A | Ongoing | Staging recommendations noted   | Ongoing |

## HENLEY TPP KEY RECOMMENDATIONS

| Recommendations  | Action Completed (Yes / No) | Action Start and Completion Date   | Outcome   | Anticipated Completion Date                          |
|--|-----------------------------|--|---|--|
| <b>Short Term</b>  |                             |  |   |  |
| Wright Street and Cudmore Terrace traffic calming  | No                          | Wright Street - traffic treatments not supported by community. Cudmore Terrace 2013/14 - ongoing | Consultation completed in 2015/16 with construction in 2016/17            | 2016/17  |
| Redesign existing roundabout where buses currently 'hit' the kerbing when the road / roundabout is due for reconstruction            | No                          | N/A  | N/A   | When the road / roundabout is due for reconstruction |
| Advocate with the Department of Planning, Transport and Infrastructure to redesign the Henley Beach Road and Seaview Road Roundabout | No                          | 2015/16  | Completed as part of the Henley Beach Road Integrated Streetscape Project | Completed  |
| Provide dedicated pick up / drop off points along the beach for beach goers travelling by car  | Yes                         | Henley Square Redevelopment Project  | Pick-up / drop-off points included in design                              | Completed  |

|   |     |                                     |                                |           |
|---|-----|-------------------------------------|--------------------------------|-----------|
| Improve Streetscape along main roads (Seaview Road, Military Road, Grange Road, Henley Beach Road)                  | No  | N/A                                 | N/A                            | Ongoing   |
| Improved way finding signage directing pedestrians to safe crossing points, the coast and other destinations        | No  | N/A                                 | N/A                            | Ongoing   |
| Investigate the options for improving the streetscape along Main Street between Seaview Road and Military Road      | Yes | Henley Square Redevelopment Project | Included in Redevelopment      | Completed |
| <b>Medium Term</b>  |     |                                     |                                |           |
| Review and improve the locations of dedicated pedestrian crossings, including the provision of appropriate signage. | No  | N/A                                 | N/A                            | Ongoing   |
| Install a pedestrian (and cyclist) crossing on Grange Road connecting Grange Lakes and the Wright Street Reserve    | Yes | June 2013 - August 2014             | Median with refuge constructed | Completed |



|  |     |                                     |  |                                 |
|--|-----|-------------------------------------|--|---------------------------------|
| Advocate for the installation of bicycle lanes on Seaview Road   | Yes | N/A                                 | Lanes installed in specific locations – advocating ongoing   | Ongoing                         |
| Additional bicycle parking facilities in Henley Square   | Yes | Henley Square Redevelopment Project | Bicycle parks included in design   | Completed                       |
| Provide 'iconic' bus waiting facilities (bus stops) for Henley Square  | No  | N/A                                 | N/A  | Ongoing                         |
| Work with the Public Transport Services Division of the Department of Planning, Transport and Infrastructure to investigate viable alternatives to relocate / modify bus layover area on Military Road, immediately north of Main Street | No  | August 2014 - ongoing               | Consultation to move bus layover to Main Street was unsuccessful. Route redirection by DPTI is now the only viable option. | Ongoing                         |
| Advocate for better public transport access to the Western Community Hospital  | No  | June 2014 - ongoing                 | N/A  | Ongoing                         |
| Improve pedestrian safety at roundabouts   | No  | N/A                                 | N/A  | When road reconstruction occurs |
| Review locations of traffic control signs or street furniture where applicable to ensure compliance with sight distance requirements   | No  | N/A                                 | N/A  | Ongoing                         |

|   |     |                                     |  |           |
|---|-----|-------------------------------------|--|-----------|
| Advocate for public access to the Pavilion (Foodland) car park outside of normal trading hours        | No  | July 2014 - ongoing                 | Henley Square Car Parking Utilisation Study to inform negotiations                       | Ongoing   |
| Review parking zones around schools   | No  | N/A                                 | Parking Control Officer  | Ongoing   |
| Install a formal Taxi Rank on Seaview Road outside the Ramsgate Hotel                                 | Yes | 2014                                | Parking Control Officer installed a zone at the rear of the Ramsgate Hotel               | Completed |
| <b>Long Term</b>  |     |                                     |  |           |
| Improve safety and capacity of existing signalised pedestrian crossing at Henley Square               | Yes | Henley Square Redevelopment Project | Included in Main Street design   | Completed |
| Provide bicycle advisory treatments on Military Road  | Yes | 2013                                | installed as part of City-Wide Cycling Project   | Completed |
| Improved separation in Henley Square to reduce pedestrian and cyclist conflict                        | No  | N/A                                 | Henley Square Redevelopment consultation and design outcome - shared path, not separated | Completed |
| Upgrade bus stops within the Study Area to comply with the Disability Discrimination Act requirements | No  | Ongoing                             | stops being upgraded with DDA upgrade budget   | Ongoing   |

|   |     |                                     |                                   |           |
|---|-----|-------------------------------------|-----------------------------------|-----------|
| Implement a 40 km/h Henley Square Precinct Speed Limit (between North Street, East Terrace, South Street and the coast) | Yes | June 2014 - December 2014           | Implemented December 2014         | Completed |
| Redesign Coast Park car park (located south of Henley Square, accessed from the Esplanade)                              | Yes | Henley Square Redevelopment Project | Redesigned                        | Completed |
| Promote the 'Way2Go Schools Program' to the Star of the Sea School  | Yes | May-14                              | Invitation sent to Principal      | Ongoing   |
| Increase car parking near Henley Square for persons with a disability   | Yes | Henley Square Redevelopment Project | Disabled parks included in design | Completed |

## INNER WEST TPP KEY RECOMMENDATIONS

| Key Actions  | Priority | Action Completed (Yes / No) | Action Start and Completion Date   | Outcome  | Anticipated Completion Date  |
|--|----------|-----------------------------|--|--|--|
| <b>THEME 1 - IMPROVING WALKING FACILITIES AND ENCOURAGING WALKING</b>  |          |                             |  |  |  |
| <b>Key Strategy 1.1 Making Walking Connections</b>   |          |                             |  |  |  |
| Implement changes and improvements on the pedestrian routes and network identified in the Proposed IWP Walking Network | Medium   | Ongoing                     | Started at commencement of T2T Project (connections along and across South Road) | Links established over South Road via pedestrian bridge.   | Ongoing  |
| Improve quality of River Torrens Linear Park shared use path and establish additional links to it.                     | Medium   | Ongoing                     | Started at commencement of T2T Project (South Road Underpass Project).           | Plans to upgrade paths under Port Road and South Road 2016/17-2017/18, subject to Council funding. | Ongoing  |
| Reconstruct Chief Street as a pedestrian boulevard with wide footpaths and tree-lined verges.                          | Medium   | No                          | Not started.   | N/A  | After completion of latter stages of Renewal SA Bowden Development bordering Chief Street. |
| Improve crossing facilities for pedestrians and cyclists across Adam Street at Holden Street.                          | Medium   | No                          | Not started.   | N/A  | Unknown  |

|  |        |    |  |  |   |
|--|--------|----|--|--|---|
| Review the design and layout of footpaths on Holden Street.<br>Reconstruct to provide better access for pedestrians and support the high pedestrian movements associated with events at the Coopers Stadium.   | Low    | No | Not started.                           | N/A  | To be coordinated with Holden Street road reconstruction - date unknown.          |
| Assess need and investigate feasibility with adjoining land owners of establishing a pedestrian and cyclist connection between Hindmarsh Place and Chapel Street in Hindmarsh.   | Medium | No | Not started.                           | N/A  | To be investigated further as part of Hindmarsh Precinct Place Making Masterplan. |
| Collaborate with the DPTI T2T Project Team to ensure that safe crossing facilities are provided across South Road at the River Torrens, Manton-street, at Port Road (adjacent the Outer Harbor Railway Line), between the Outer Harbor Railway Line and Hawker Street, at Hawker Street and at Torrens Road. | High   | No | Started at commencement of T2T Project | 1. Pedestrian bridge to be constructed across South Road near Paget Street.<br>2. Shared use bridge to be constructed across South Road adjacent Outer Harbor Line.<br>3. Traffic signals at intersection of Manton Street and South Road to incorporate pedestrian crossing facilities. | At completion of T2T Project.   |

|   |        |    |  |   |   |
|---|--------|----|--|---|---|
| Advocate for the upgrade of pedestrian level crossings across the Outer Harbor Railway Line at Coglein Street, East Street and Gibson Street, including installation of pedestrian signals. | High   | No | Not started.                           | N/A   | Unknown   |
| Advocate for new pedestrian actuated crossings across Torrens Road at Blight Street and at McQuillan Avenue.  | High   | No | Ongoing.                               | DPTI has advised that it currently has no plans to construct crossings at these locations.                              | Unknown   |
| Advocate for a new pedestrian actuated crossing across Manton Street outside Coopers Stadium.   | Medium | No | Not started.                           | N/A   | Unknown   |
| Advocate for new pedestrian actuated crossing across Port Road between West Street and South Road.  | High   | No | Started at commencement of T2T Project | Pedestrian crossing installed across northwest-bound travel lane at Coglein Street intersection as part of T2T Project. | No plans to install across Southeast-bound travel lane. Completion date unknown |

|   |      |    |  |  |                               |
|---|------|----|--|--|-------------------------------|
| Advocate for grade separated pedestrian link (bridge) over Park Terrace, adjacent to the Outer Harbor Railway Line.   | High | No | Started at planning stages for Renewal SA Bowden Development.    | Renewal SA advises that it currently has no plans to construct a pedestrian bridge due to design constraints and inclusion of pedestrian bridge under Park Terrace as part of DPTI Torrens Junction Upgrade. | Project unlikely to go ahead. |
| Advocate for a DPTI review of pedestrian actuated crossings across Port Road to consider delay times for pedestrians.   | High | No | Not started.   | N/A  | Unknown                       |
| Advocate for the inclusion of a grade-separated shared use pedestrian and cyclist underpass under Park Terrace as part of a removal of the at-grade rail crossing in Park Terrace that may be included as part of the Torrens Junction Rail Grade Separation Project. | High | No | Started at planning stages for Torrens Junction Upgrade Project. | Incorporated into current design plans.  | 2017/18                       |

| Key Strategy 1.2 Improving Existing Footpaths  |        |    |  |   |         |
|--|--------|----|--|---|---------|
| Widen footpaths along the corridors on the Inner West Precinct (IWP) Walking Network (Appendix F) to ensure that:<br>- All footpaths are a minimum 1.5 wide;<br>- Where possible, existing footpaths are widened to 1.8 metres and all new development utilises this footpath width; and<br>- In high pedestrian areas, footpaths should be widened or constructed to 2.4 metres in width. | High   | No | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | Wider paths to be constructed in Ninth Street in 2016/17 as part of road reconstruction. Paths widened in other streets as part of asset renewal. | Ongoing |
| Continue to install DDA compliant kerb ramps in the IWP  | High   | No | Ongoing  | Compliant ramps installed as part of path renewal.  | Ongoing |
| Audit footpath condition within the IWP, focusing on paths identified within the IWP Walking Network Map (Appendix F) and paths around childcare centres, schools and reserves, to confirm DDA and Council policy compliance.  | Medium | No | Not started.   | N/A   | Unknown |



| <b>Key Strategy 1.3 Encouraging Walking</b>  |        |    |  |   |         |
|--|--------|----|--|---|---------|
| Install pedestrian way-finding signs to key destinations indicating distance and time estimates.   | Medium | No | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | Locations for signs identified for Gibson Street. Audit of pedestrian way-finding to follow.                | Unknown |
| Improve amenity of pedestrian areas by incorporating urban design elements such as street trees, furniture and public art into streetscape renewal projects. | Medium | No | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | Locations for art and furniture identified for Gibson Street. Other streets to follow when due for renewal. | Ongoing |
| Establish resting places and pedestrian gathering areas throughout the primary walking network.  | Medium | No | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | To be installed as part of streetscape renewal.   | Ongoing |
| Develop and distribute local walking maps.   | High   | No | Not started.   | N/A   | Unknown |
| Establish a walking group for the Bowden, Brompton and Ovingham area (south of Chief Street).  | Medium | No | Not started.   | N/A   | Unknown |
| Establish a walking group for the Ridleyton and Brompton area (North of Chief Street).   | Medium | No | Not started.   | N/A   | Unknown |
| Establish a walking group for the Hindmarsh area.  | Medium | No | Not started.   | N/A   | Unknown |
| Improve the distribution of material on the positive effects of walking on personal health.  | High   | No | Not started.   | N/A   | Unknown |

| THEME 2 - IMPROVING CYCLING FACILITIES AND ENCOURAGING CYCLING ACTIVITY   |        |         |  |  |         |
|---|--------|---------|--|--|---------|
| Key Strategy 2.1 Making Cycling Connections   |        |         |  |  |         |
| Implement infrastructure changes and improvements on the cycling routes and network identified in the IWP Cycling Network       | Medium | No      | Started at commencement of T2T Project (connections along and across South Road) | Shared use path to link from bridge over South road to Hythe Street and Hawker Street.               | Unknown |
| Improve quality of River Torrens Linear Park shared use path and establish additional links to it.                              | Medium | Ongoing | Ongoing  | Plans to upgrade paths under Port Road and South Road 2016/17-2017/18, subject to budget allocation. | Ongoing |
| Establish cycling links through full road closures in the Precinct and retrofit existing closures to re-establish connectivity. | High   | No      | Ongoing  | East Street / Fifth Street completed.  | Unknown |
| Upgrade the cycling link connecting Kersley Court and Third Street to improve ease of access and visibility.                    | Medium | No      | Not started.   | N/A  | Unknown |

|   |        |     |   |  |   |
|---|--------|-----|---|--|---|
| Install a bicycle bypass lanes in Monmouth Street to remove conflict between cyclists and vehicle users due to current landscape treatments.                            | Low    | No  | Not started.  | N/A  | Unknown   |
| Develop policies to ensure that safe cyclist access is considered in the design of all new traffic controls and road design treatments in IWP.                          | High   | Yes | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. Completed June 2016. | "Safe bicycle access" now item in internal Project Design Brief  | Completed   |
| Install way-finding signage along the Gawler Greenway, between the Adelaide Park Lands and Torrens Road.  | Medium | No  | Not started.  | N/A  | Unknown   |
| Install way-finding signage along all designated cycling routes   | Medium | No  | Not started.  | N/A  | Unknown   |
| Install sharrow pavement marking along the Gawler Greenway.   | Medium | No  | Started as part of Park Terrace service road reconstruction in 2014/15.                             | Sharrows installed from Park Terrace to Hawker Street.   | Remainder (Hawker Street to Torrens Road) to be completed in 2016/17. |
| Upgrade the shared use underpass under Park Terrace adjacent the Gawler Railway corridor (West side), linking Bowden and the Park Lands, in conjunction with Renewal SA | Medium | No  | Started 2015  | Renewal SA installed new LED public lighting and pavement marking in 2015. Access ramp to be installed by Council. | 2017/18   |

|  |        |    |   |   |  |
|--|--------|----|---|---|--|
| In collaboration with Renewal SA, continue master planning the Renewal SA Bowden Development with the Outer Harbor Greenway established as an off-road shared use path adjacent the railway line between Park Terrace and Chief Street | Medium | No | Started at planning stages for Renewal SA Bowden Development. | To be included in future stages.  | In conjunction with latter stages of Renewal SA Bowden Development |
| Advocate for secure bicycle parking at train stations, including:<br>- Bowden Railway Station;<br>- North Adelaide Railway Station; and<br>- Ovingham Railway Station.   | High   | No | Not started.  | N/A   | Unknown  |
| Advocate with DPTI for the widening of the railway underpass in Chief Street to allow for the provision of bicycle lanes   | High   | No | Started at planning stages for Torrens Junction Upgrade.      | Widening not included in preliminary plans for Torrens Junction Upgrade.  | Unknown  |
| Remove the indirect route of the Outer Harbour Greenway along East Street and Chief Street and redirect through former SA Gas Company site in negotiation with Renewal SA as part of later stages of the Renewal SA Bowden Development | Low    | No | Started at planning stages for Renewal SA Bowden Development. | To be completed when section of Greenway constructed along rail corridor in latter stages of Renewal SA Bowden Development. | In conjunction with latter stages of Renewal SA Bowden Development |

|  |        |    |                 |  |         |
|--|--------|----|-----------------|--|---------|
| Advocate with DPTI and Adelaide City Council (ACC) for the reconfiguration of Park Terrace and War Memorial Drive intersection and paths linking to Barton Road to improve cyclist safety.       | Medium | No | Started 2016/17 | Off-road Shared use paths upgraded through Parklands near intersection by ACC in 2016/17 provide safe off-road alternative for cyclists. Monitoring of on-road infrastructure ongoing. | 2016/17 |
| Upgrade path connecting Greenshields Place and Hawker Street to a shared use path to improve access between Renown Park and retail precinct at intersection of Hawker Street and South Road.     | Medium | No | Not started.    | N/A  | Unknown |
| <b>Key Strategy 2.2 Encouraging Cycling</b>  |        |    |                 |  |         |
| Increase and improve bicycle parking and end of journey facilities at key destinations, such as Adelaide Entertainment Centre, Port Road and Hawker Street retail precincts and Coopers Stadium. | Medium | No | Not started.    | N/A  | Unknown |
| Improve bicycle parking facilities provided at Council-owned facilities and ensure compliance with current Austroads Guidelines.   | Medium | No | Not started.    | N/A  | Unknown |

|   |        |         |                 |  |         |
|---|--------|---------|-----------------|--|---------|
| Provide dedicated bicycle parking at community and other special events and include bicycle parking in Council event management plans.                            | Medium | Ongoing | Started 2016/17 | Bicycle parking a consideration of event management.                               | Ongoing |
| Develop and distribute local cycling maps.  | Low    | No      | Not started.    | N/A  | Unknown |
| Promote cycling events being held within the IWP, such as the 'Bowden Elite Series' and community cycling events along Greenways.                                 | Medium | Ongoing | Ongoing         | Ongoing support provided to events that promote cycling.                           | Ongoing |
| Promote and increase the locations of Adelaide City Bikes within the IWP.   | Medium | No      | Not started.    | N/A  | Unknown |
| Advocate for the improvement of cycling infrastructure on Arterial Roads that bound the IWP including:<br>- Torrens Road;<br>- Park Terrace; and<br>- South Road. | Medium | Ongoing | Ongoing         | Incorporated into design of DPTI Park Terrace and Torrens Road Upgrades in 2014/15 | Ongoing |
| Increase provision of weatherproof bicycle parking facilities at key points such as the Adelaide Entertainment Centre tram stop.                                  | High   | No      | Not started.    | N/A  | Unknown |

| <b>THEME 3 – IMPROVING PUBLIC TRANSPORT PROVISION AND ENCOURAGING PUBLIC TRANSPORT USE</b>                            |        |         |   |   |           |
|---|--------|---------|---|---|-----------|
| <b>Key Strategy 3.1 Improving the Connections</b>   |        |         |   |   |           |
| Install seating at all bus stops within the IWP where no bus shelter is provided.                                     | High   | No      | Not started.  | N/A   | Unknown   |
| Improve public lighting along the paths that provide primary access to bus, train and tram stops.                     | High   | Ongoing | Started 2015  | Lighting along Drayton Street north of Bowden Station upgraded.   | Ongoing   |
| Upgrade bus stops to achieve DDA compliance by applying relevant DPTI standards.                                      | High   | Ongoing | Ongoing   | Torrens Road upgrades completed. South Road upgrades to be undertaken by DPTI as part of T2T Project. Hawker Street upgrades not completed. Manton Street upgrades completed. Port Road upgrades not completed. | Unknown   |
| Provide taxi ranks at key trip generators, including within the retail precinct of the Renewal SA Bowden Development. | Medium | Ongoing | Started at planning stages for Renewal SA Bowden Development. | Loading area included in Third Street   | Completed |

|   |        |         |  |   |         |
|---|--------|---------|--|---|---------|
| Investigate the provision of wider bus stop pads in Hawker Street to create more space for passengers and improve access for boarding/alighting.              | High   | No      | Not started.   | N/A   | Unknown |
| Advocate for the provision of bus shelters at all bus stops within the IWP.   | High   | Ongoing | Ongoing  | Request made to DPTI for continuation of DPTI shelter funding programs.           | Unknown |
| Advocate for a review of traffic signal operation with introduction of bus priority traffic signals and controls for buses accessing Hawker Street with DPTI. | Medium | No      | Not started.   | N/A   | Unknown |
| Advocate for the introduction of a public transport route via Chief Street (will require amendment to the railway underpass) with DPTI.                       | High   | No      | Started at planning stages for Torrens Junction Upgrade Project. | Contingent on amendment to Chief Street underpass.                                | Unknown |
| Advocate for bus stops to be upgraded with new poles and improved information (including potential real time information) with DPTI                           | High   | No      | Ongoing  | Discussion ongoing with DPTI  | Ongoing |
| Advocate for the extension of the tram line West along Port Road to Welland, with stops at South Road and Welland Plaza Shopping Centre with DPTI.            | High   | No      | Ongoing  | Discussion ongoing with DPTI regarding light rail to Port Adelaide/ Outer Harbor. | Unknown |



| <b>Key Strategy 3.2 Encouraging Public Transport Use</b>   |        |         |                   |   |           |
|--|--------|---------|-------------------|---|-----------|
| Continue to promote the public transport network options within the IWP through Council publications and website.      | High   | No      | Not started.      | N/A   | Unknown   |
| Work with DPTI to improve distribution of public transport passenger information in IWP.                               | Medium | No      | Not started.      | N/A   | Unknown   |
| Promote the preparation of Green Travel Plans for new businesses and large development within the Precinct.            | Medium | No      | Not started.      | N/A   | Unknown   |
| Advocate for increased frequencies of bus, tram and train services with DPTI.  | High   | No      | Ongoing           | Discussion ongoing with DPTI.                                       | Unknown   |
| <b>THEME 4 – MANAGING TRAFFIC, DRIVER BEHAVIOUR AND IMPROVING VEHICLE CONTROL</b>                                      |        |         |                   |   |           |
| <b>Key Strategy 4.1 Managing Local Streets</b>   |        |         |                   |   |           |
| Develop actions to protect the status of streets as identified in the IWP Proposed Functional Road Hierarchy           | Medium | Ongoing | Ongoing           | N/A   | N/A       |
| Install additional road traffic signage within the Renewal SA Bowden Development to encourage drivers to drive safely. | High   | Yes     | Completed in 2015 | "Island" and "Keep Left" signs installed to plinths in Stage 1 & 2. | Completed |

|   |        |     |                   |   |           |
|---|--------|-----|-------------------|---|-----------|
| Make minor amendments to road design in the Renewal SA Bowden Development to improve visibility and make treatments more sympathetic to vehicle impacts.  | High   | Yes | Completed in 2015 | White retroreflective paint applied to plinths in Stage 1                                       | Completed |
| Investigate the creation of one-way streets in the following areas:<br>- Bowden bounded by Hawker Street, the Gawler Railway Line, Seventh Street and Gibson-street; and<br>- Brompton bounded by Torrens Road, Chief Street, Second Street and Coglein Street. | Medium | No  | Start 2015/16     | Bowden One Way Streets Project in 2016/17.<br>Brompton One Way Streets Project in future years. | Unknown   |
| Identify Industrial Precincts bounding Chief Street and Hawker Street where future redevelopment might enable the provision of improved East-West connectivity.   | Medium | Yes | Completed in 2015 | Identified through Bowden-Brompton industrial area DPA process.                                 | Completed |
| Identify future road widening opportunities for Drayton and East Streets in the Development Plan, where industrial precincts are redeveloped.   | High   | Yes | Completed in 2015 | Identified through Bowden-Brompton industrial area DPA process.                                 | Completed |

|  |        |         |   |   |         |
|--|--------|---------|---|---|---------|
| Review the intersection arrangements at Milner Street and Manton Street in consideration of the frequency of crashes at this intersection.                               | High   | No      | Not started.  | N/A   | Unknown |
| Review the criteria, particularly traffic volumes, for the classification of roads as depicted in the IWP Functional Road Hierarchy Map on a regular basis               | Medium | Ongoing | Ongoing   | N/A   | N/A     |
| Review the traffic volumes of streets within the IWP 6 months after the completion of the T2T Project.   | High   | No      | Not started.  | To be undertaken when T2T Project has been completed.   | 2018/19 |
| Review all 40km/h Area signage in the IWP to ensure that it complies with the DPTI 40km/h Precinct Speed Limit Traffic Control Standard, replacing signs where required. | High   | No      | Preliminary audit undertaken in 2015.                         | DPTI 40km/h Precinct Speed Limit Traffic Control Standard currently under review.                         | 2016/17 |
| Continue to support car share schemes within mixed use development sites in the IWP.   | Medium | Ongoing | Started at planning stages for Renewal SA Bowden Development. | Dedicated parking restrictions for car share vehicles installed in Renewal SA Bowden Development in 2016. | N/A     |

|   |        |         |   |   |   |
|---|--------|---------|---|---|---|
| In collaboration with Renewal SA, continue the development of Sixth Street and Second Street in Bowden as Collector Streets for the Renewal SA Bowden Development.  | Medium | Ongoing | Started at planning stages for Renewal SA Bowden Development. | Sixth Street collector constructed in Stage 1.  | Completion of Renewal SA Bowden Development |
| In collaboration with Renewal SA, continue master planning the Renewal SA Bowden Development with all traffic being diverted to Chief Street, Park Terrace and Port Road, and not the existing local streets north of the development site. | High   | Ongoing | Started at planning stages for Renewal SA Bowden Development. | Sixth Street collector constructed in Stage 1.  | Completion of Renewal SA Bowden Development |
| Work with the DPTI T2T Project Team to reduce traffic in Adam Street, between Manton-Street and South Road.   | High   | Ongoing | Started at commencement of T2T Project                        | Right turn facility removed.  | Unknown                                     |
| <b>Key Strategy 4.2 Managing Arterial Traffic</b>   |        |         |   |   |   |
| Advocate for the review and upgrade of the signalised intersections of Port Road, Torrens Road and Park Terrace to increase level of service of the intersection and improve access to/from IWP.  | High   | Ongoing | Started at planning stages for Renewal SA Bowden Development. | Some intersection upgrades completed as part of DPTI Park Terrace and Torrens Road Upgrades in 2015/16. | Ongoing                                     |

|  |        |         |  |   |           |
|--|--------|---------|--|---|-----------|
| Advocate for the completion of the Torrens Junction Rail Grade Separation Project, to reduce delays and improve connectivity across the Gawler Railway Line in Torrens Road and Hawker Street. Advocate also for the removal of the at-grade rail crossing in Park Terrace as part of this project to improve efficiency of the Arterial traffic network | High   | Yes     | Started at planning stages for Torrens Junction Upgrade Project. | Torrens Junction Rail Grade Separation Project proceeding.                                  | Completed |
| Investigate options to improve the traffic performance of the Hawker Street level crossing, for example increasing storage capacity for vehicles between the level crossing and Park Terrace.  | Medium | Yes     | Started at planning stages for Torrens Junction Upgrade Project. | Storage capacity reduced as part of DPTI Park Terrace and Torrens Road Upgrades in 2015/16. | Completed |
| Continue to liaise with SAPOL and DPTI and Adelaide Entertainment Centre on traffic management for events at the Adelaide Entertainment Centre and Coopers Stadium.  | Medium | Ongoing | Ongoing  | Variable message signs installed in Port Road and Adam Street by DPTI in 2015               | Ongoing   |

| THEME 5 - PROVISION FOR AND MANAGING PARKING   |      |         |  |  |         |
|--|------|---------|--|--|---------|
| Key Strategy 5.1 Providing Parking   |      |         |  |  |         |
| Ensure that the Development Plan parking policies are applied without exemptions in the IWP, to the best ability of Council's Planning and Development department. | High | Ongoing | Ongoing  | Planning & Development continue to apply parking policies. | Ongoing |
| Review current requirements for off-street spaces based on existing, and future behaviour and intervening shortfall.   | High | No      | To be commenced as part of Bowden Parking Plan in 2016/17. | N/A  | 2016/17 |
| Investigate options for providing additional off-street car parking to be leased by residents.   | High | No      | To be commenced as part of Bowden Parking Plan in 2016/17. | N/A  | 2016/17 |
| Consider implementing a "Car Parking Fund" under the provisions of the Development Act 1993, with strategic multi-deck public parking sites being identified.      | High | No      | To be commenced as part of Bowden Parking Plan in 2016/17. | N/A  | 2016/17 |
| Work with DPTI to ensure that the parking rates specified in the Development Plan reflect access to alternative transport modes and realistic vehicle use.         | High | Ongoing | Ongoing  | N/A  | Ongoing |

|   |        |         |  |  |         |
|---|--------|---------|--|--|---------|
| Continue to partner with developers of mixed use medium density developments to maximise investor 'buy-in' for the walkable, car-less community objectives of those developments.   | Medium | Ongoing | Ongoing  | Council staff have provided input on Renewal SA Bowden Development marketing strategy.                           | Ongoing |
| Advocate for shared parking scheme in the Renewal SA Bowden Development, whereby residents and visitors are able to use commercial off-street parking facilities outside of business hours.   | High   | Ongoing | Ongoing  | Temporary arrangement allowing resident use of commercial sites under Renewal SA ownership has been established. | Ongoing |
| Advocate for a DPTI review of the Planning Policy Library policies relating to vehicle parking requirements to be adopted in the Charles Sturt Development Plan, to ensure consistency with the 30-Year Plan for Greater Adelaide objectives of reducing car dependency and creating liveable and accessible communities that have lifestyle and health benefits. | High   | No      | To be commenced as part of Bowden Parking Plan in 2016/17. | N/A  | 2016/17 |

| <b>Key Strategy 5.2 Managing Parking</b>  |        |         |         |   |         |
|---|--------|---------|---------|---|---------|
| Develop guidelines to support the Parking Control Policy.   | High   | Ongoing | Ongoing | To be further developed as part of Bowden Parking Plan in 2016/17.          | Ongoing |
| Prepare a defined Parking Demand Framework to allow Council to consider if parking restrictions are adequate and whether changes are needed.                      | High   | Ongoing | Ongoing | To be further developed as part of Bowden Parking Plan in 2016/17.          | Ongoing |
| Improve parking management within the IWP in line with the IWP Sub-Precinct Parking Plan and develop parking control strategies for the individual sub-precincts. | High   | Ongoing | Ongoing | To be further developed as part of Bowden Parking Plan in 2016/17.          | Ongoing |
| Manage on-street stopping and parking controls using the On-street Space Use Hierarchy  | Medium | Ongoing | Ongoing | On-street Space Use Hierarchy currently used in review of parking controls. | Ongoing |



|   |        |         |         |  |         |
|---|--------|---------|---------|--|---------|
| Review off-street car parking signage in the IWP to ensure that signage is clear and provides advanced warning to users to increase awareness of its existence.         | Low    | Ongoing | Ongoing | Under "War on signs" current preference is to limit proliferation of signage, however sign visibility and legibility is reviewed where issues arise. | Ongoing |
| Review current parking controls to reduce variety of restrictions to improve user understanding and enable Compliance officers to improve the effectiveness of patrols. | Medium | Ongoing | Ongoing | Various controls are required to meet the requirements of various on-street space uses.  | Ongoing |
| Investigate alternative enforcement methods such as automated sensor devices or cameras for high demand car parking areas.  | Medium | Ongoing | Ongoing | Currently under trial in Port Road median. Under consideration for Renewal SA Bowden Development.  | Ongoing |
| Review the current Resident Parking Scheme to reflect circumstances within the IWP.   | High   | Ongoing | Ongoing | Resident Parking Permit Scheme currently operates satisfactorily and remains unchanged. Subject to review as circumstances change.                   | Ongoing |

|   |        |         |  |   |                            |
|---|--------|---------|--|---|----------------------------|
| Undertake a detailed review of parking demands by land use to ensure parking allocations are planned for in the future for similar land use types.                | High   | No      | To be commenced as part of Bowden Parking Plan in 2016/17. | N/A   | 2016/17                    |
| Provide education about the appropriate use of off-street and on-street parking areas to assist in managing car parking in the IWP.                               | Low    | Yes     | Ongoing  | Article on appropriate parking published in Kaleidoscope Sept/Oct 2015. | Ongoing                    |
| Consider implementing 2 hour time limit parking restrictions in area Bowden (Central) with exemptions for Resident Permit Holders. Restrictions to be 7am to 7pm. | High   | No      | To be commenced as part of Bowden Parking Plan in 2016/17. | N/A   | 2016/17                    |
| Consider implementing 1 hour time limit parking restrictions for retail uses such as shops and cafes to allow regular turnover of spaces.                         | Medium | Ongoing | Ongoing  | To be implemented in Third and Fourth Streets, Bowden.                  | Ongoing                    |
| Consider trialling a change from unrestricted to 2 hour time limit parking restrictions in Chief Street in sub-precinct Bowden (South) and Brompton (South).      | High   | Yes     | Start 22/02/2016 (Ref: 16/51408)                           | Insufficient support  | 4/04/2016 (Ref: 16/104700) |

|   |        |         |         |  |         |
|---|--------|---------|---------|--|---------|
| Consider the development of an on-street event parking plan for the Adelaide Entertainment Centre and Coopers Stadium catchment areas being sub-precincts Hindmarsh (North) and Hindmarsh (South).  | Medium | Ongoing | Ongoing | Council liaises regularly with SAPOL, AEC and DPTI on event traffic management planning. | Ongoing |
| Consider implementing altered time limit parking restrictions from currently unrestricted to a mix of 1 hour and 2 hour time limit parking restrictions on Ormond Street, between George Street and Milner Street in sub-precinct Hindmarsh (North) to support commercial uses. | High   | No      | Unknown | Further consideration will be made in response to community demand.                      | Unknown |
| Consider implementing 1 hour or 2 hour time limit parking restrictions to allow regular turnover of spaces where on-street parking spaces front predominantly commercial uses in line with the Activity Centres on the IWP Sub-Precinct Parking Map                             | Medium | No      | Unknown | Further consideration will be made in response to community demand.                      | Unknown |

|  |      |    |  |  |  |
|--|------|----|--|--|--|
| Where lane widths permit, consider introducing line marking to clearly identify parking areas and lane widths on Cogle Street in sub-precincts Brompton (Central 1), Brompton (Central 2) and Brompton (West). | Low  | No | Unknown  | Further consideration will be made in response to community demand.                        | Unknown  |
| <b>THEME 6 - IMPROVING SAFETY, AMENITY AND SOCIAL INTERACTION</b>  |      |    |  |  |  |
| <b>Key Strategy 6.1 Improving Urban Amenity and Public Life</b>  |      |    |  |  |  |
| Improve the streetscape appearance along Chief Street in line with the Inner West Placemaking Framework.   | High | No | Not started.   | N/A  | After completion of latter stages of Renewal SA Bowden Development bordering Chief Street. |
| Improve the streetscape appearance along Hawker Street in line with the Inner West Placemaking Framework.  | High | No | Not started.   | N/A  | Unknown  |
| Improve the streetscape appearance along Gibson-street in line with the Inner West Placemaking Framework.  | High | No | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | Incorporated into streetscape design. To be implemented in conjunction with asset renewal. | Unknown  |
| Improve the streetscape appearance along Wood Avenue in line with the Inner West Placemaking Framework.  | High | No | Not started.   | N/A  | Unknown  |

|  |        |         |  |   |         |
|--|--------|---------|--|---|---------|
| Improve the streetscape appearance along Milner Street in line with the Inner West Placemaking Framework.                      | High   | No      | Started as part of Hindmarsh Placemaking Masterplan in 2015/16.                | To be further developed as part of Hindmarsh Placemaking Masterplan.  | Ongoing |
| Improve the integration street design outside the Renewal SA Bowden Development with street design within the Development.     | Medium | Ongoing | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | Decision made on material palette for Bowden (concrete paver for paths, on-road pavement bands at intersections) as outcome of Bowden Streets project in 2015/16. | Ongoing |
| Investigate placemaking opportunities for the Port Road median, between Chief Street and Coglein Street.                       | Medium | No      | Started as part of Hindmarsh Placemaking Masterplan in 2015/16.                | To be further developed as part of Hindmarsh Placemaking Masterplan.  | Ongoing |
| Support the incorporation of public art initiatives into the renewal of road, path and public transport assets within the IWP. | Medium | Ongoing | Started in 2014/15 in design for Gibson Street Integrated Streetscape Project. | Incorporated into streetscape design. To be implemented in conjunction with asset renewal.  | Ongoing |

|   |        |     |               |   |         |
|---|--------|-----|---------------|---|---------|
| Promote Council placemaking initiatives and support temporary road closures for public events in locations such as Crawford Lane, Mary Street, Station Place and Gibson Street. | Medium | N/A | Start 2015/16 | "Queer Station" event included closure of Station Place in 2015/16. Ongoing support to be provided to similar events and initiatives. | Ongoing |
| <b>Key Strategy 6.2 Improving Safety</b>  |        |     |               |   |         |
| Undertake detailed analysis of road safety on Hawker Street.  | Medium | No  | Not started.  | N/A   | Unknown |
| Undertake detailed analysis of road safety on Coglein Street  | Medium | No  | Not started.  | N/A   | Unknown |
| Undertake detailed analysis of road safety on West Street.  | Medium | No  | Not started.  | N/A   | Unknown |
| Undertake detailed analysis of road safety on Milner Street.  | Medium | No  | Not started.  | N/A   | Unknown |

|   |        |         |              |   |         |
|---|--------|---------|--------------|---|---------|
| <p>Undertake a Crime Prevention Through Environmental Design (CPTED) assessment of key public transport stations in the IWP along with key network routes and activity centres including the following locations:</p> <ul style="list-style-type: none"> <li>• Adelaide Entertainment Centre forecourt</li> <li>• Adelaide Entertainment Centre tram station</li> <li>• Bowden Railway Station</li> <li>• North Adelaide Railway Station</li> <li>• Coopers Stadium</li> <li>• Large-scale public events</li> <li>• Key cycling and walking networks (both existing and proposed).</li> </ul> | Medium | No      | Not started. | N/A   | Unknown |
| Review street lighting within the IWP to determine if upgrades required, focusing on the IWP Walking and Cycling Networks.  | Medium | No      | Not started. | N/A   | Unknown |
| Improve lighting near public transport stops along Drayton Street to Gibson Street.   | Medium | Ongoing | Started 2015 | Lighting along Drayton Street north of Bowden Station upgraded. | Ongoing |

|  |        |         |   |   |           |
|--|--------|---------|---|---|-----------|
| Convert all low Pressure Sodium (yellow) & Mercury Vapour public lighting in local streets to white LED lighting.      | Medium | No      | Not started.  | N/A   | Unknown   |
| Undertake regular maintenance of road and path assets in Distributor Roads and Collector Streets.                      | Medium | Ongoing | Ongoing   |   | Ongoing   |
| Regularly audit all signage and delineation markers around traffic controls as part of routine maintenance operations. | Medium | Ongoing | Ongoing   | As part of "War on Signs" requirement to install signs at some traffic control devices has been removed. Signs that are required are replaced as they fade or become damaged. | Ongoing   |
| Advocate for the amendment to the railway underpass in Chief Street to increase width and vertical clearance.          | High   | No      | Started at planning stages for DPTI Torrens Junction Upgrade. | Widening not included in preliminary plans for Torrens Junction Upgrade.  | Unknown   |
| Encourage participation by local Primary Schools in the DPTI Way2Go school safety program.                             | High   | Yes     | Completed August 2016   | Schools in the area invited to participate in way2Go Program  | Completed |