



Workshop Program

Tuesday 14 March 2017 commencing at 6.15pm

Reception Room, Civic Centre, 128 Prospect Road, Prospect

Workshop Chair: Cate Hart, Chief Executive Officer

Workshop Opening

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Meeting Close

Workshop Guidelines

The following details provide an overview of the procedures to be observed:

1. The Workshop will be held on the first and second Tuesday of each month, other than January of each year, between the hours of 6.15pm and 9.30pm (commencing with a light meal for elected members and staff), for the term of the Council or until the Council determines to discontinue the Workshop structure.
2. The need for extraordinary Workshops will be assessed and determined by the CEO.
3. The Workshops will be held in the Reception Room, Civic Centre, 128 Prospect Road, Prospect SA 5082.
4. The time, date and location may be subject to change by the CEO where necessary.
5. The Workshops will be open to the public and media. Notice of a Workshop and the program for a Workshop is to be placed on the Council's website.
6. A confidentiality declaration may be determined by either the Council or CEO in accordance with Council's Informal Gatherings Policy.
7. No decisions will be made at the Workshops. There will be the opportunity for discussion and questions and answers only, and the provision of guidance to the Administration.
8. The CEO or proxy will convene and chair the Workshop to ensure the smooth running of the meeting. The proxy will be determined by the CEO on a needs basis.
9. All Elected Members will be encouraged to attend.
10. The CEO will ensure the Program and papers for the Workshop, which will include Agenda items for the following Council Meeting, will be provided to members by the Friday preceding the Workshop to allow time for members to read the reports and prepare their questions prior to the Workshop.
11. Notes will be made of the general issues and items covered by the Workshop, given that no decisions can be made, and distributed to Elected Members for information.
12. The format for the Workshop may vary on a meeting by meeting basis and could include training, planning, presentations, and discussions.
13. The format for the Workshop will be determined by the CEO.
14. External parties may make Presentations/deputations to the Workshop, subject to prior agreement by the CEO.
15. Elected Members, employees and consultants will be required to disclose any financial and/or conflicts of interest in matters to be discussed. The disclosure of such interest and participation in the Workshop will need to be made as if the matter was considered in accordance with the Local Government Act 1999. A record of the disclosures of interest will be made and maintained by the CEO.

Workshop Protocol

The protocols are a set of guiding principles that aim to achieving enhanced, meaningful engagement of members and to facilitate an equal and equitable participation of all members.

The individual members commitment to active listening and disciplined talking, displaying both courtesy and respect to other members is paramount.

1. The Chair ensures that every members' input is heard and not overlooked or lost, and will enforce a limit on speakers' time when it is best required.
2. No rank and/or officer position of administrative or governance authority recognised within the workshop (except for the Chair), and protocols are enforced when deemed necessary.
3. Members and staff are to be addressed by their first name and not by their title of office they hold.
4. Discussion must be focussed on the issues and matters being the subject of discussion.
5. One member speaking at a time is a right, and must be enjoyed by all members.
6. Interrupting another member speaking is not desired and members are encouraged to exercise restraint for the benefit of all concerned. Equally, there should be no dialogue between members and person(s) in the gallery that interrupts the workshop discussion.
7. No ridicule, blame or shame to be expressed and/or exchanged during the workshop and care should always be taken with the words used in debate.
8. Problems and solution expressed by members are a healthy part of the discussion and may lead to positive outcomes, and should not be frowned upon but rather encouraged.
9. Although it is not a decision-making forum, it is an important part of ensuring a well-informed and enhanced decision-making process for Council.
10. The imperatives for a successful conduct of these workshops are that all members need to work together, displaying courtesy and respect to each other.

It is important that all members recognise the above list of protocols is not about rules; protocols are a set of guiding principles that are agreed on and committed to by all participating members.

Notes from previous workshop

Notes from Workshop 07/03/2017

Chair: Greg Georgopoulos

Present: D O'Loughlin, K Barnett, A De Backer, A Harris, M Standen, M Lee, M Groote, M Larwood.

Apologies: Cate Hart, T Evans

Notes from previous workshop held on 14/02/2017

Additional comments received from Elected Members:

- Item 2 CRM Presentation and Training –
 - The demonstrative trial of submitting CRM requests on the night of 14 February, has failed to provide a response to the customer;
 - In general the presentation did not deliver on expectations and was met with deep dissatisfaction from the elected body as a clunky and useless system;
 - The reference made to the City of Boston website was not merely intended to highlight a better approach but as an approach to be introduced at Prospect;
- Item 3 Community Land – Leases and Licences –
 - The notes did not reflect the Elected Member sentiments;
 - The proposal to develop a new Policy related to vacant property sites was not captured;
 - Elected Members comments regarding the Broadview Oval vacancy/ies was intended to advance Administrations efforts;
- Item 4 CLIC - What's in? What are the priorities?
 - Nathan Cunningham advised that the notes associated with this discussion were to be provided at a later date
- It was further raised that staff should consider the content of workshop notes to include Elected Member feedback versus what tasks staff have completed.

1. Urban Corridor Zone Design Review DPA

Nathan Cunningham and Rick Chenoweth introduced the team from across the sector delivering the evenings presentation as lead consultant Grazio Maiorano (URPS), Matt Davis (Davis + Davis Architects), Chris Kwong & Daniel Clapp (DPTI).

A review of the approach taken to the project was presented along with what has been done to date, with a setting of the context to reaffirm the original project scope and highlight the workshops and meetings with stakeholders since October 2016. All feedback notes from the consultative workshops, along with areas of improvement and Design Principle (policies) are appended to the draft discussion paper.

DPTI representatives spoke of the design review as a unique relationship, thanking Council for the opportunity, giving a broader context outside of this DPA referring to the Ministerial DPA's addressing relative issues of interface and corridor rezoning. Guidelines and associated policy issues are still to be developed to fine tune some of the myriad of relevant matters.

Elected Member comments and questions included:

- Has the Minister defined the word character yet? *Not specifically and it will vary from locality to locality, having regard for what is currently in the area and what the future designs may hold.*
- May be better to cease referring to 'character' as no one is able to define it, how do you work through trying to describe it? *We can try to unpack this further. Incorporate in the DPA or Urban Design Guidelines as being something that concerns the whole of the state.*
- You need to define what is the desired state of things, future higher built form will be and cannot rely on existing built character as that is not what it will end up being; we need to define it with character that is currently not there.

- Is it worth doing a walk around to flag/rate properties?
- We were hung up by too much detail of character, prefer it to be in words, set aside what we know and bring in other elements of how it may become; from the CDAP perspective there is nothing in the Development Plan to reject something even when it is completely wrong, we need to have a well-defined character to prevent this in the future.
- Carefully define the new context, think about what is there now and what people may want in the future.
- The Community ask why Council can do nothing about the design issues?
- Perhaps fewer conditions are better than more. *The desired character principles/assessment is aiming to help with this, it uses weighting.*
- Why can't we be specific like other states?
- Need to be more specific, perhaps a matrix, we need tools to deliver the outcomes, there are a lot of lightweight materials going up, heights and painting are going to be a problem in 10 years' time. *We agree with the need for tools.*
- We have had the debate on degrees. *45 generally but 30 along southern boundary and relates to natural light and the winter solstice.*
- If this is about solar penetration I would like to see some research on that. *June 28 the sun is at 31 degrees, the winter solstice.*
- When landscaping is stripped away the building is bland, should we assess without landscaping? How do we monitor maintenance, can we think about sustainability and can the design remain sustainable over a long term? *It is normal that a deep soil zone proportion to site is used.*
- More of minimum planting areas, quality products, more of a longer term approach, developers want clarity not waffle.
- Waste receptacles should be under cover and odors contained.
- Quality landscaping and public art, there has been times when in policy contributions were mandated, may be more options to use art without too much more expense that could last for many years. *We can beef that up in the desired character statement.*
- How are you dealing with the 6 meter setback across boundaries? We are concerned with the impact on 15-18mt sites, can some research be undertaken and provided to the EM's for consideration as it is quite a change, we want to be comfortable with the decision.
- Does this deal with the issue such as 250 Churchill Rd where an area that size does not have the responsibility to provide 'open space'? *Open space requirements at 250 Churchill Road are not impacted.*

Independent Panel Members comments included:

- Pleased with progress, the language needs to be tighter, need to know what character we wish to achieve over the next 15 years, all to be on the same page, have right tools, DAP meetings can be difficult when approving things that the Development Plan does not prevent, need to be quite strong in our leadership position.
- Certainly addressing landscaping, boundary walls running all the way along properties, sunlight into balconies; policies within overall zone to give desired character.
- Can use descriptive words to give what you want, I think it is qualitative and quantitative, good that is bumped up, adaptability of housing for older people, ground floor bedrooms, visually permeable fences, screening on balconies and bulkiness, likes 6mt boundaries.

Where to from here?

- Validation of policies - Test and determine implications
 - changes to setbacks,
 - minimal setbacks between habitable rooms and balconies,
 - deep soil zone;
 - ability to have a raised carpark.
- Draft DPA for Consultation (including workshop feedback)
- SPDPC Meeting week of 20 March
- Council Meeting March or Special (April)
- Minister's consideration Mid April
- Public Consultation (2 months)
- Council Consideration
- Ministers Final Consideration (August)

2. Tourrific Prospect

Nathan Cunningham & Carolyn Ramsey spoke about the future of Tourrific, how it may be scoped, event objectives, highlighting that the decision for the event to continue in 2018 is still an Annual Business Plan and budget consideration.

Messages from the 2017 event

Elected Member comments and questions included:

- What were the businesses concerns? *Placing marquees on the road in front of a shop that opened.*
- Is this a process flaw? *They did not register; we made attempts to find out and could have done more.*
- Do we not consider that all businesses will be open on the night? *Maybe that is how we should do it.*
- Was the shop front competition on? Yes, *with a low uptake so we need to look at this.*
- What did we do to communicate? *We are setting up a group this year to increase business involvement in Tourrific.*
- Do we have any way of measuring the business benefits for our traders? What is our post event plan after the event? *Collecting now via MailChimp, Economic Development Team is direct marketing and maintaining an active campaigns database.*
- What was the number of Facebook interactions? Was that the Tourrific page or spread across other pages? *110,000 FB interactions; will be included in Council report.*
- What were total numbers? Even though numbers were down it was far more comfortable to maneuver through the crowd. *Yes 15,000 vs 18,000.*
- Credit to the staff, setting up in the heat, thank you.
- The event was generally positive, we do need to look at the numbers, the numbers have varied, how does it relate to stage starts? Do we care what the numbers are? We have used the numbers in the past to attract partners. *Counters are at each entry, statistics on ATM usage are available, we have previous year benchmark, a new router will track people movement via devices; we now have better data.*
- A comment made by a Community Member: Do we keep doing the event if we don't get race starts? I can justify expenditure because you have tied it to a large status event otherwise it would just be a party.
- When we held the traders meeting before the event they were encouraged to sell their products, it is useful for them to know that Prospect residents made up roughly 20% of attendees which means they were reaching a large number of outsiders; it was a good event and all people associated with it did a great job working in the heat, I think it should still happen; the bike race side of it would give a bit more if we had the men's bike race but I think we should put more effort into the women's event; women's event should be our goal.
- We more than justify the event without having the bike race start.
- Great amount of chairs & tables; more about brand Prospect that we can promote.
- We don't know enough about the visitors coming, no survey, if we did capture more data it may change how we run the future event; I would be concerned if we disassociated ourselves from the main event, need to tap into the excitement of a world tour, trying to move away from that may be concerning.
- Adelaide Fresh research results: love a street party, do more, love to see my rates coming back to me, buskers were brilliant, youth were very well behaved.
- Great feedback aside from the heat, very positive comments, stalls said they did very well, how do you measure the objectives were met? Perhaps add the objective 'do no harm to existing businesses'; Australia Day awards worked well on the Main Stage, Loopy Kids site does need to be bigger; it was good not blocking of Prospect Road from Fitzroy Terrace; pleased to see apartment developers showing floorplans etc., we may need to coach businesses; like to see the event running at a lower cost.

2018 Ideas

- Have we started to talk with the New Cinema?
- If we do not have a stage start, and just a neutral role through, promote more;
- Perhaps we can bid for a stage finish instead of a start;
- Go for the Women's Event;
- Show rides;
- Scouts / Guides Events; Keep the Kids around;

- Heat Policy, we need to be better prepared;
- Arty, Gritty feel – try to steer away from a commercial event;
- Signage – difficult to read, colour too bland;
- Bike Kitchen like Bowden – bike maintenance;
- Smart City – leverage technology;
- Maintain the Cycling Theme;
- Better engage with our cultured City;

Where to from here?

- Scope and scale of Event presented at budget deliberations for 2017-2018.

3. New Broadview Oval Event Development of Objectives & Expectations

Nathan Cunningham & Carolyn Ramsey led the discussion surrounding the setting of a date for the Event with 28 October 2017 an early preference, although there may be a Cricket conflict. A date in September was discounted due to weather volatility, although it is currently the only date that can be confirmed. Consultations start next week.

Elected Member comments and questions included:

- Start with the Prospect Fair list: schools, churches, clubs (bowls, tennis, football,), should it be a sporting event day, thinking the area of St Helens, involve demonstrations, dogs & sport.
- Many clubs struggle getting volunteers during their season, once it ends they want a rest or time off, this is not a recruiting time too late for summer sports, August is best, winter is too far away, I do not think many sports clubs will be interested; they will want to link in with what they are doing with schools.
- What research has been done to date to gauge interest from the sports clubs? *We have only spoken to football & cricket about site availability, have not broadened the search at this stage.*
- We could have drone racing.
- What are the elite sportspersons doing at that time of year, overseas research has shown many benefits of connecting with youth at 7 years old.
- If we can't make this work for sporting clubs, it is disappointing, if this fails then we have to go back to the Come n Try day, if we do get good take up we may have to find a date that suits sports clubs not a fair.
- An objective - Boost participation of locals in local sporting clubs?
- Is there any grant money involved? *Not at this time.*
- Is there any interest in the involvement of business?
- We should be champions of micro business, if we can have a little area where they can hand out business cards, those with no other outlet to other local people.
- Costs may be a barrier for small businesses, cost of marquee hire, don't know how much we are dedicating to shelter.
- Prospect Fair food vendors were too few, but does this take it away from fundraising groups?
- Invite 'Fly Ball' a time event for dogs.
- Should be looking at locals, spread out what we have and then pick up more, no food vendors competing against school stalls.
- Men's Health; Classic Car Display.
- Loads of promotion; lots of stall holders; engage drive-by's; show rides; attract attention, signage, event name, accelerate discussion we are only 6 months away. *Perhaps a race within the site, with a prize.*
- City of Prospect Spring Fair?

Where to from here?

Taking these initial comments into the consultation phase with stakeholders through March and April. Event will then take shape and will be reported back.

4. Future Workshop Topics

Elected Member comments and questions included:

- Smart Cities & Intelligent Communities;
- 'Off Grid' Options; battery storage;
- Town Maintenance Precinct program; Indigenous Names in conjunction with a Local Treaty; per Storm Damage Report – tree replacement strategy;
- To include "Other Business" in the Workshop Agenda
- Suggestions from Cr Barnett from the International Cities Town Centre's Conference :
 - Night time activation
 - Encourage posting of good shopping experiences in City of Prospect on social media (Maybe some prize incentive?)
 - Creating an Urban Design Manual /Public Realm Design Guide for City of Prospect
- Walkerville Council collaboration on joint issue/s; Ward Councilor's speak to the Strategic Plan on how much equity across the electorate;
- How are we reporting against Strategic Plan: how do we assess neighbors are connected? Green Tunnels surveys? Village Heart footfall monitoring? Night time Vibrancy? Gaps in our Strategic Plan and how are we getting on top of them?
- How are we connecting with our Community, take Workshops offsite;
- Environment & Sustainability – delivered as an all items workshop
 - Guest speaker, to demonstrate why this matters;
 - Capitalise on low hanging fruit;
 - Where are we currently with our energy usage?
- To include "Other Business" in the Workshop Program
- Open Space Strategy (eg. inclusion of exercise equipment)

Where to from here?

Greg Georgopoulos and Ginny Moon suggested Elected Members may like to email in their workshop topic ideas and staff will construct a 12 month plan.

Workshop closed at 10pm

Workshop Items

1 Footpath Trading Fees

Responsible Director: Chris Hannaford, Director Business and Innovation

Expected Duration: 30 minutes

Presented by: Jennifer Uebergang, Economic Development Officer

The purpose of this workshop is to seek Elected Member feedback on the proposed changes to the Footpath Training Policy and to consider removing the Footpath Trading Fees to encourage more businesses to use the footpaths in front of their businesses.

Council encourages traders to take full advantage of the Prospect Road Village Heart wide footpaths, the footpath upgrade on Churchill Road, the summer weather that is ideal for alfresco dining and major events such as Tourrific, to maximise economic growth opportunities.

The key principles of the Footpath Trading Policy are based on public realm accessibility whilst encouraging commercial activation of a Council asset.

The key objective is the creation of vibrant public spaces and lively precincts to attract people with certain caveats that are outlined in the Footpath Trading Policy (currently under review and name changed to Business Use of a Road).

This workshop will explore if there is sufficient rationale to remove footpath trading fees to encourage more businesses to use the footpaths in front of their businesses, providing more places for people and to align with the 2020 Strategic Plan.

Significant staff time has been spent on creating invoicing, following up payments, negotiating part payments, issuing reminder notices. Some businesses have just ignored notices from Council completely and we are forced to issue threats of legal action.

Largely this serves only to reduce not increase co-operation between Council and businesses.

Staff time is better spent on developing relationships with Business Leaders, trader groups and the wider Network Prospect groups in order to effect change rather than providing hindrances to enhancing a thriving business district along the main streets.

Questions for elected members to consider prior to the workshop:

1. Is Council comfortable with the changes to the policy and the new guideline (created by Council's risk team)? Do elected members have further issues to be considered in the policy and new guideline?
2. Is Council happy to remove the fees for chairs & tables (there will still be a fee for A-frames and for penalties if businesses do not comply with the policy and guidelines). This raises approximately \$2,300.00p.a.
3. Is Council happy to allow for a 5 year permit and transferability from previous business owner to the successor?

Attachments:

[Attachment 1 - Business Use of a Road Policy / Footpath Trading Policy](#)

[Attachment 2 - Business Use of a Road Guidelines](#)

2 Galway Avenue Median

Responsible Director: Greg Georgopoulos, Director Infrastructure, Assets & Environment

Expected Duration: 30 minutes

Presented by: Gene Fong, Urban Strategy Designer & Nina Phillips, Landscape Architect

Galway Avenue Median

Elected members have previously discussed the landscape upgrade of Galway Avenue at a workshop held on 01/11/2016.

Feedback from the previous Council workshop include:

- Avenue of trees and low-level native landscaping with a variety of species
- Public art installations
- Access pathways
- Reduce level of activity on median strips and increase ground level plantings
- Explore ideas for more formal planting (eg Prospect Rd) or more organic planting. Or create a “relaxed formality” using native plants and wayfinding.

The intent of the Galway Avenue median strip upgrade is to improve aesthetics, making it more visually pleasing and welcoming, enhance the area's biodiversity, and complement the character of the area in conjunction with replacing missing/dying trees.

Based on the feedback, this workshop will present the following:

1. Location of 7 existing median strips along Galway Ave (between McInnes Ave and Jellicoe/Rheims St) and condition of the existing median strips.
2. Feedback from the previous Council workshop (as described above).
3. Three concept design options for Median Strip 1, as an example, that can be implemented across all the median strips in stages.
4. Discuss existing median strips along Galway Ave in the Port Adelaide Enfield Council area.
5. Provide the recommended concept option which is Option 3. Concept Option 3 is recommended because a boulevard of gum trees will be established, the open space lawn will be retained, costs will be kept to a minimum and maintenance will be similar to current procedures. This option will tie in with the Port Adelaide Enfield Council median strips on Galway Ave.
6. Provide suggested staging for Concept Option 3 across four financial years and seek support in the staging. Stage 1 will be planting an avenue of trees and fixing irrigation across all 7 median strips. Stage 2A will include implementation of garden beds, access pathways and lawn remediation for Medians 1-3. Stage 2B will include implementation for Medians 4-7. Stage 3 will include art installations in conjunction with arts department and advisory board.
7. Provide a breakdown of costing for Stage 1 (2016/17 financial year) which will include an avenue of gum trees across all 7 median strips and fixing the irrigation across all 7 median strips.

Attachments: Galway Avenue - 3 Concept Options

3 Churchill Precinct Local Area Traffic Management Plan

Responsible Director: Greg Georgopoulos, Director Infrastructure, Assets & Environment

Expected Duration: 30 minutes

Presented by: Gene Fong, Urban Strategy Designer & Nina Phillips, Landscape Architect

The purpose of this workshop presentation is to inform Elected Members of the Churchill Precinct Local Area Traffic Management Plan (LATMP) (A copy of this plan is attached for reference). This LATMP has been developed to consider all Council owned roads within the Churchill Local Traffic Precinct (Churchill Precinct). The primary function of this LATMP is to identify aspects of the local road network which may require improvement, either through minor modifications, maintenance, moderating vehicle speeds, improving safety or discouraging through traffic on local roads. Land uses, population, transport services and infrastructure change over time, and therefore it is important to review the local road network role and function, ensuring a fit-for-purpose current and future context.

All recommendations provided in the plan are descriptive only and require detailed design prior to implementation. Site visits, community consultation and desktop investigations have been carried out to ensure that the recommendations are feasible and can comply with:

- Austroads Guide to Traffic Management Part 8: Local Area Traffic Management
- Department of Planning Transport and Infrastructure (DPTI). Pavement Marking Manual
- DPTI, Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices

The preparation of this LATM Plan has been based on:

- Community consultation including:
 - General mail out to all residents identifying traffic and road safety concerns
 - A workshop with residents to discuss issues and potential solutions
- An analysis of traffic volumes, speeds and vehicle classifications using the network;
- An analysis of crash data in the area; and
- Independent site inspections/observations of driver behaviour.

The plan is intended to provide Council and the community with a clear direction for traffic management in the Churchill precinct. At this workshop the traffic management issues for the precinct will be discussed and the treatments for addressing the issues will be presented.

Intended Outcomes:

Discussion will focus on Elected Members views regarding the suggested plan.

Elected Members are encouraged to consider the recommendations and identify anything additional they would like to see addressed and/or changed.

Future infrastructure treatments following Council endorsement will then be scheduled for implementation and budget bids undertaken over the coming years based on a priority assessment of the treatments.

Attachments: Churchill Precinct: Local Area Traffic Management Plan

Future Workshop and Council Agenda Items

Members may seek advice as to the purpose, or intended resolutions planned for the next Council meeting. These items are subject to change.

Council Workshop 21/03/2017

- CLIC Partnership / JV - Developer Expression of Interest

Council Meeting 28/03/2017

- Mayoral Monthly Report
- Tourrific Prospect Evaluation Report
- City of Prospect Art Collection Policy
- Response to January Motion - Future options for Tram Barn (and revenue impact)
- CLIC Project Governance and Development Partner
- Footpath Trading
- Urban Design Awards
- Memorial Traffic Speeds

Council Workshop 04/04/2017

- 2017-2018 Budget - Capital and Operating Projects (part 1)
- Innovation Project
- Open Space Strategy

Council Workshop 11/04/2017

- 2017-2018 Budget - Capital and Operating Projects (part 2)
- 2017-2018 Budget - Rate Modelling
- Environmental Action Plan



1



Business Use of a Road Guidelines

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Last review: August 2014
Next Review: March 2017 - August 2015??

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1. ~~Business Use of a Road Guideline~~ **Overview**

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The purpose of the Guideline is to provide a framework for undertaking a business activity on a public road (which includes a footpath) throughout City of Prospect ("Council").

Council has a legal obligation to regulate business activity and ensure a safe and accessible environment for all users of its roads within the City. The Business Use of a Road Policy ("the Policy") enables Council to safely manage the needs of pedestrians, road users and business owners.

1. Principles & Scope

The use of a public road to undertake a business activity (eg outdoor dining), has become increasingly popular.

Council recognises the importance of a diverse dining and business experience to add vibrancy and economic prosperity across the City.

Council encourages and regulates commercial and non-commercial (business) activity occurring on Council roads (which includes the footpath area).

The Guideline sets out guiding principles with regards to the use of a road for the purposes of business and trading.

It is in the best interests of the entire community that a balance is found between the interests of various key stakeholders when activating a road for the purposes of business use.

Note 1: A road extends from property boundary to property boundary and includes the carriageway, footpaths & verges.

Note 2: If this Application also requires road altering activities (pursuant to Section 221 of the Local Government Act 1999), the applicant must seek authorisation from the Council.

Allowing business activity does not grant a person with exclusive rights to a road and in the majority of instances cannot exclude the general public from accessing the area

This Guideline should be read in conjunction with the Business Use of a Road Policy ("the Policy") – **Attachment 1** and the Business Use of a Road Permit ("the Permit") – **Attachment 2** for the purposes of applying for the (formal) use of a road.

Each application is assessed on merit with regard to site characteristics as determined through risk profiling.

2. Application of the Policy

Business Use (of a road) Activities

Business activities, such as outdoor dining, the placement of goods and products, will add vibrancy to local communities. The use of A - Frame advertising boards is governed by the Local Government Act and By-Law 2 (Moveable Signs)

A request to *permit* an activity on a road will be assessed on individual merit and against Council's Policy. A localised assessment will be undertaken from a risk perspective and may require alterations to existing infrastructure and/or the installation of additional infrastructure (E.g. Energy Absorbing Bollards).

A business owner does not have a right to extend their business operation on the adjacent road without authorisation/permission from Council. Pursuant to the Local Government Act ("the Act"), Council has powers to allow and permit such a function where there is no compromise to safety, accessibility or amenity to the general community.

Granting of a Permit

Council reserves the right to not grant a Permit to an applicant where safety, accessibility or amenity issues are negatively impacted. Council also reserves the right to cancel, suspend or amend a *Permit* where activities are found to subsequently negatively impact on the wider community and/or detract from, or be detrimental to, the amenity of an area after the *Permit* is granted.

Applying for Permit

To be granted a **P**ermit pursuant to the Policy, applicants must complete and sign the **P**ermit **A**pplication **F**orm, which provides a number of general **E**conditions. Special **E**conditions will be applied dependant on local and/or specific requirements.

Non-compliance with the **E**conditions of the **P**ermit may result in the cancellation, suspension or amendment of the **P**ermit.

A Permit is valid from 1 July until 30 June each financial year and is subject to an application for annual renewal thereafter.

New applications are subject to pro rata payment of fees, depending on the time of year a **P**ermit is issued by Council.

Change of Ownership

Permits are **not** transferable as long as Council is notified and appropriate permits changed into the new owners name. **nd any Permits in a previous owners name are void upon change of ownership.**

Various Permits & (other) Licences

The granting of a **P**ermit is not consent to conduct any activities that are subject to control by other legislation, i.e. Liquor Licensing 1997, Tobacco Regulations, and the Development Act 1993.

A Permit is required for all business activity on a **C**ouncil **R**oad. The **P**ermit **H**older is liable for any breach of the **E**conditions set out in the **P**olicy, including those breaches committed by their employees or volunteers.

Once a **P**ermit is granted, it must be displayed in a prominent location within the premises and must remain visible within the public area of the premises.

3. Legislative Protocols & Alignment to Corporate Goals

The Local Government Act 1999 ("the Act"), provides the (legislative) power to allow and manage a business activity on a road**.

Local Government Act 1999

Where the business activity is operating on a public road (including the footpath area), a Permit is required from Council, pursuant to Section 222 of the Act. Any alteration to the road requires an authorisation pursuant to Section 221 of the Act.

Considerations for business use of a road will include (but are not limited to):

- The proposed business activity on the road (including footpath area);
- The requirement for permanent fixtures and fittings (including those that may require approval under the Development Act 1993) and the location and maintenance of furniture and fixtures;
- The term of the permit to allow the business activity;

- Any requirements of the Public Consultation Policy.

The provisions of the Act do not apply to a person who has some other statutory authorisation to make an alteration to a road (eg a Public Utility).

By-Law No.2 - Moveable Signs

| By-Law 2 is developed to set standards for moveable signs on roads. It provides cConditions for (and the) placement of signs.

Development Act 1993

The erection of some fixtures may constitute *building work* for the purposes of the Development Act 1993 and therefore will require the approval of Council. Due to the temporary/limited nature of business activity, and as reinforced by short-term permits, most activities will not be deemed to constitute building work or change in use.

| Changes of a more permanent nature or longer period may be subject to a Ddevelopment Aapplication pursuant to the Ddevelopment legislation.

Disability Discrimination Act 1992

Matters requiring consideration under the Disability Discrimination Act 1992 would include (but not be limited to):

- to eliminate, as far as practicable, discrimination against persons on the grounds of disability in the areas of:
 - a) access to premises;
 - b) the provision of goods, facilities and services.

Council's Strategic Plan – TOWARDS 2020

Prosperity: - More Jobs, More Investment, More Activity, More Vibrancy

Place: - Loved Heritage, Leafy Streets, Fabulous Places

People: - Know, empower, celebrate, educate and activate our Community

Services: - Leaders of the Sector, providing efficient, responsive, accessible services

**** Road** means a public or private street, road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles or pedestrians or both and includes—

- (a) a bridge, viaduct or subway; or
- (b) an alley, laneway or walkway;

4. Business Use Activities

The following will be “guiding points” to assess an application in commercial and retail areas:

- Roads (including footpaths) will remain a Council asset.
- Council seeks to ensure that appropriate roads are activated for business use.

- Adjacent businesses have first option to activate the area immediately adjacent to their premises.
- The concept of 'use it or lose it' is the prevailing sentiment and Council will encourage the general use of all areas in commercial/retail zones to drive economic benefit and vibrancy.
- Business ~~use~~ does not give exclusive rights (of a road) in any capacity.
- Council retains the right to make any (and all) decisions on a ~~P~~ermit ~~A~~pplication and will consult with adjacent ~~B~~usinesses where appropriate.

Location of (Business Use Areas) on a road

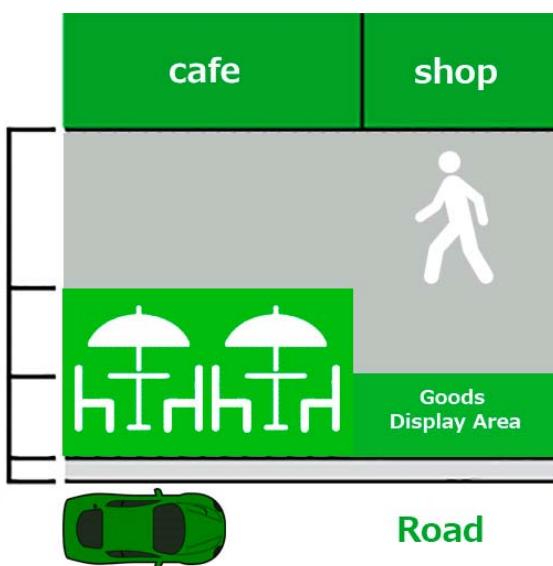
In determining whether a location is appropriate for business undertaking, safety and the reasonable ease of flow by the general public will be a core consideration of Council.

Australian Standard AS1428 (Design for Access & Mobility) provides information regarding the clear and continuous path of access for pedestrians, though does not specify the location of the access way.

| Information provided by Blind Citizens Australia (Adelaide ~~b~~Branch) recommends that a *clear and logical path of travel is best achieved by providing a clear space next to walls or shop fronts*. Council will determine the most reasonable placement of furniture & fixtures, dependent on the road and the merits of an individual application.

| A clear, hard surfaced walkway, with a minimum width (from 1200mm) for general thoroughfare will be required and maintained at all times in all areas. Tables, chairs and ancillary items (umbrellas etc.) must be placed a minimum of 300mm ~~back~~ from the kerb in all areas. Any costs associated with additional paving will be borne by the applicant.

Permitted items are to be placed within the boundary of the area as permitted.



Whilst the above arrangement is considered best practice, all applications will be assessed the merits of the application and from a risk perspective.

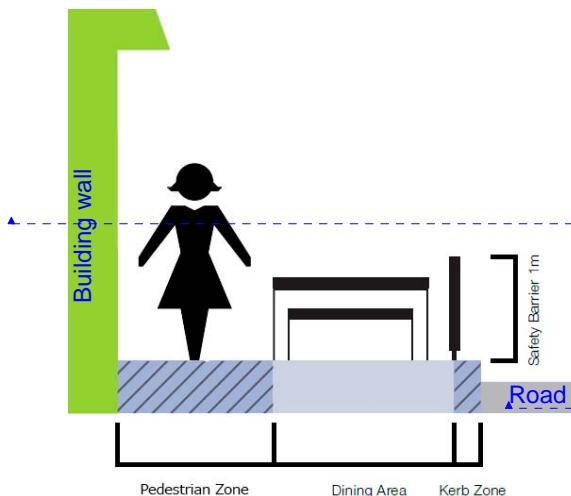
1.1.1 Loading Zones:

If a business faces a Loading Zone, providing all other requirements are met, Council may permit the placement of objects (i.e. tables and chairs/goods) in a reduced trading capacity to ensure that a person unloading a vehicle can safely access from the road. Council will determine the space to be allocated in these circumstances.

1.1.2 OUTDOOR DINING on road (footpath) areas

The capacity to facilitate and allow outdoor dining at certain locations is an important feature invigorating amenity at certain (footpath) locations. Council has the responsibility to ensure that any activities taking place on the footpath do not compromise access and general safety.

Outdoor dining is appropriate as long as the footpath in a particular location is of sufficient width to enable the placement of tables and chairs and other fixtures without unreasonably limiting pedestrian access or the safe and continuous movement of vehicles on the adjacent carriageway.



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Outdoor dining should be associated with an adjacent restaurant, café or other approved premises providing sit down meals or take away options.

1.1.3 Outdoor Dining extension beyond Permit Holder's boundary

The extension of outdoor dining along the footpath into areas that are not directly adjacent the associated business will only be permitted where the relevant adjacent business elects not to utilise the area and Council agrees to a permit for that location.

Extension of outdoor dining beyond the principle (adjacent) premises will be at the sole discretion of Council. Should the adjacent business change ownership permission to continue to operate must be sought from Council. The General Terms and Conditions of Permit will apply [in these circumstances](#).

Disposable cutlery, crockery and containers

In order to help maintain quality outdoor dining spaces, utensils for outdoor dining will generally be non-disposable, unless approved to provide for special events (e.g. Tourrific Prospect). In this case, only compostable items will be approved to create a zero waste status for special events.

Special Events

When ~~s~~pecial ~~E~~vents, are held in the vicinity of ~~P~~ermitted areas, the requirements for each special event will be communicated to ~~P~~ermit ~~H~~olders and any revised arrangements negotiated.

5. OPERATING GUIDELINES

Conduct of Business

The following ~~C~~onditions apply to all ~~P~~ermits, pursuant to the Policy:

- The ~~P~~ermit ~~H~~older must not allow a nuisance to exist on or emanate from the Business area nor allow offensive activity.
- The ~~P~~ermit ~~H~~older must not allow the activity to detract from the amenity or safety of an area, nor negatively impact on the wider community.
- No entertainment shall be allowed without the written consent of Council.
- Only the business activity approved by Council shall take place within the designated approved area.
- A defined pedestrian area (determined with Council) must be maintained for pedestrians at all times.
- The area must be kept clear of all rubbish/waste/refuse/food at all times.

It is the responsibility of the ~~P~~ermit ~~H~~older to ensure that patrons do not:

- Move any tables, chairs or ancillary items outside the permitted area, and to ~~-~~ensure that there is no obstruction created from the movement of these items.
- Obstruct the footpath with pets, prams, bicycles or other personal items.
- Congregate in the clear walkway area.

It is also the responsibility of the ~~P~~ermit ~~H~~older to make sure that their employees:

- Do not serve food or beverages outside the permitted area.
- Do not inhibit pedestrian movement in the clear walkway areas.

Pedestrian Access (from the road)

To avoid obstructions so as to allow a person to safely step onto the footpath from the road, a space of 500mm must be left every five (5) metres or where the shop frontage ends. This is particularly important where there are two premises side by side that have tables and chairs, enclosures or goods on display.

Road Safety

Business use areas must not impact on traffic safety, including vehicular and cyclists' sightlines. Permit holders must follow Council's guidance in relation to the relevant road rules.

Where business areas are located near an intersection or are in a position perpendicular to the line of the kerb, they should be set back from the corner to a minimum of the existing building alignments, to maintain road users' sightlines. Road user's sightlines should be maintained in accord with the Austroads Guide and any other relevant Standard.

Energy Absorbing Bollards

Proposed dining locations will be assessed in terms of general safety and may require the installation of Energy Absorbing Bollards (EAB's) for further specific dining protection. Installation of EAB's will be at the cost of the Permit Holder.

Protuberances

The construction of new protuberances to facilitate business areas will be considered on the merits of a particular site and may be subject to the adjacent business meeting any or all costs involved in such a construction.

Urban Design

Business areas can effectively complement and enhance the existing streetscape character of a precinct. It is important that the design and layout, furniture and accessories are in keeping with the key character elements of the precinct.

Partial Enclosures

Outdoor dining is a pleasant experience, although inclement weather can reduce this experience.

Partial enclosure is one option for operators to physically define the business trading area and cater to customers. Partial enclosure may take a number of forms, including drop or roll down blinds made of clear plastic, screens (both fixed safety glass screens and temporary) protection barriers, and planter boxes.

Partial enclosure may be considered appropriate, as it provides an additional level of comfort for the patrons, and promotes the business and the City as an attractive destination. Partial enclosure must respect the role of the area as a public space and should not alienate pedestrians, promote a sense of exclusiveness or obstruct access for vulnerable persons. The enclosure should not interfere with road users' sightlines and general road and traffic safety issues.

To assist with the assessment of applications to partially enclose, the following factors will be considered:

- The area must be enclosed on no more than two sides to maintain accessibility and openness.
- Any enclosure structure positioned perpendicular to the kerb must enable an area of free and unrestricted access to the public.
- Enclosure structures must not obscure general visibility.

- Enclosure structures, fixtures and diners must be positioned an absolute minimum of 600mm from an EAB if required.
- Enclosure structures may be used for advertising relevant to business use.
- Enclosure structures must be structurally sound and fixed close to ground level, to avoid personal injury and property damage.
- Enclosure structures should be cleaned regularly and maintained in good condition at all times.
- The maximum horizontal length of a screen or blind structure should not exceed fifteen (15) metres. A maximum of three such structures are permitted per operator, per street frontage, so as not to unduly impede pedestrian access crossing the road. At intersections, enclosure structures must be positioned so as to avoid creating 'line of sight' traffic hazards. For structures greater than 500mm in height, a setback from any corner of intersecting streets is required to maintain road users' sightlines. Motorists' sightlines should be maintained in accord with the Austroads Guide and other relevant Standards.
- Enclosure structures should not result in the need to relocate any (Council) street furniture, trees, utility or other assets.
- Enclosure structures will be at the operator's cost.
- Notwithstanding these requirements, which may apply in heritage areas, transparent screens and blinds should have a solid edging in a primary colour and a horizontal 100mm solid line at the midway point to maximise visibility for sight impaired persons.
- Materials used should not generate an unreasonable level of glare for road users.

Screens

- Screens are to be a maximum of 1500 mm in height.
- Screens must not obscure visibility. Screens greater than 900mm in height should be constructed of a durable and transparent safety material.

Blinds

- The placement of blinds within a Permitted area will be approved by Council on a case by case basis.

Furniture

Street furniture must consider any relevant standards and should be selected for durability, style and to ensure that it complements the streetscape area. The permit holder is responsible for the provision and maintenance of the furniture.

Furniture should be of standard dimensions and should not overcrowd the area. As a guideline, the following minimum space is desired:

- Two (2) person table and chairs – 2 sqm;

- Three (3) person table and chairs – 3.5 sqm;
- Four (4) person table and chairs – 4 sqm.

Furniture and other fixtures should not cause trip or other hazards. Dining and display structures may not be fixed to the footpath (unless authorised) and are to be removed outside of business trading hours. Furniture, awnings, barriers and other ancillary items are not to obscure or obstruct the view of any advisory or regulatory signs and traffic controls.

Furniture and other ancillary items may only be affixed to the footpath where:

- Written permission is received from Council, specifying the type and style of fixing.
- No other suitable method of fixing is considered available by Council.
- The fixing of the furniture and other ancillary items is designed for the express intention of providing shelter and safety to the public.
- All anchor points are recessed or removable so as not to present a tripping hazard for pedestrians when the furniture and other ancillary items are removed.

As the fixing of tables and chairs to the footpath is not a preferred option, Council will only support if the circumstances are unique for a specific location.

Tables, chairs and other furniture must be kept clear of all required fire exits of the premises of adjoining premises. This includes fire hydrants.

Ancillary Items

In addition to routine furniture such as tables and chairs, business activity can be enhanced via the provision of additional features such as planter boxes, heaters and umbrellas.

Any additional features should be complementary to the streetscape of the area and should be constructed and maintained to a high commercial standard (refer Standards Australia).

The establishment of accessories is at the expense of the operator/trader and must not result in the need to relocate any existing (Council) street furniture, fixtures/services or trees.

Planter Boxes

- Individual planter boxes should have a minimum width of 500mm and (if rectangular) a maximum length of 1.2 metres. Boxes should not have sharp edges.
- When placed in a position horizontal to the kerb, there should be reasonable gap between each box, or other structure, to allow for access for pedestrians.
- Planter boxes must be constructed of durable materials.
- Discharge from the planter box is not to enter into the stormwater system and discharge is not to stain the pavement or create a hazard.
- Planter boxes and plants must be maintained to high standard. Untidy and poorly maintained planter boxes will result in the suspension of the Permit.

Umbrellas

- Umbrellas, when opened, must have a clearance of a minimum of 2.2 metres above the footpath level.

- Umbrellas must be secured, and must be closed or removed during extreme wind conditions.
 - Side curtains to umbrellas are not permitted.
 - Umbrellas must be maintained in good condition at all times.
 - Umbrellas must be removed when the area is not in use.

Heaters and Cooling Units

- Heating and cooling units may be installed with the permission of the Council. Such units should be specifically designed for outdoor operation and comply with relevant Standards.
- All heating and cooling units must be operated by the operator or employees and must not be able to be accessed by patrons.
- Heaters and cooling units must be serviced and maintained regularly and should be equipped with emergency shut off valves or switches.

Lighting

- Where business activity occurs outside daylight hours, adequate lighting must be provided by the operator in order to ensure safety of pedestrians and the amenity of the area is maintained.
- Chasing and/or flashing lights are not permitted in outdoor dining areas.
- Lighting should be maintained in good working order and should not create unreasonable spill into neighbouring properties.
- Lighting must not be a distraction to road users.

Advertising

Advertising signage will only be permitted in accordance with the requirements of the Development Act 1993 and By-Law No.2-Moveable Signs. One A-frame sign is permitted per property and may only be displayed directly in front of the business to which it relates, and must not obstruct the pedestrian corridor.

Identification of Business Areas

The permit holder is required to display, in a prominent location, an identifier provided by Council indicating the permit area, showing approved furniture/structures. This identifier must be visible to the general public.

Maintenance

The permit holder is to maintain the area, (including the footpath) in a clean, hygienic and tidy state at all times.

Dining locations are required to be swept and mopped frequently during trading hours to ensure that spillage of food and beverages does not cause staining and litter does not escape within or outside the designated business area.

Waste and sweepings are not to enter into the gutter. Permit Holders will be responsible for steam cleaning the area every six months.

The disposal of waste and wastewater into the gutter and storm water constitutes an offence.

Table Service

Outdoor dining areas will be approved, in most instances, only where table service is provided.

- | Waste is to be disposed of appropriately by the pPermit Hholder (Council prefer the use of food recycling arrangements to be in place) and such waste under no circumstances is to be deposited in public litter bins or allowed to enter the stormwater system.

Food for table service is to be prepared in the business premises and not within the permitted area.

Consumption of Alcohol

- | A general pPermit does not allow the supply and consumption of liquor in the designated area. A separate (liquor) licence must be obtained for the consumption of alcohol.
- | Alcohol can only be served and consumed in the designated area with the appropriate Llicence.
- | A copy of the "Lliquor Llicence" for the specified outdoor dining area must accompany the application or renewal form.

Animals

Enabling animals to sit quietly underneath or beside tables in outdoor dining locations provides pet owners with additional freedom and can provide additional benefit to businesses, attracting pet owner customers.

- | At the discretion of the pPermit Hholder, allowing Aanimals in a designated area can only occur when they are under the effective control of the owner (must be on a leash) and are not being fed within the outdoor dining area.
 - | The Ppermit Hholder may deny the entry of animals to a defined outdoor dining area under their responsibility, but may not prevent animals from passing by the pedestrian corridor.
- Water bowls may be provided for dogs, in particular during hot weather. These bowls must not be placed within the pedestrian corridor and must not become a tripping hazard.

Smoking

- | Smoking is forbidden within a designated pPermitted Bbusiness Aarea.
- | The pPermit Hholder must agree to a 'nNo Ssmoking' environment and must refuse service to any person not complying with this requirement.

Damage to Property

- | The pPermit Hholder is responsible for ensuring that patron behaviour does not lead to damage of public (Council) property.
- | In the event that public property damage does occur, the Ppermit Hholder is responsible for notifying the owner of the property and ensuring the damage is fixed at the Ppermit Hholder's cost and to the satisfaction of Council.

Amplified Music

Amplification and/or live entertainment is not permitted in ~~p~~Permitted areas without Council approval and noise levels are to be within specified requirements of applicable legislation..

General Noise

Permit ~~h~~Holders are to display signage in an appropriate place reminding customers of nearby residents and requesting customers leave in a quiet and orderly manner.

Administration

Fees and Charges

~~Refer to~~ Fees apply to the placement of moveable signs (incl. A-frames). The first is free and subsequent A-frame signs fees are available through the ~~and~~ Fees and Charges Register, for more information via www.prospect.sa.gov.au.

The ~~S~~scheduled ~~f~~ees will apply each 30 June and ~~must are be~~ renewed annually.

~~The Fee structure will be based on "per square metre" of occupied space.~~

~~All renewals must be paid within 14 days of the due date or the existing Permit may be suspended.~~

Permit, Monitoring and Enforcement

Applicants need to complete the (~~p~~Permit) **Business Use of a Road/Footpath Trading Application** ~~F~~orm and include a site plan drawn to an appropriate scale showing the actual area proposed for use.

Operators are required to comply with all ~~E~~conditions of the ~~P~~ermit.

Breach of Permit

The ~~-~~following process will apply for ~~B~~reaches to the ~~P~~ermit:

- First breach of the ~~G~~conditions of the ~~P~~ermit or ~~P~~olicy will result in a verbal warning (with notation on the ~~P~~ermit file) and compliance to be achieved within 28 days.
- Second breach of the ~~cG~~onditions of the ~~P~~ermit or ~~P~~olicy will result in a written notice and compliance to be achieved within 28 days (with notation on ~~p~~ermit file).
- Third breach of the ~~cG~~onditions of the ~~P~~ermit or ~~P~~olicy will result in the cancellation of the ~~P~~ermit with ~~no refund~~ and removal ~~B~~usiness items by Council. (Fees will apply for the return of any confiscated items).

A third breach will preclude the business operator from making a subsequent application for 12 months.

Authorised Officers (of Council) will monitor permitted areas and operators are required to comply with any lawful direction provided by an Authorised Officer.

It will be at Council's discretion to cancel, suspend, amend or reinstate a Business Use of a Road Permit.

If applicants have any questions, please ask an ~~a~~Authorised ~~O~~fficer or contact City of Prospect Civic Centre on 8269 5355.

Public Liability Insurance

It is a condition that Permit Holders hold a current public and products liability insurance policy to the minimum value of TWENTY MILLION DOLLARS (\$20,000,000 AUD), or as determined from time to time, to cover actions arising out of the activity carried out pursuant to the Permit.

A copy of "Certificate of Currency" must accompany the application or renewal of a Permit.

Applying for a Permit

Step 1 Obtain an Application for a Business for Use/Footpath Trading (Permit) Application Form from the Council's Civic Centre reception or download the Form from Council's website www.prospect.sa.gov.au

It may be necessary to submit a Development Application. Please consult with the Planning Department before lodging an application, should the proposed business activity include the construction of a structure on the road

Step 2 Submit the completed Application Form, including a scaled site plan, copy of the relevant Public Liability Insurance and a copy of the Liquor License - if applicable.

Step 3 A Council Authorised Officer will undertake a site inspection to validate the site plan.

Step 4 An invoice generated and remitted to Applicant if application approved (for a Permit).

Step 5 On receipt of the invoice, an Annual Fee payment to Council is required.

Step 6 Once Council has processed assessed the application the payment, the Permit will be immediately posted or made available for collection.-

Step 7 Once the Permit is issued, the business activity may then commence on the road (footpath) in accordance with the conditions of the Permit/Policy.

Note: A Permit pursuant to the Policy is specifically for the person/company/association listed on the permit but can be transferred to any other entity as long as Council is notified.

~~Unused annual Permit Fees are non-refundable.~~

Permits are for 5 years~~12 months~~ from 30 June each year and must be renewed within 14 days of the due date. ~~Applications received part-way through a financial year is subject to a pro rata payment of the Annual Fee.~~

Compliance with the Policy will be a prerequisite to obtain renewal of an existing Permit.



Business Use of a Road Policy / Footpath Trading Policy

Adopted by Council
Draft

22 November 2011
March 2017

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Reference:	CRXX / XXX
Responsible Department:	Infrastructure, Assets & Environment
Responsible Officer (s):	Victor Di Maria
Legislation	Local Government Act 1999, reference Chapter 11 (S 221/222) Development Act 1993 Disability Discrimination Act 1992 Road Traffic Act 1961
Related Policies & Procedures:	Business Use of a Road Guideline & Application Permit Corporate Risk Management Policy Risk Management Framework Risk Management Reference Sheets Relevant Australian Standards Care, Control & Management of Roads (Highways) by the Commissioner of Highways. Operational - Instruction 20.1 (DPTI)
Strategic Plan (Key Strategies):	Core Strategy 1.5 Respond to the changing needs of our Community Core Strategy 2.1 Target & encourage appropriate & diverse commercial investment Core Strategy 2.1 Support retail, commercial, home and e-business development across our City Core Strategy 4.6 Improve the regulatory environment
First Issued/Approved	November 2011 (as <i>Footpath Trading Policy</i>)
Last Reviewed	June 2016 (draft) / March 2017
Next Review Date	June 2018

1 Purpose

- 1.1 The City of Prospect (“Council”) recognises the importance of a culturally diverse dining and business precinct to add vibrancy and economic prosperity to the City.
- 1.2 The Business Use of a Road Policy (“the Policy”) encourages and regulates commercial and non-commercial (business) activity occurring on Council roads (including the footpath area). The Policy sets out Council’s position with regard to the formal use of a road by an external party for the purposes of business and trading.

2 Policy Statement

- 2.1 Council provides a public road (and in particular a footpath area) for general (and safe) pedestrian and disability access. The Council is empowered to allow (in specific circumstances), the use of a road for business purposes (for instance, Outdoor Dining).
- 2.2 Council encourages the appropriate use of footpaths for the purposes of business use – including outdoor dining for the enhancement of street life.
- 2.3 Council supports designs to protect and enhance the character of its surrounding streetscape.
- 2.4 Council has a legal obligation to provide a safe and accessible environment for all users of its public roads within the City. The Policy will enable Council to safely manage the competing needs of pedestrians, road users and business owners.
- 2.5 Business use of a road must be formalised and permitted by the Council. Business use of a road (Permit) will be subject to general and specific conditions as determined by the Council.
- 2.6 Non-compliance with conditions will result in enforcement via penalty fees.

3 Scope

- 3.1 The Policy applies to all (business) use of a public road by a party external to Council.
- 3.2 The Policy does not apply to alterations to a road that are subject to the provisions of the Development Act.
- 3.3 The Policy does not apply to the placement of Moveable Signs (By-Law no 2).

4 Objectives

- 4.1 The objectives of the Policy (and associated Guideline) are:
 - 4.1.1 To ensure a systematic approach to manage business activity on a public road;
 - 4.1.2 To achieve Council’s goals, objectives and targets within an acceptable (tolerable) level of risk;

- 4.1.3 To ensure that Council follows the requirements of the relevant legislation for permitting a business activity (including and alteration) on a road.

5 Definition

Business use of a road includes any formal activity occurring on a Council owned and managed road, such as outdoor dining or carrying a business from the side of the road and will include the placement of tables, chairs, other outdoor furniture and/or other temporary or permanent structures.

Definitions are outlined within the Business Use of a Road Guideline.

6 Legislative and Policy Requirements

The Local Government Act 1999 (“the Act”), and the Development Act 1993 provide Council with relevant and broad powers to allow and manage a business activity on a road.

6.1 Local Government Act 1999

Where the business activity area is operating on a public road or may alter a road (this includes the footpath area) a permit/authorisation is required from Council pursuant to Sections 221 and 222 of the Act.

Considerations relating to an alteration/business activity on a road include (but are not limited to):

- The provision of a business activity on the road (including footpath area);
- The installation of fixtures and fittings (in addition to any that may require approval under the Development Act 1993) and the location and maintenance of all fixtures and fittings;
- The term of the permit to be determined by Council;
- Any requirements of the Public Consultation Policy.

The provisions of the Act do not apply to a person who has some other statutory authorisation to make an alteration to a road.

6.2 By-Law No.2 - Moveable Signs

By-Law 2 is made to set standards for moveable signs on roads. It provides Conditions for (and the) placement of signs.

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The erection of some fixtures may constitute *building work* for the purposes of the Development Act 1993 and therefore will require the approval of Council. Due to the temporary/limited nature of business activity, and as reinforced by short-term permits, most activities will not be deemed to constitute building work or change in use.

Changes of a more permanent nature or longer period may be subject to a development application pursuant to the development legislation.

6.4 Disability Discrimination Act 1992

Matters requiring consideration under the Disability Discrimination Act 1992 would include (but not be limited to):

- to eliminate, as far as possible, discrimination against persons on the ground of disability in the areas of:
 - a) access to premises;
 - b) the provision of goods, facilities and services.

6.5 Council's Policies and Procedures

The Policy is to be read and implemented in conjunction with Council's other relevant policies, procedures, documents and strategies.

7 Review

The Policy will be reviewed every 2 years or as required.

8 Access to the Policy

The Policy is available for public reference on the Council's website www.prospect.sa.gov.au or from Customer Service at the Civic Centre, 128 Prospect Road, Prospect SA 5082.

9 Further Information

For further information about the Policy please contact:

Director Infrastructure, Assets and Environment

City of Prospect
128 Prospect Road
Prospect SA 5082

Ph. 8269 5355
Email: admin@prospect.sa.gov.au

LOCATION

Current:

7 median strips in our Council area between McInnes Ave and Jellicoe St/Rheims St

112 Crab Apple Trees exist in two rows along entire Galway Ave



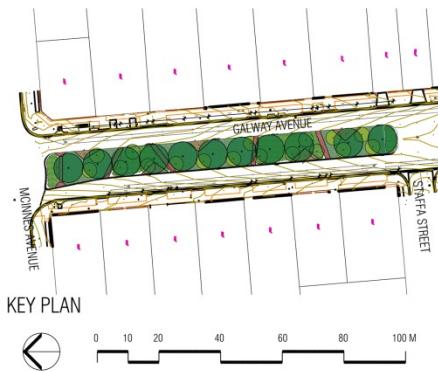
Existing median strip with two rows of Crab Apple Trees





GALWAY AVE - MEDIAN 1 - IMPROVE USEABILITY (CONCEPT OPTION 1)

07/03/2017

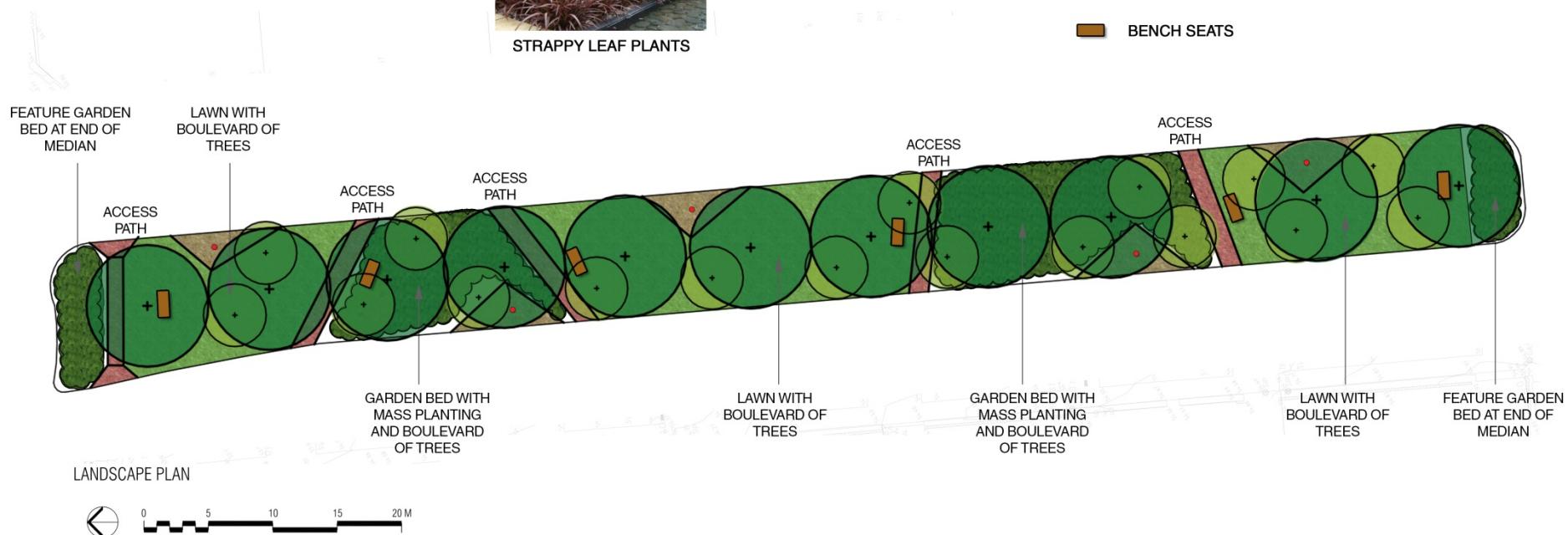


THIS OPTION INCLUDES A COMBINATION OF LAWN REMEDIATION AND NEW GARDEN BEDS. FORMAL MASS PLANTING IS PROPOSED FOR THE GARDEN BEDS. EXAMPLES:



LEGEND:

- EXISTING TREES
- NEW FEATURE TREE BOULEVARD (CORYMBIA MACULATA - SPOTTED GUM)
- NEW GARDEN BEDS WITH MASS PLANTING
- ▲ CEMENT STABILISED SAND WITH ARTWORKS
- ACCESS PATH WITH FEATURE PAVING
- LAWN
- BENCH SEATS





GALWAY AVE - MEDIAN 1 - VEHICULAR EXPERIENCE (CONCEPT OPTION 2)

07/03/2017

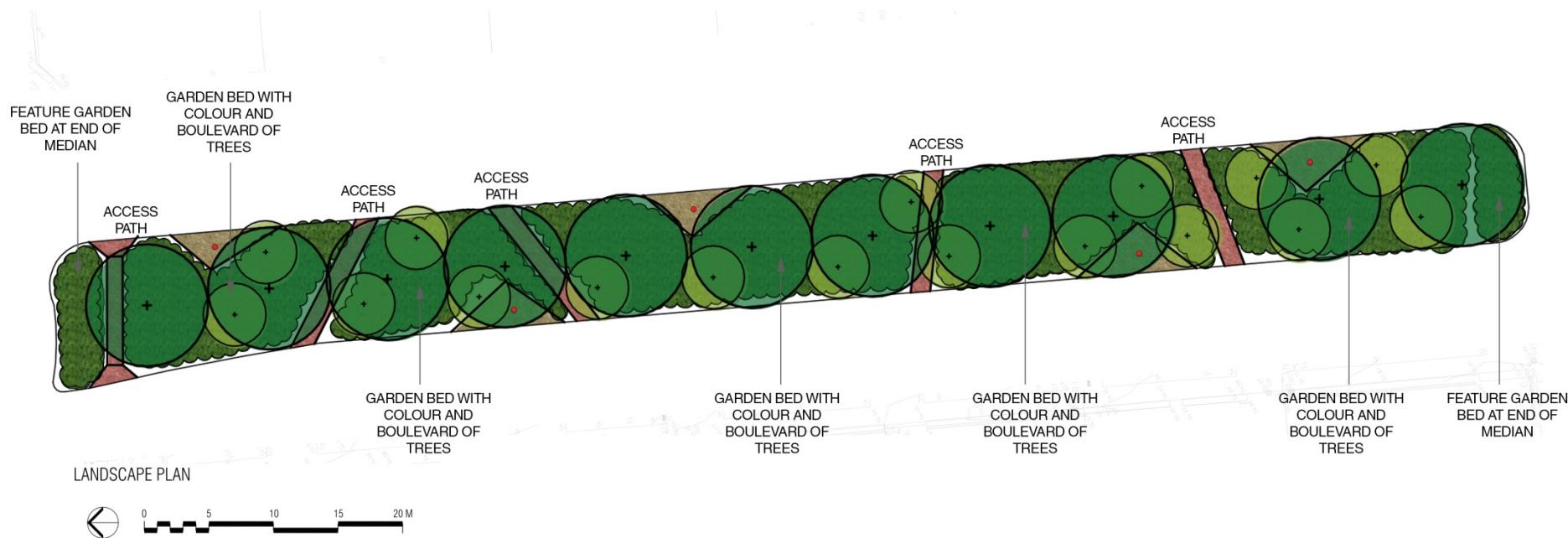


EXAMPLES OF MORE ORGANIC GARDENS WITH COLOUR:



LEGEND:

- EXISTING TREES
- NEW FEATURE TREE BOULEVARD (*CORYMBIA MACULATA - SPOTTED GUM*)
- VISUAL GARDEN BEDS WITH MORE ORGANIC PLANTING OF VARIOUS COLOURS
- CEMENT STABILISED SAND WITH ARTWORKS
- ACCESS PATH WITH FEATURE PAVING

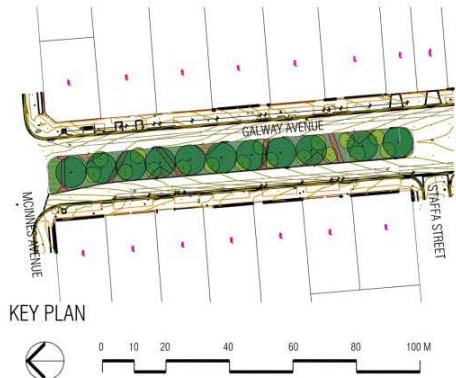


Recommended Option – Concept Option 3:

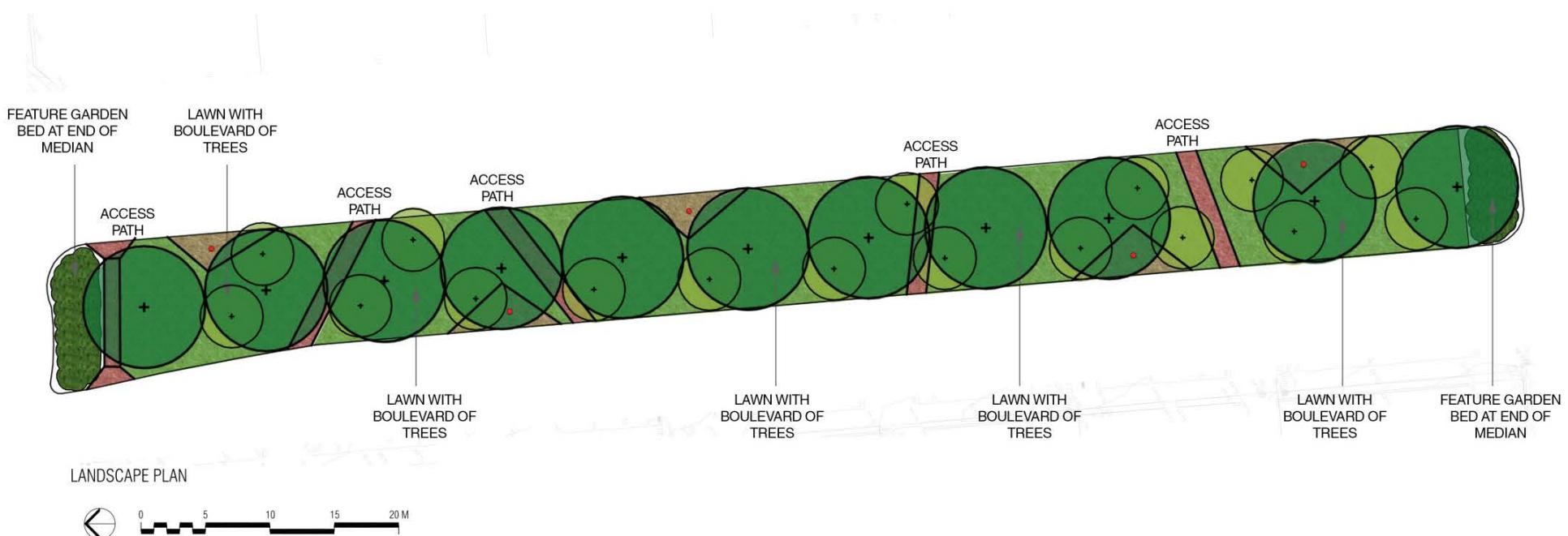


GALWAY AVE - MEDIAN 1 - RETAIN MAJORITY OF EXISTING (CONCEPT OPTION 3)

07/03/2017



- LEGEND:**
- EXISTING TREES
 - NEW FEATURE TREE BOULEVARD (CORYMBIA MACULATA - SPOTTED GUM)
 - NEW GARDEN BEDS WITH PLANTING
 - △ CEMENT STABILISED SAND WITH ARTWORKS
 - ACCESS PATH WITH FEATURE PAVING
 - LAWN REMEDIATION



STAGING - Concept Option 3

Council Recommendation:

Stage 1 (2017) –

Remaining budget: \$87,600

Plant boulevard of trees along entire Galway Ave (7 median strips)

Fix irrigation along the 7 median strips

Stage 2A (2017/18)

Budget to be determined

Medians 1-3:

Lawn remediation

Establish understorey planting and pathways

Stage 2B (2018/19)

Budget to be determined

Medians 4-7:

Lawn remediation

Establish understorey planting and pathways

Stage 3 (2019/20)

Budget to be determined

Establish artworks in conjunction with Arts Department and Art Advisory Board



Churchill Precinct: Local Area Traffic Management Plan



Prepared by

infraPlan
InfraPlan (Aust) Pty Ltd

Prepared for  CITY OF PROSPECT	Anders Bogdanowicz Environment and Transport Engineer City of Prospect 128 Prospect Road, Prospect SA 5082 Telephone: 08 8269 5355	
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1. Executive Summary

This Local Area Traffic Management Plan (LATMP) has been developed to consider all Council owned roads within the Churchill Local Traffic Precinct (Churchill Precinct). The primary function of this LATMP is to identify aspects of the local road network which may require improvement, either through minor modifications, maintenance, moderating vehicle speeds, improving safety or discouraging through traffic on local roads.

Land uses, population, transport services and infrastructure change over time, and therefore it is important to review the local road network role and function, ensuring a fit-for-purpose current and future context.

All recommendations provided herein are descriptive only and require detailed design prior to implementation. Site visits, community consultation and desktop investigations have been carried out to ensure that the recommendations are feasible and can comply with:

- Austroads Guide to Traffic Management Part 8: Local Area Traffic Management
- Department of Planning Transport and Infrastructure (DPTI). Pavement Marking Manual
- DPTI, Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices

The City of Prospect is responsible for the implementation of the recommendations within this report and for detailed design in accordance with Australian Standards, Austroads Guides and DPTI codes.

2. Introduction

As part of Council's ongoing traffic management, the City of Prospect engaged InfraPlan to undertake the Churchill Precinct Local Area Traffic Management Plan.

The Study Area for this investigation is identified in Figure 1 and encompasses the area to the west of Churchill Road, to the east of the railway line, south of Regency Road and north of Torrens Road. As requested by Council, the report makes recommendations for Council-owned roads which are listed below.

Devonport Terrace	Boucher Place	Elizabeth Ave
Gurr Street	Winter Terrace	Allan Street
Kingdom Place	Totness Avenue	Clifton Street
Pym Street	Belford Avenue	Avenue Road

This report does not include recommendations for improvements on roads maintained by DPTI (Churchill Road, Regency Road and Torrens Road) but has provided some recommendations for Council to undertake ongoing liaison with DPTI.

The study region also includes the Churchill Centre South retail district, north of Regency Road, west of Churchill Road and east of the railway line. However, this development site is accessible only from DPTI maintained roads and does not include Council-owned roads. As such this retail precinct is beyond the scope of any investigation undertaken as part of this Local Area Traffic Management study.

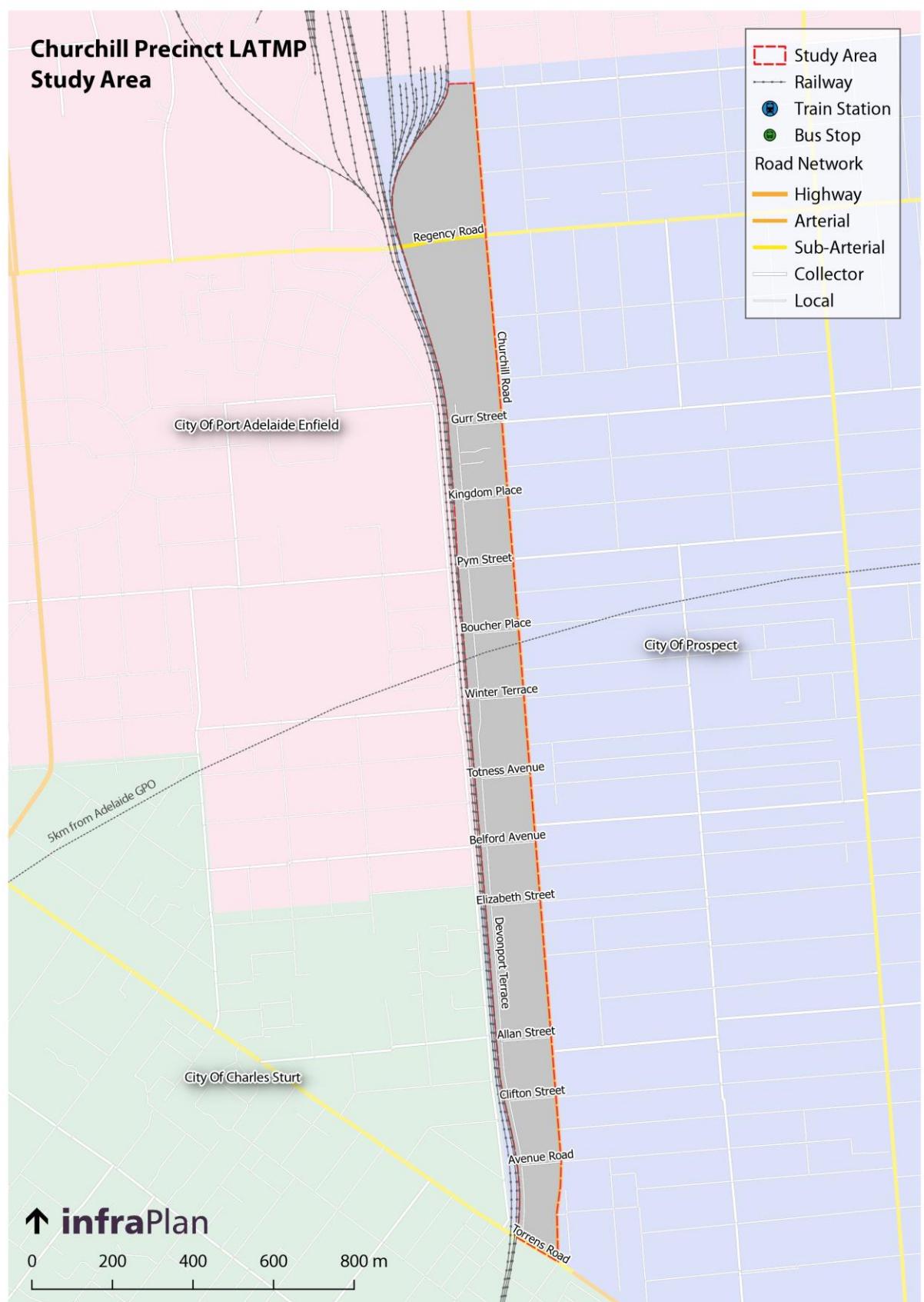


Figure 1 Churchill Precinct LATMP Study Area

3. Strategic Context and Policies

Several State and Local Government strategies and policies have been reviewed to ensure that the current policy framework aligns with the recommendations provided in this Local Area Traffic Management Plan.

3.1 City of Prospect Policies

Traffic Management Policy

The City of Prospect Traffic Management Policy was adopted by Council in May 2007, and defines the Churchill Precinct. The intention of the policy is outlined as follows:

- *The intention of this (Traffic Management) Policy is to establish a framework for the management of traffic on local roads throughout the City of Prospect.*
- *Managing the competing demands on our roads remains one of the most sensitive issues facing Prospect Council. Traffic management affects the whole community and must balance the needs of a broad range of road users with an appropriate level of amenity for the adjacent land uses*
- *To this end the objective of the Policy is to identify a range of factors by which Council and the community can assess the need for future traffic management intervention. This will include:*
 - (1) *An agreed road hierarchy for Council's road network*
 - (2) *Recognition of the functional use of the road network with regard to providing for social access, freight access, pedestrian and cycling movements*
 - (3) *An agreed set of criteria by which speeds and volumes (in particular) can be assessed relative to the road hierarchy*
 - (4) *An agreed process by which future traffic investigations will be undertaken.*

As identified in Section 4 herein, the Traffic Management Policy establishes the functional road hierarchy by which the recommendations of this report adhere.

The Traffic Management Plan also identifies several Policy Statements which are integral to the development of the recommendations of this Local Area Traffic Management Plan, specifically:

- *Management of the local road network must balance the needs of all road users*
- *Council will approach traffic management on the basis of local area precincts (as shown in "Local Traffic Precincts" Plan).*
- *Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.*
- *The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.*

City of Prospect Community Plan

The City of Prospect Strategic Plan establishes Guiding Principles, 'Our Focus' areas and Core Strategies (relating to 5 strategic areas of Community, Economy, Environment, Character and Council).

The Churchill Precinct features significantly in the Strategic Plan as one of the 10 ‘Our Focus’ areas. The Plan identifies the Churchill Road Precinct as an area to “*Encourage quality medium to high density housing, attractive commerce and employment precincts, local shops, facilities and green recreational areas and streetscapes. Enable a mix of medium and high density, multi storey residential and retail development which is complemented by an inviting, accessible public realm and efficient public transport options*”.

Other “Our Focus” areas with relevance to this Local Area Traffic Management Plan include:

- *People Movement: A travel friendly city. Expand integrated people movement choices and work to ensure reliable high quality commuter networks throughout our City. Shape our commuter network to meet current and future community needs with a focus on increased pedestrian and cycle use. Council’s approach will be guided by demographic changes, local employment and optimising the speed, safety and functionality of our transport networks and residential streets.*
- *Diverse Living: A variety of housing choices. Enable the development of quality medium and higher density housing appropriately located along our transport corridors, while protecting surrounding heritage and character. Cater for a diverse community to enable local people with changing needs to continue to call Prospect ‘home’.*

As well as the focus areas, there are a number of Key Strategies which relate to transport and urban form which provide strategic direction to traffic management and which have relevance to the Churchill Local Traffic Precinct, including:

- 2.1.3 Promote Main North Road and Churchill Road as arterial gateway roads for medium to large commercial, retail and higher density residential development
- 2.4.1 Development of 250 Churchill Road precinct: Liaise with developer(s) and investment partner(s) regarding development within the Precinct
- 2.4.2 Development of 250 Churchill Road precinct: Pursue completion of the northern section of the Churchill Road Master Plan infrastructure works in response to development authority
- 4.2 Encourage development on arterial roads to improve housing options and to complement the character, heritage and amenity of our City
- 4.2.1 Support quality medium to higher density, mixed-use development on main arterial road corridors to achieve the desired character for each area
- 4.2.2 Support the development of diverse housing options including quality medium and higher density housing on our arterial road corridors
- 5.1.5 Complete the development, implementation and post implementation review of Local Area Traffic Management Plans
- 5.1.8 Improve movement by bicycle or on foot, through the development and maintenance of our street network
- 5.5.1 Actively improve non-vehicular community movement: Work to develop, implement and promote a network of safe and connected pedestrian and cycle routes to reduce the dependency on motor vehicles
- 5.5.2 Actively improve non-vehicular community movement: Action the footpath maintenance program based on use and risk around our City

- 5.7.3 Effectively advocate for improved roads, education services, transport services and other services to meet the community's needs through relationships established with all levels of government and external agencies

The Traffic Management Plan (outlined above) also identifies strategic alignment with the City of Prospect Strategic Plan (albeit the outdated 2004-2007 Plan). However, the strategic directions of the 2012-2016 Plan are still relevant to this Local Area Traffic Management Plan.

Prospect (City) Development Plan: Land Use and Parking Requirements

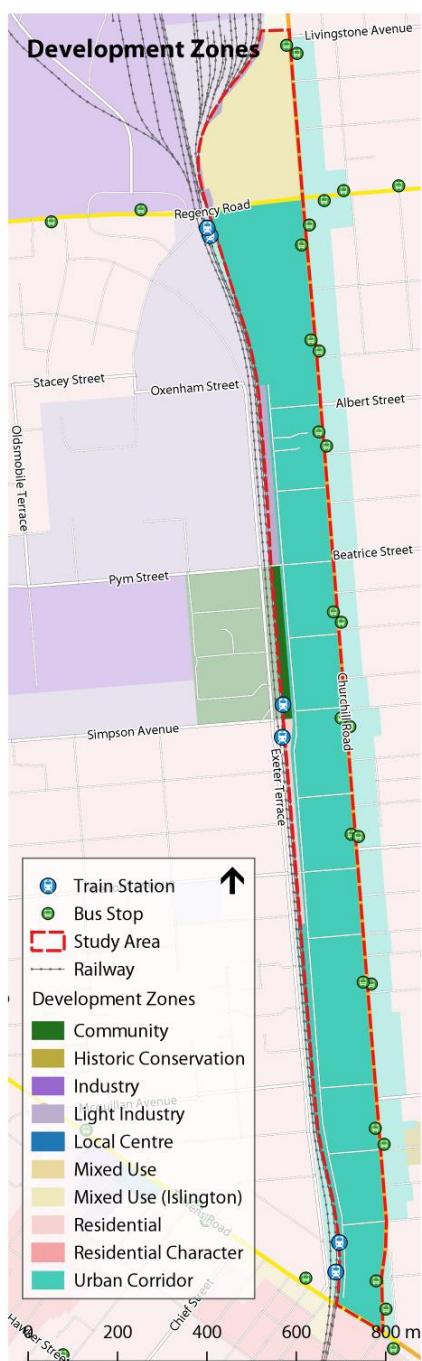


Figure 2 Development Plan Zones

Development Plans are the key development assessment documents in South Australia. They contain the rules that set out what development is allowable in certain areas and the detailed criteria against which development applications will be assessed.

The Study Area for this project is defined as an Urban Corridor (Boulevard Policy Area), as shown in Figure 2. The objectives of this Policy area are:

- Objective 1: Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- Objective 2: A uniform streetscape edge established through a largely consistent front setback and tall, articulated building façades.
- Objective 3: Development that does not compromise the transport functions of the road corridor.
- Objective 4: Development that contributes to the desired character of the policy area.

The allowance for medium and high rise development within the Urban Corridor (Boulevard Policy Area) has seen an increase in dwelling activity throughout the Study Area, and is being considered in the context of this Local Area Traffic Management Plan.

It is also important to note that there are two sub-policy areas:

Mixed Use Churchill Area (currently vacant land) which seeks to “be developed at a greater intensity than the Boulevard Policy Area generally, containing an innovative mix of medium to high density residential development, community and non-industrial employment land uses”. The concept plan for this precinct (including minimum and maximum building heights) is illustrated in Figure 3.

Cane Reserve Area is identified as “a focal point for development within the Boulevard Policy Area, with an increase in building heights and residential densities surrounding this open space to invigorate the public realm and support a range of activities within the reserve”. The concept plan for this precinct is illustrated in Figure 4.

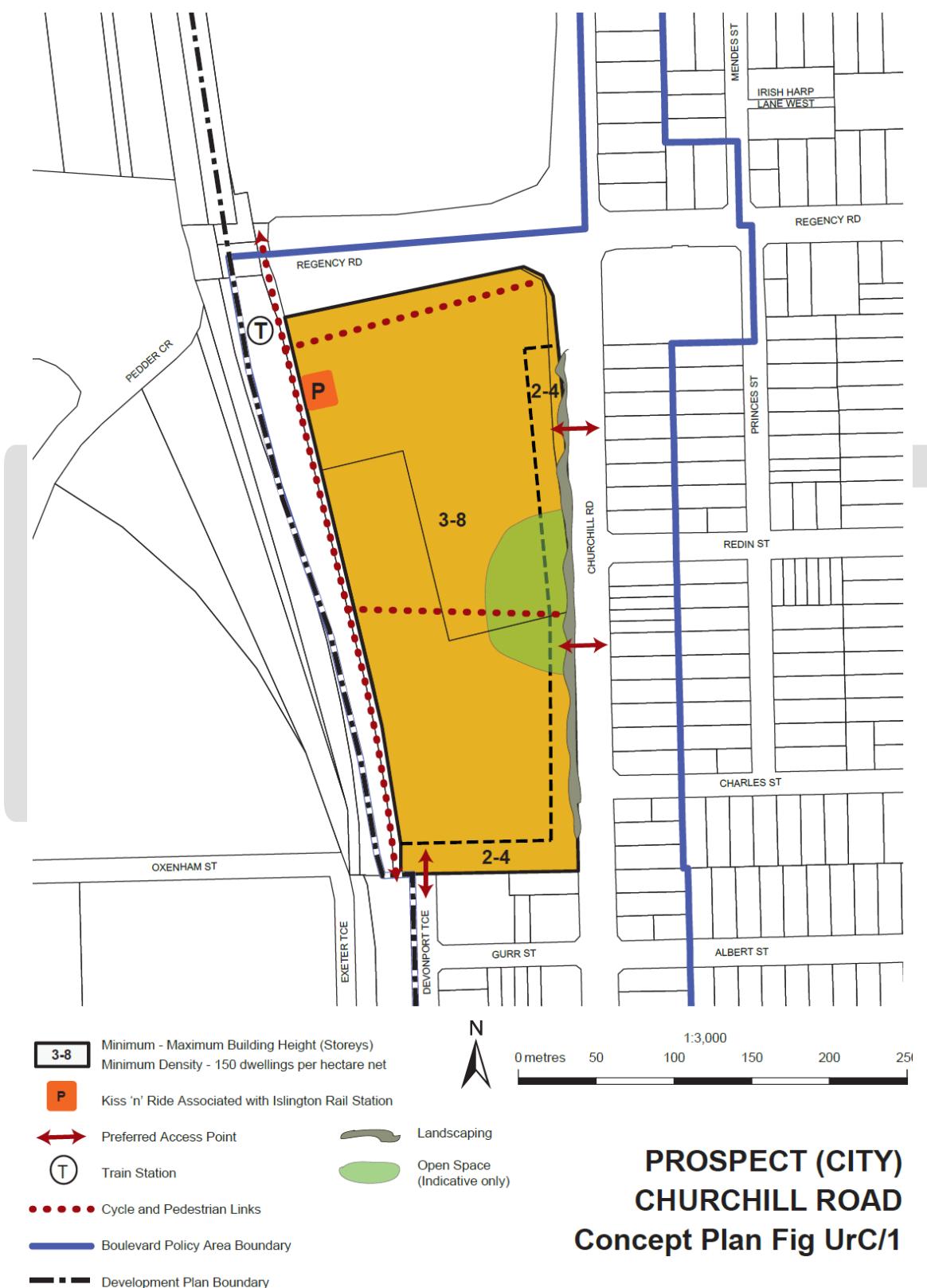


Figure 3 Mixed Use Churchill Area Concept Plan



PROSPECT (CITY) CHURCHILL ROAD Concept Plan Fig UrC/6

Consolidated - 3 March 2016

Figure 4 Cane Reserve Area Concept Plan



As previously stated, the Development Plan also guides the land uses which should be considered in the context of traffic generation.

Some land uses generate more traffic and parking requirements (for example retail land uses generally generate more traffic than residential land uses) and should be considered in future developments. The land uses across the study area are identified in Figure 5.

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Figure 5 Land Use across the Churchill Traffic Precinct

Also of significance for the Development Plan conditions for this LATMP are the applied parking rates for development. The following vehicle parking rates are applicable across the Study area (as per the off Street vehicle parking requirements for the Urban Corridor Zone). However, each development is assessed upon its own merits.

- 1 Residential development, in the form of residential flat buildings and residential development in multi-storey buildings should provide vehicle parking in accordance with the following rates:

Number of required vehicle parking spaces

Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
1 per studio (no separate bedroom), 1 or 2 bedroom dwelling	0.25 per dwelling
1.25 per 3+ bedroom dwelling	

- 2 Row, semi-detached and detached dwellings should provide off-street vehicle parking in accordance with the following rates:

Number of bedrooms, or rooms capable of being used as a bedroom	Number of required vehicle parking spaces
1 or 2 bedrooms	1
3+ bedrooms	2

- 3 Tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms	1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

- 4 Non-residential development excluding tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces	Maximum number of vehicle parking spaces
3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Figure 6 Urban Corridor Zone Parking Rates

3.2 State Policies

30 Year Plan for Greater Adelaide

The 30 Year Plan is the broad vision for Greater Adelaide over the next 30 years, and reflects broad policies for development, land use, housing, population, employment and transport.

In the current 30 Year Plan, the study area for the LATMP is earmarked as a ‘regeneration area’ and ‘Major Corridor’ which is considered for mixed use development and increased residential densities, refer to Figure 7. The advantages of the study area in terms of proximity to the City and integration with public transport make the area an ideal location for infill and regeneration. The Inner Metropolitan Growth DPA (October 2013) has already implemented much of the policies envisioned within the 30 Year Plan, and the level of infill development within the suburbs of Ovingham and Prospect since the release of the 30 Year Plan (2009) reflects its appropriateness as an area for ‘regeneration’. However, this must be considered in context and the impact of additional traffic and its impact on the local and arterial road network.

The 30 Year Plan is currently under review by the Department of Planning, Transport and Infrastructure and will be updated in the near future.

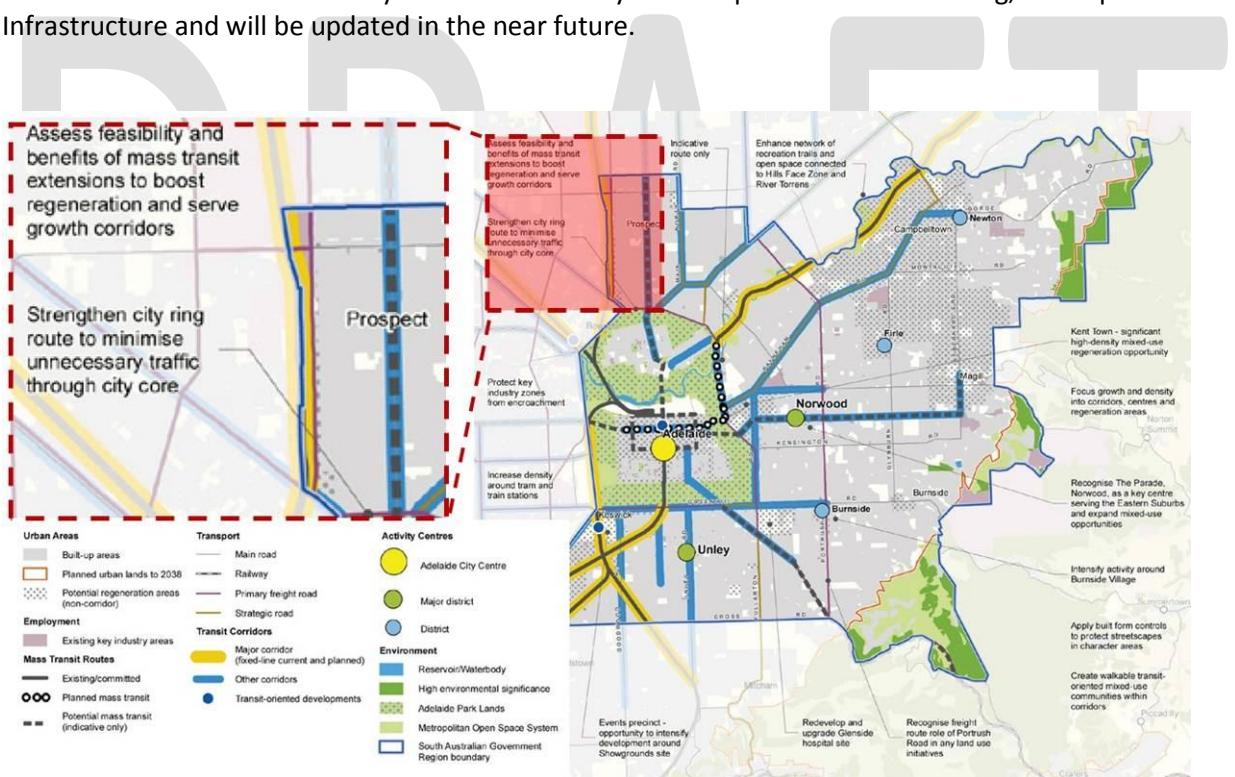


Figure 7 30 Year Plan for Greater Adelaide: Map E2 Eastern Adelaide directions

Integrated Transport and Land Use Policy (ITLUP)

The *Integrated Transport and Land Use Plan* aims to facilitate the creation of a more vibrant Adelaide and a better connected South Australia through building on the state’s strengths while remaining aware of future challenges. The strategy focuses on public transport, roads and cycling/walking solutions and actions.

The Churchill Precinct (refer Figure 8) is a strategically important location for projects identified within the *Integrated Transport and Land Use Plan*. Specifically, the Plan identifies:

- “Preserve and construct when necessary potential future road duplications such as Churchill Road (Prospect)” as a short, medium and long term priority.
- “Gawler line – complete the electrification of the entire line, increase service frequency, staged upgrade of stations over 20 years”, as a short, medium and long term priority

These two projects are of significance for the local road network, and require consideration in terms of any recommendations.

The Gawler Greenway (shared path along the Gawler Rail Line) is identified in ITLUP as a priority project.

Area-wide solutions within ITLUP which may or may be relevant to the Churchill Traffic Precinct also include:

- Targeted upgrades of key intersections and sections of road to improve efficiency and safety performance
- Grade separate road crossings of the rail line at key locations, such as Torrens Road, and potentially of the Glenelg and PortLINK tram lines at key locations
- Actively manage the operation and performance of the road network to give priority to movements along key freight and major traffic corridors
- Increase maintenance to improve and sustain the performance of the transport network and make better use of our transport assets
- Continue implement the Road Safety Strategy and address road safety blackspot and higher risk locations

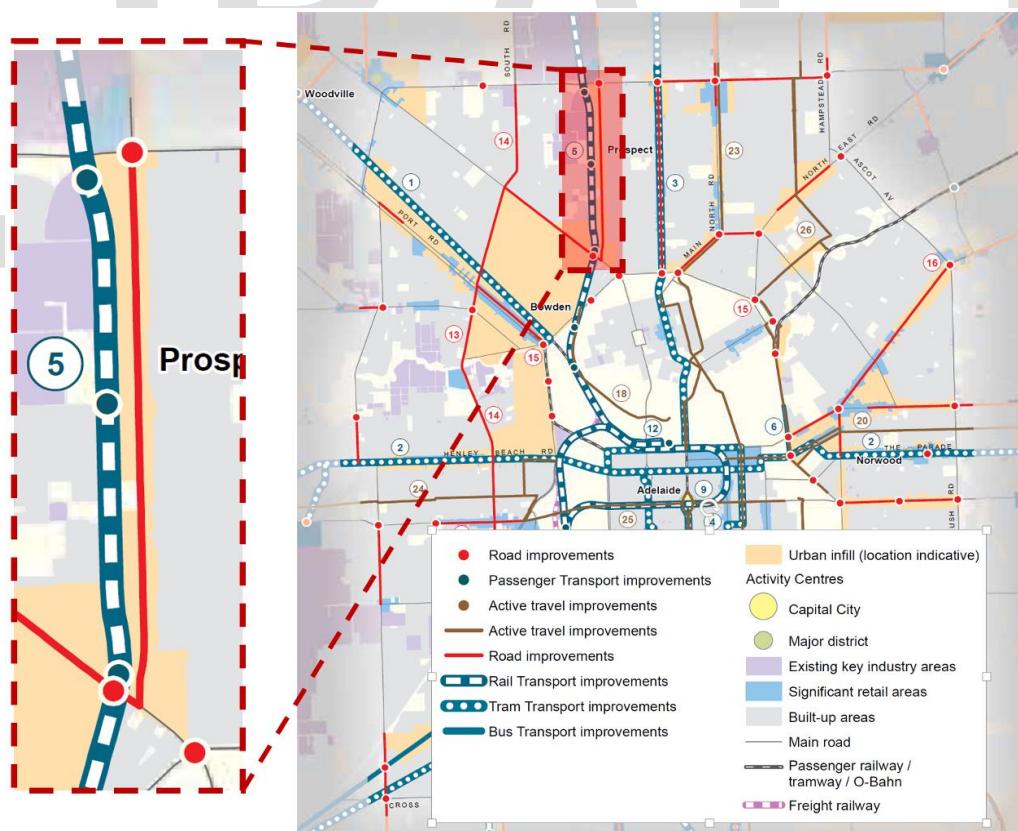


Figure 8 ITLUP (Figure 5-6 Central and Inner Adelaide Solutions)

Metropolitan Adelaide Road Widening Plan

Churchill Road is identified in the Metropolitan Adelaide Road Widening Plan (MARWP), refer to Figure 9. This Plan requires all proposed developments to obtain consent from the Commissioner of Highways and that all new developments to be set back 2.13 meters from the existing street frontage. This requirement is imposed so that there is provision for future road purposes: given that the duplication of Churchill Road has been identified this requirement has been applied (and will be applied) for all new development.

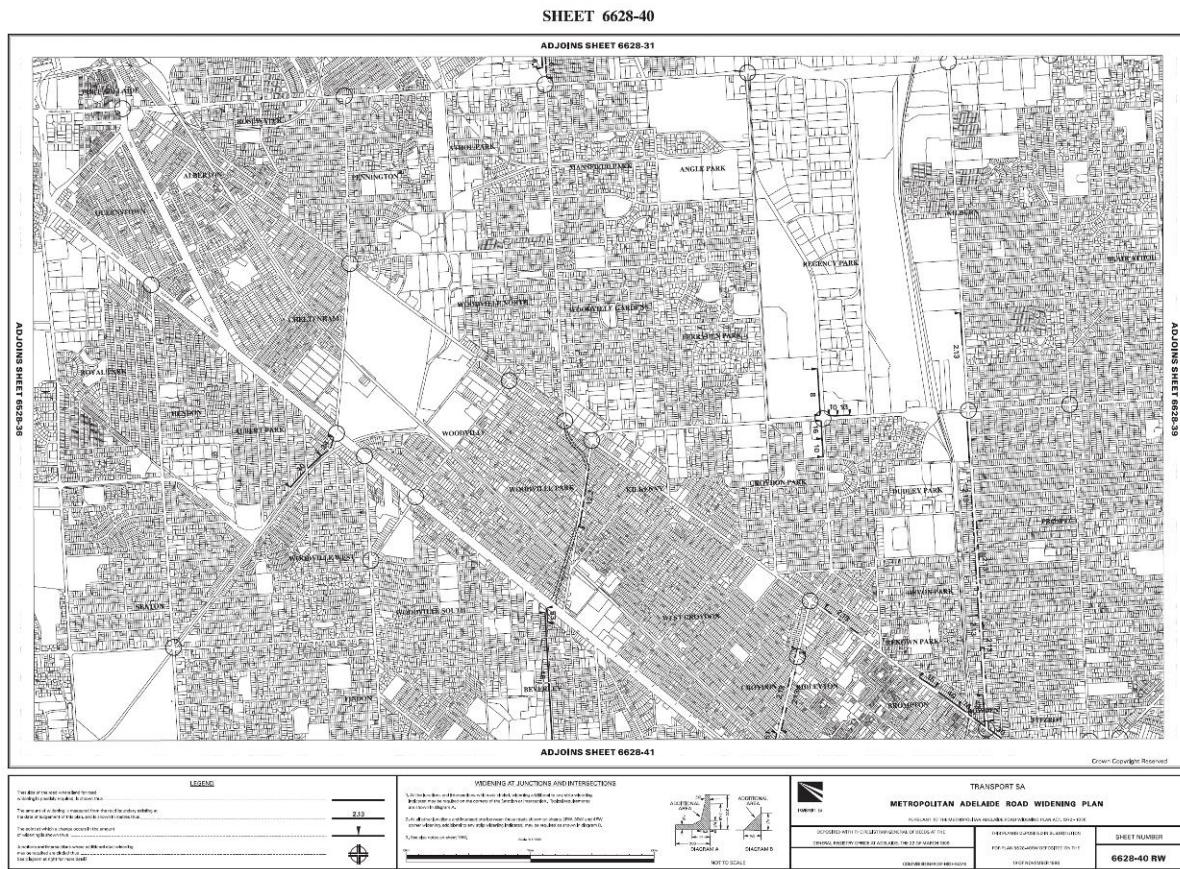


Figure 9 MARWP Plan

4. Existing Conditions

Understanding the existing transport context for the Study Area is an important aspect of ensuring the recommendations in this Local Area Traffic Management Study are justifiable and robust. The following sections of the report examine the defined strategic road hierarchy, the current use of traffic calming devices, speed profiles, traffic volumes and crash history of the Churchill Precinct.

4.1 Road Hierarchy

An important part of this LATMP was to assess whether the roads within the study area are operating as per their attributed road hierarchy classification.

The City of Prospect Traffic Management Policy defines the road hierarchy, as well as the specific role and function of these roads. Defining a functional road hierarchy provides context on how to manage a road based on its use and condition. The four defined road typologies (categories) expressed in the Traffic Management Plan are:

Arterial Road:

- Movement of vehicles / goods / people between regions
- Typically under control of the State Government
- Minimum of 1 lane in either direction – typically more
- The following are Arterial Roads: Prospect Road, Regency Road, Churchill Road, Main North Road, North East Road and Nottage Terrace

Major Collector Road:

- Major distributor of traffic within / through our City
- Typically 1 lane in either direction
- May have bus route and/or cycle routes

Minor Collector Road:

- Connection between local streets and distributor or arterial roads
- Wide enough for 2 directions of traffic
- May have bus route and/or cycle routes

Local Road:

- End of trip functionality servicing adjacent properties
- Wide enough for at least one direction of traffic (may have to pass between parked cars)
- Through traffic should not be encouraged onto these routes

lists the typical traffic volume and speed for each road hierarchy classification, as given in the City of Prospect Traffic Management Policy.

This hierarchy has been used as guidance for traffic management recommendations for this report. Where it is observed that the *typical volumes or speeds* are being exceeded, consideration has been given for intervention. (It is noted that there is an error in this table and traffic volumes between 2500 and 6000 are not listed, but fall between a Minor and Major Collector Road).

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Table 1 Road Hierarchy classifications

Road Hierarchy Classification	Typical Daily Traffic Volumes	Typical Speeds	
		Average	85 th Percentile
Arterial Road	Over 6000	60 km/h	60-65 km/h
Major Collector Road	6000-8000	50 km/h	55-60 km/h
Minor Collector Road	< 2500	45 km/h	55 km/h
Local Road	< 1500	40 km/h	45-50 km/h

The roads within the Churchill Precinct and their road hierarchy classification are listed in Table 2.

Table 2 Road Hierarchy for roads in Churchill Local Traffic Precinct

Street Name	Road Hierarchy Classification 2007 (City of Prospect Traffic Management Policy)
Devonport Terrace	Local Road
Gurr Street	Local Road
Kingdom Place	Local Road
Pym Street	Local Road
Boucher Place	Local Road
Winter Terrace	Local Road
Totness Avenue	Local Road
Belford Avenue	Local Road
Elizabeth Ave	Local Road
Allan Street	Local Road
Clifton Street	Local Road
Avenue Road	Local Road
Churchill Road*	Arterial Road
Regency Road*	Arterial Road
Torrens Road*	Arterial Road
* Roads are maintained by the State Government, and do not form part of the recommendations of this report	

4.2 Existing Local Area Traffic Management

A number of traffic management devices have previously been installed in the Churchill Precinct. They are illustrated on Figure 10 and listed below.

- 10 road humps (Watts profile) on Devonport Terrace between Gurr Street and Belford Avenue
- 1 Flat-Top Road Hump on Belford Avenue between Devonport Terrace and Churchill Road
- 1 Driveway Entry into Devonport Terrace, at the junction of Boucher Place
- Pavement Threshold treatments on Devonport Terrace, either side of the Pym Street intersection

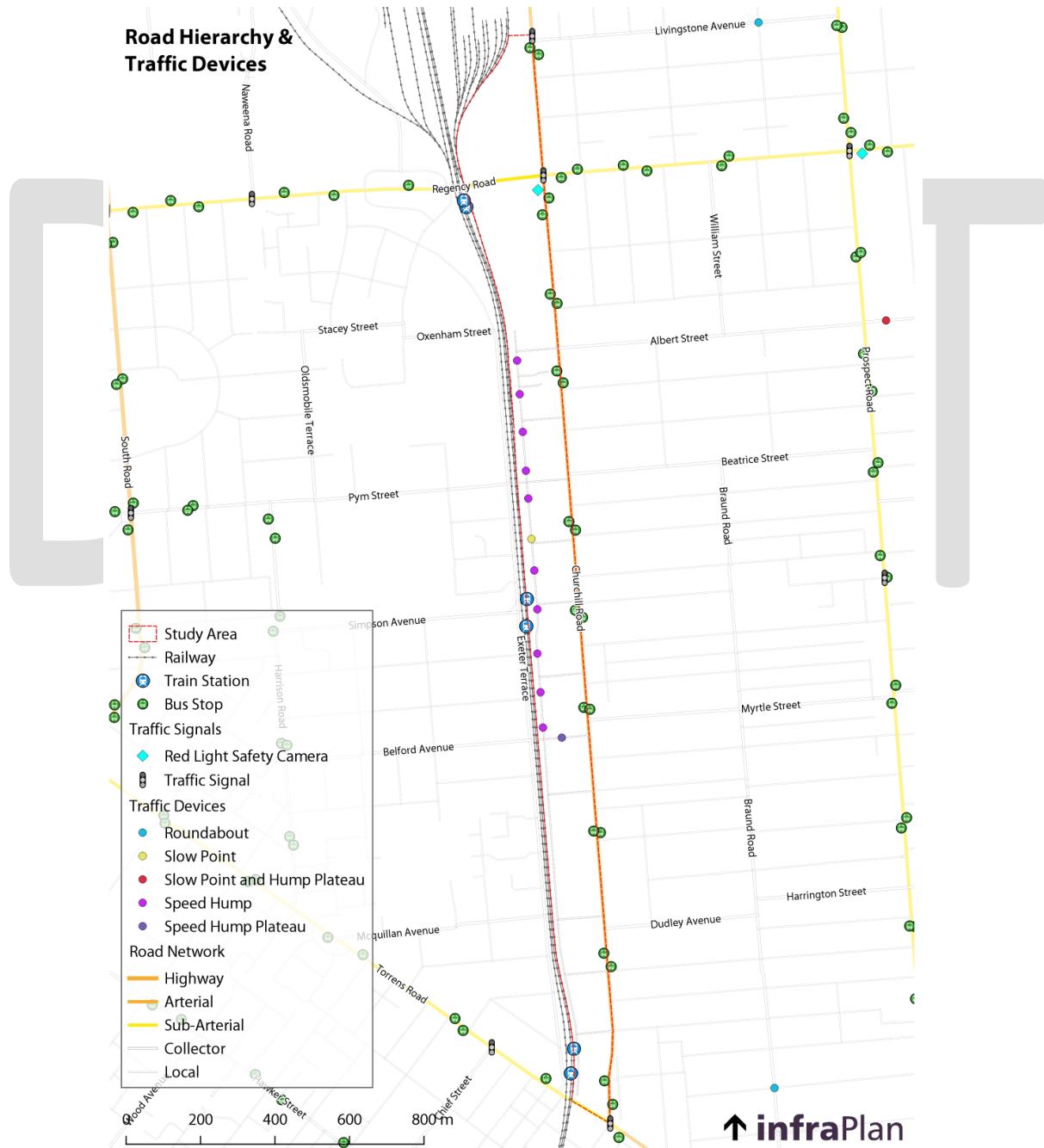


Figure 10 Churchill Traffic Precinct: Traffic Control Devices and Road Hierarchy

4.3 Traffic Data - Volume and Speed

Traffic data provides insight into the role and function of a particular road, how a network is operating, and whether or not the road asset is fit for its defined/identified purpose (as per the hierarchy defined in the City of Prospect Traffic Management Policy – see Local Road Hierarchy).

Traffic data was collected on the local road network at the midblock point of all east-west streets and midblock on Devonport Terrace (south of both Pym Street and Belford Avenue). Figure 12 illustrates traffic data locations and speeds recorded in May, 2016 as well as historical traffic volumes.

Traffic volume

In general, the traffic volumes on the local street network fall within acceptable limits for the existing Local Road classifications. However, Pym Street and Belford Avenue carry traffic volumes greater than 1500 vehicles per day (vpd) and therefore fall within the Collector Road category. This is not surprising given that these two roads provide access across the rail line, and . Therefore, to comply with the current City of Prospect road classification system, Pym Street and Belford Avenue would be re-classified to Collector Roads, refer to Table 3. It is recommended that the City of Prospect Traffic Management Policy be updated to reflect Pym Street as a Major Collector and Belford Ave as either Minor Collector so that its role and function more appropriately matches its function.

Table 3: 2016 traffic volumes and road classification

Street	Daily Traffic Volume 2016 (max.)	Current Road Hierarchy Classification	Road Hierarchy Classification to meet Traffic Management Policy (2007)
Devonport Terrace	343	Local Road	
Gurr Street	285	Local Road	
Kingdom Place	446	Local Road	
Pym Street	3759	Local Road	Major Collector Road
Boucher Place	230	Local Road	
Winter Terrace	232	Local Road	
Totness Avenue	210	Local Road	
Belford Avenue	2095	Local Road	Minor Collector Road
Elizabeth Ave	289	Local Road	
Allan Street	212	Local Road	
Clifton Street	73	Local Road	
Avenue Road	192	Local Road	

Analysis of current and historical traffic volumes throughout the study area generally shows a reduction in traffic volume on the local streets. There is only one location that is directly comparable with previous traffic data which is at Devonport Terrace, approximately 70 metres south of Pym Street. At this location a reduction in average daily traffic volume of 21% (92 vehicles) was observed.

The analysis has shown some anomalies, particularly in relatively high volumes of commercial traffic (see Figure 13) on Boucher Place (over 50% of east bound traffic). Analysis of the volume of movements, concentration to Boucher Place and hours of detection indicates that motorists linked to a local business are regularly driving through the area from the west via Belford Avenue, Devonport Terrace and Boucher Place to access Churchill Road northbound. It is unlikely that residents from the local area are responsible for all of the recorded movements.

Analysis of the direction of traffic flows shows a greater volume of westbound traffic in the AM Peak while eastbound movements are higher in the PM Peak on Kingdom Place and Pym Street, the major connectors to industrial and commercial operations in the Pym Street region to the west of the Gawler Rail line. The reverse case is true for other east-west roadways.

The inbound AM Peak, outbound PM Peak and high interpeak traffic loads on Pym Street and Kingdom Place (see Figure 11 below) indicate that the proportion of traffic attracted to local employment areas is greater than that generated by the local resident population. PM Peak loads on Kingdom Place also show traffic destined northbound on Churchill Road avoiding the Pym Street intersection due to queueing. Pym Street may also carry some cross-suburban traffic between Churchill Road and South Road but the close proximity to Regency Road and turning movement constraints from Churchill Road limits the preferencing of this route over nearby arterial roads.



Figure 11 Peak hour movement summary (AM/PM) at Kingdom Place, Pym Street and Devonport Terrace



Figure 12: Traffic Volumes, Vehicles per Day (current and historical, refer legend)



Figure 13 Commercial vehicle percentage of average weekday traffic (Class 3 and above)

Commercial Vehicle Traffic

Figure 13 shows Boucher Place recorded a high percentage of commercial vehicles at 26% of the average weekday traffic. Analysis of the recorded data shows that this activity is recorded during business hours and appears to be entering the study area from Belford Avenue, suggesting that a number of motorists, likely linked to a local operator, are using Boucher Place as a rat-run to avoid the flat-top road hump on Boucher Place and limit their exposure to Churchill Road traffic.

While the use of these streets is not illegal and doesn't necessarily present an increased safety risk to local residents or road users, it is not the desired road use pattern and therefore deserves some consideration.

Traffic Speed data

The 85th percentile speed data (see Figure 14) shows that travel speeds throughout the local area are generally moderate. They are below 40km/h in all cases except for Kingdom Place, Pym Street and Boucher Place where they are 40.7, 45.5 and 45.7 km/h respectively. Over 5% of east-bound traffic on both Pym Street and Boucher Place was recorded above the posted speed limit of 50km/h.

Excessive speed was not noted as a problem on other streets in the region during the survey period. Speeding in the west bound direction is less prevalent, perhaps due to the tube counters having been placed closer to Churchill Road than Devonport Terrace due to the location of driveways, parked cars and other obstructions at the time of installation.

The traffic data combined with an assessment of the road layout and driver behaviour, indicates that Kingdom Place carries through traffic (rat-running) from Pym Street to Churchill Road northbound, to avoid queued traffic at the Pym Street / Churchill Road intersection. The higher travel speed recorded on Kingdom Place (85th percentile speed of 40.7km/h) is likely to be linked to this rat-running behaviour as drivers attempt to 'get ahead' of the traffic, particularly in peak periods.

The higher speeds recorded on Boucher Place is of concern and analysis of the data suggests it is linked to through traffic from Belford Avenue, destined for Churchill Road via Devonport Terrace. Boucher Place may be the preferred link because this route avoids single lane slow point on Devonport Terrace immediately north of Boucher Place. The road humps on Devonport Terrace between Belford Avenue and Boucher Place were observed to have a relatively flat ramp profile and may not be a strong deterrent to rat-running traffic.

Figure 14: 85th percentile speed for weekday traffic

4.4 Crash History

Figure 15 illustrates the locations of crash clusters and severity of reported injuries. Locations of cyclists and pedestrian crashes have also been shown separately. A total of 109 incidents were reported within the study area between 2010 and 2014, resulting in 89 injuries, 7 of which were reported as Serious Injuries. No fatalities were recorded during this period. 10 incidents involved a bicycle and one involved a pedestrian.

Crash clusters are shown at the major intersections of Churchill Road/Torrens Road and Churchill Road/Regency Road. These are intersections of major arterial roads with high traffic volumes and these crash occurrences are similar across Metropolitan Adelaide.

There is a cluster of crashes at the intersection of Churchill Road and Pym/Beatrice Streets. Driver behaviour observed by infraPlan during the morning peak traffic periods showed some concerning driver behaviour at the Churchill Road and Pym Street intersection. This was largely associated with difficulty to turn right from Pym Street to Churchill Road due to high traffic volumes and insufficient gaps in the traffic. This resulted in drivers sheltering in the painted median on Churchill Road (more than one vehicle at a time), merging into traffic in a hazardous manner and forcing other drivers to take evasive action.

Four crashes were recorded on Davenport Terrace, and nine crashes on Pym Street, (including four at the level crossing). The only crashes resulting in injuries were those recorded on Churchill Road.

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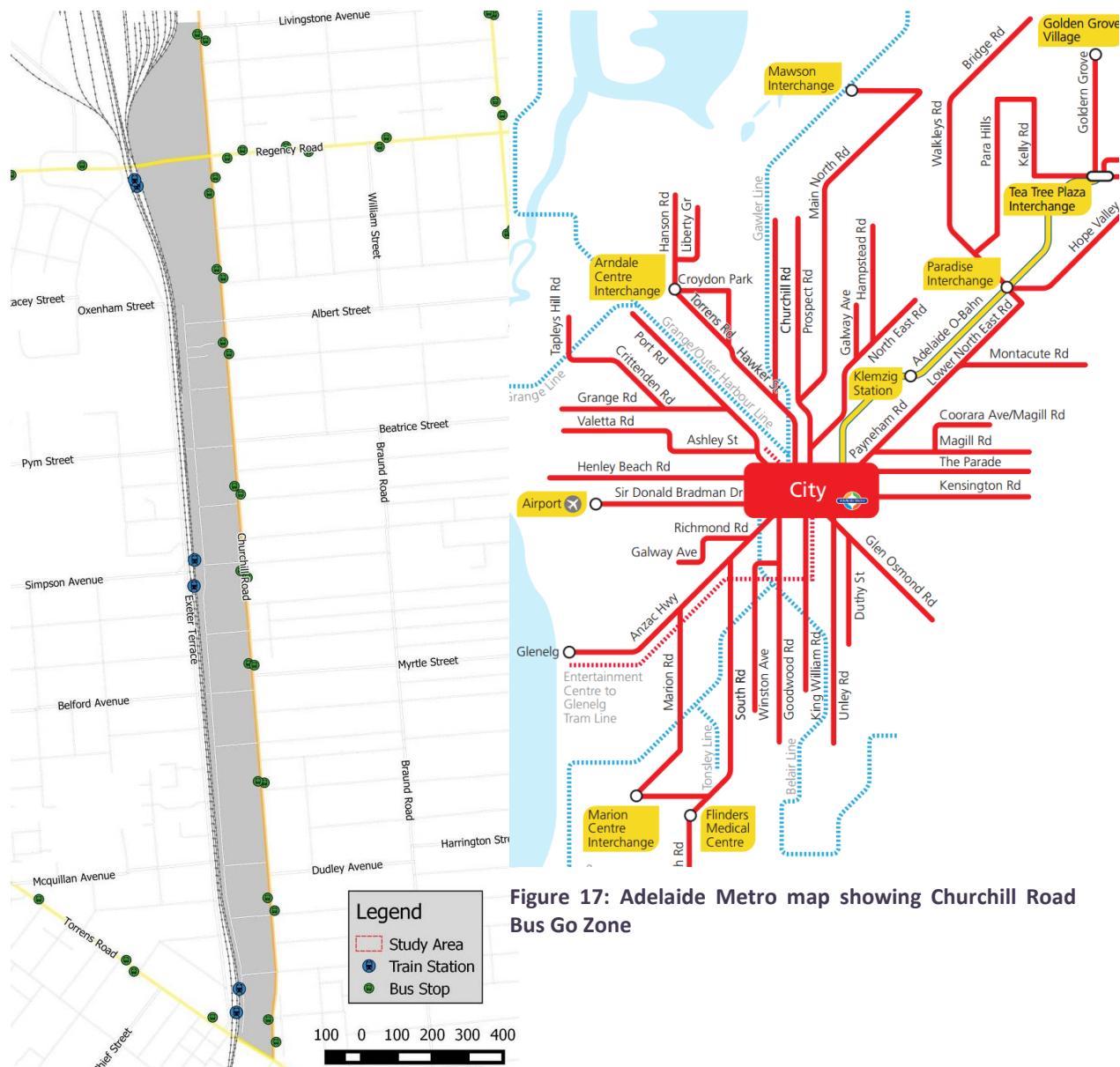
Figure 15 Crash locations, clusters, severity and pedestrian and cyclist involvement for the Churchill study area from 2010 to 2014

4.5 Public Transport

The Churchill Precinct is well serviced by Public Transport, with access to Gawler Train services and adjacent the Churchill Road Go Zone for buses (see Figure 17).

The Churchill Precinct is serviced by 3 train stations on the Gawler line, specifically Islington (near Regency Road), Dudley Park (adjacent Devonport Terrace, opposite Winter Terrace), and Ovingham (adjacent Devonport Terrace, near Avenue Road). It is also important to note the two level crossings of the rail line within the study area at Belford Avenue and Pym Street; these may require specific consideration in the recommendations contained within this report.

There are no bus routes on the Council roads in the Churchill Precinct. The bus stops and train stations within (and surrounding) the Churchill Local Traffic Precinct are identified in Figure 16.



4.6 Cycling

The Gawler Greenway is a State Government long-term vision for a cycling route and improved access to public transport extending from the City to Gawler. The alignment typically follows the Gawler railway line as well as adjacent low-volume streets.

The route passes through the Churchill Precinct, running along Devonport Terrace and connecting to a shared path between Gurr Street and Regency Road. Another, connected route crosses the rail line at Pym Street and continues within the City of Port Adelaide Enfield.

The Gawler Greenway is an important regional cycling route and provides improved access to rail stations. Cyclist and pedestrian safety and amenity is critical along these streets.

Other local roads within and adjacent to the study area on the cycling network are Belford Avenue, Beatrice Street and Myrtle Street (see BikeDirect Network map in Figure 18). These roads link to Braund Road which is a key north-south cycling route within the City of Prospect and identified as a future Bicycle Boulevard.

There are kerb side bicycle lanes on Churchill Road for the length of the Churchill Precinct.

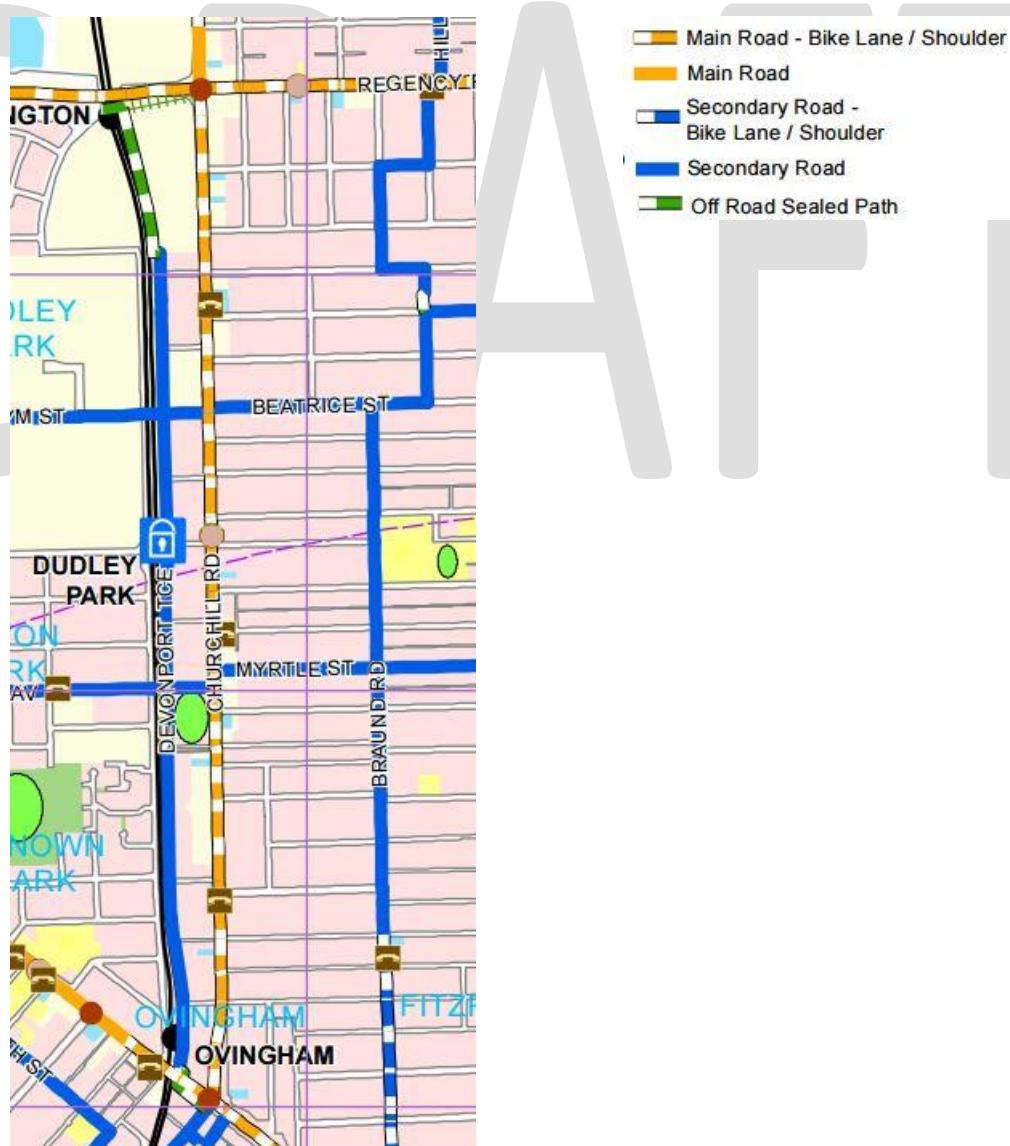


Figure 18: BikeDirect Network

5. Population Growth and Traffic Generation

Given the context of the 30 Year Plan and the City of Prospect Development Plan, the Churchill Precinct (and environs) are subject to change, growth and development. The development of urban areas will often result in different transport outcomes which need to be considered. The development (predominantly residential) within the Churchill Precinct has been considered in this chapter in terms of traffic generation and network impact. The outputs of the traffic generation have been considered in the recommendations of this LATMP.

5.1 Demographic Comparison and suburban growth

Prospect and Ovingham are increasingly popular inner metropolitan suburbs, as evidenced by recent population growth. Although the Churchill Precinct only incorporates a section of these suburbs, a comparison of the 2006 and 2011 Census data (refer Appendix F), reflects the popularity as desirable suburbs. Between 2006 and 2011 (the past two Census periods), there has been a population increase of 675 persons and 174 dwellings in these two suburbs. Although the 2016 Census has not yet been conducted, the number of people and dwellings is expected to increase, especially in the Churchill Road precinct. The growth rate between 2006 and 2011 for the suburbs of Prospect and Ovingham and identified below:

Table 4 Ovingham and Prospect (Suburbs) Population and Dwelling growth (2006 – 2011)

Census Year	Population (persons)	increase from 2006-2011	Dwellings	increase from 2006-2011
2011	13,711	675	5,974	174
2006	13,036	-	5,800	-

Given the locational advantages the suburbs enjoy (close proximity to the city and residential suburban neighbourhoods which are close to services and amenities) the precinct has experienced dwelling and population growth over the past 10 years, with significant growth over the past 5 years. The land use policies from the 30 Year Plan, and now reflected in the Development Plan (Urban Corridor – Boulevard Policy Area), this growth is expected to accelerate further in the short term.

5.2 Traffic generation Rates

The Department of Planning, Transport and Infrastructure publication, *Trip Generation Rates for Assessment of Development Proposals (September 2013)* has been used to calculate likely traffic generation.

Given the Development Plan is encouraging medium density growth in the Study area, the rates for *Residential – Medium Density Flats* (section 7.2) have been applied to the following calculations. This also accords with the recent development of apartment-style dwellings that are smaller and with less bedrooms. The traffic generation rate from this form of development is generally lower than low density detached dwellings and will therefore generate slightly less traffic. This rate is also deemed relevant given the connectivity of the suburb to public transport with the Gawler rail and bus services on Churchill Road both in close proximity to all local residents.

Based on the *Trip Generation Rates for Assessment of Development Proposals, Residential – Medium Density Flats*, a rate of 5.6 daily trips and 0.6 peak hour trips per dwelling has been applied.

Although the development outcomes of the Churchill Precinct are guided by the Development Plan, they are also subject to external influences (predominantly market forces) which makes determining the likely development outcomes (not theoretical outcomes) of the precinct difficult. However, to demonstrate an assumed traffic impact of dwelling development across the study area, the following has been assumed:

Table 5 Projected dwelling increase within the Churchill LATM

Year	Dwellings (indicative, based on annual increase)	Assumed increase on an annual basis	Additional traffic generated (vehicles per day)	Peak hour traffic increase
2016	360 (based on number of dwellings calculated from letter drop in April 2016)	rounded figure based on site observations of development over 12-month period	Calculated using <i>Trip Generation Rates for Assessment of Development Proposals, Residential – Medium Density Flats</i>	
2017	410	50	280	30
2018	460	50	280	30
2019	510	50	280	30
2020	560	50	280	30
2021	610	50	280	30
TOTAL	610	250	1,400	150

The exception to this projection is the potential development of the Mixed Use Churchill Area (see Section 3.1) which will require a detailed Traffic Impact Statement to determine the impact and mitigation requirements.

Testing Traffic Generation Impact

Given that the infill development across the suburb is generally spread across the area, the expected impact of additional traffic is minimised as it will likely not be localised to any specific road or intersection. In the following table the assumed additional traffic generation of 1,400 vehicles per day over the next 5 years has been distributed across the network to determine if any of the local roads exceed the threshold of traffic volumes for local roads (as per the City of Prospect Traffic Management Guidelines).

Table 6 Projected traffic volume by street based on projected development within the Churchill LATM

Street	2016 Average Annual Daily Traffic	Assumed traffic volume 2021 (accounting for additional traffic growth from development within the study area)	% increase between 2016-2021
Devonport Terrace	343	459	33.82%
Gurr Street	285	401	40.70%
Kingdom Place	446	562	26.01%
Pym Street	3,759	3,875	3.09%
Boucher Place	230	346	50.43%
Winter Terrace	232	348	50.00%
Totness Avenue	210	326	55.24%
Belford Avenue	2,095	2,211	5.54%
Elizabeth Ave	289	405	40.14%
Allan Street	212	328	54.72%
Clifton Street	73	189	158.90%
Avenue Road	192	308	60.42%
Churchill Road*	25,100	26,500	5.58%

*assuming all traffic generated from new development uses Churchill Road

Despite the potential average percentage increase of 48% of traffic volumes on local streets, the resultant additional traffic is considered acceptable given the threshold of 1,500vpd is not exceeded on any local street, other than on Belford Ave and Pym Street which already exceed the threshold.

6. Consultation

A consultation process was undertaken as per the project and Council Policy requirements. Detailed outputs from the consultation process, including the letter of invitation, survey outputs, advertising channels and a spreadsheet of reported issues and responses are provided in Appendix B, and are summarised below.

To date the following processes have been employed to gather feedback into the input of this report.

1. Initial contact with residents and stakeholders

A letter box drop of the precinct with the following information:

- Announcement of the project, its purpose and expected outputs
- An invitation to attend a Neighbourhood Forum, and
- A link to an on-line survey questionnaire to identify concerns and opportunities

2. Neighbourhood Forum

This open forum provided a platform to discuss issues in detail, confirm the issues identified and discuss possible options and solutions.

6.1 Summary of Consultation Feedback

Issues raised during consultation were reviewed on site by the project team.

On-Street Parking

A number of residents raised concerns about on-street parking capacity within the study area due to the increasing residential population and new residential developments.

InfraPlan has conducted inspection of on- and off-street parking provision and use and did not observe any instance where on-street parking in the local area was not available, nor instances where on-street parking prohibited through traffic or presented a safety concern. Observations show that while a number of the side streets are constrained by on-street parking, this is in line with the Traffic Management Policy and serves as a passive traffic control device, limiting vehicle speed and traffic volumes and discouraging non-local traffic from using the affected streets.

The City of Prospect Traffic Management Policy defines Local Streets as having:

- End of trip functionality servicing adjacent properties (which includes use of recreational and community facilities)
- Wide enough for at least one direction of traffic (may have to pass between parked cars)

The east-west streets within the Churchill LATM region are no longer than 115m which allows for drivers to see any oncoming traffic from the other end of the roadway. In addition, driveways provide space for one vehicle to pull out of the running lane and permit opposing traffic to pass.

Error! Reference source not found. shows an extreme case where events at Charles Cane Reserve generate large numbers of visitors to the area for a short period of time on the weekend. This photo was taken at 3:35pm on Saturday 25th June during an amateur league soccer game at Charles Cane Reserve / Parndo Yerta. Observed weekday on-street parking demand throughout the region is far lower and restricts traffic movements to a lesser degree. Weeknight observations show that on-street parking demand during training sessions is moderate and largely limited to Elizabeth Street.

Site observations also showed a number of instances where parking signage and yellow line marking was faded or worn away, such as shown in **Error! Reference source not found.**. Belford Avenue is a

particularly good example of this, and parking on this street indicates that the public ignores the parking restrictions and that parking controls are not enforced.



Photo 1 Weekend event parking on Elizabeth Street constrains traffic to a single lane



Photo 2 Faded 'No Parking' sign with worn and obscured painted lines on the road surface of Belford Avenue

Access to and from Churchill Road

As a DPTI controlled road, Churchill Road is not considered part of the project and thus access to and from this roadway is technically beyond the project brief and outside Council's scope of works. However, the number of concerns raised indicates that this is an important issue for residents of the Churchill LATM area.

Churchill Road is identified (in ITLUP and MARWP) for possible widening to two lanes in each direction. Intersection upgrades and accessibility are likely to be a part of these future works. A time-frame is not given for these works and therefore, in the shorter term it is recommended that Council liaise with DPTI to identify any possible improvements. Residents also raised concerns over the lack of pedestrian crossing points at the southern end of Churchill Road, near Avenue Road. It is understood that some train passengers using Ovingham Station use Avenue Road to reach Churchill Road and access areas on the eastern side. InfraPlan observed pedestrians waiting in the centre painted island and right turn shelter lanes while attempting to cross Churchill Road, particularly in the AM Peak.

Although Churchill Road lies outside of the scope of this report, a recommendation has been included (refer to [Appendix B](#)) for Council to liaise with DPTI to install pedestrian refuges within the existing painted median area to provide a higher level of pedestrian safety during a 2-stage crossing.

Pym Street

Many issues raised regarding Pym Street relate to the intersection with Churchill Road and infrastructure associated with the rail level crossing. However, both of these transport routes are outside the jurisdiction of the City of Prospect. It is understood that some design work is underway by DPTI to upgrade the Pym Street rail crossing.

The concerns have been noted and recommendations are made in [Appendix B](#) to liaise with DPTI to seek solutions.

Speeding Traffic

Excessive speed within the study area was raised as an issue by residents. Traffic data collected during the survey indicated that speeds were generally in an acceptable range, with the exception of Boucher Place, where the 85th percentile speed for east-bound traffic was found to be 45.2km/h and therefore in excess of the recommended maximum as per the Prospect Traffic Management Policy.

It is recommended that a flat-top road hump be installed mid-block in Boucher Place, consistent to that on Belford Avenue to facilitate slower speeds (in the order of 40km/hr or less).

Pym Street recorded an 85th percentile speed over 40km/h (45.5km/h), which is excessive for a local road but is not surprising given that the road is operating as a Collector Road.

InfraPlan also suggest that the Council investigate the introduction of a 40km/h speed limit within the Churchill Precinct, consistent with the area on the eastern side of Churchill Road.

Footpath paving

While not raised by residents, it was observed during site visits that various footpaths showed some signs of unevenness and degradation. Of particular concern is the footpath paving at the corner of Devonport Terrace and Kingdom Place (see Photo 3 and Photo 4). Paving blocks used in this section are in disrepair, presenting a potential tripping hazard. Inspection of the damage indicates that the damage was caused by heavy vehicles traversing this section of footpath. It is recommended that the paving blocks be replaced.



Photo 3 Footpath damage on Devonport Terrace at the corner of Kingdom Place



Photo 4 Detail of footpath damage

Construction traffic and through-traffic

Due to the number of new residential apartment developments in the area, residents have raised concerns about construction vehicles in the area, particularly along Devonport Terrace. However, due to the nature of the area and lack of alternative access, it is not feasible to suggest banning through traffic. It should be noted that construction traffic is linked to a site for a limited time during the development phase and will thus have limited term impacts. It is acknowledged that construction in this region is likely to continue for a number of years into the future but that this will be at sites spread throughout the precinct. Development of these sites is occurring in line with Council Development Plan and the corridor plan for Churchill Road.

Construction workers parking on local streets and access restrictions as a result have also been raised through the consultation process. This is a necessary provision and affects local residents for a limited time during the construction process. Vehicle owners are also present on site if vehicles are preventing movements on local streets. It is unfeasible to restrict access and parking provision for these workers as they require vehicles to travel to and from various sites. This is a matter for individual site management and residents should make their concerns known to Site Managers if work vehicles are restricting property access or movement through their local neighbourhood.

Davenport Terrace - Rail reserve vegetation

Residents of Devonport Terrace in particular expressed a desire for increased and improved protection from the rail line, including additional vegetation, noise walls or fencing. During site inspections it was noted that the vegetation is sparse in some areas and is of poor aesthetic quality, (refer to Photo 5). In addition, there was significant build-up of pine needles along the road edge which will obstruct stormwater flows in the spoon drain and reduces space for cyclists and parking.

The rail line is fenced by chicken wire and wooden posts or star pickets. Vegetation lies outside of the scope of this LATMP however this does present an opportunity to improve the streetscape and visual environment along Devonport Terrace.

Davenport Terrace - Illegal dumping

It was observed during site visits that No Dumping signs (refer to Photo 6), have been erected to the western side of Devonport Terrace, north of Pym Street to discourage illegal dumping. Comments received regarding illegal dumping refer to locations toward the southern end of Devonport Terrace. It is recommended that Council consider erecting similar signs in the southern section of Devonport Terrace, at the interface with the Rail Reserve, to deter illegal dumping and encourage reporting of this behaviour to Council.

The KESAB website includes an Illegal Dumping Toolkit, developed in conjunction with neighbouring Councils: (<http://www.lga.sa.gov.au/page.aspx?u=1888>) This online resource provides advice for councils on how to manage illegal dumping hotspots and gives access to signage and other control measures.



Photo 5 Fallen vegetation obscures the spoon drain and road edge on Devonport Terrace



Photo 6 A sign erected on Devonport Terrace to discourage illegal dumping along the rail corridor

Other issues raised

Other concerns were raised by residents but the issues occurred outside of the study area of this LATMP. These issues are included in the consultation response table (refer Appendices) for Council consideration.

7. Recommendations

7.1 Summary Table

Table 7 provides a summary list of the prioritised recommendations to address the issues identified, section **Error! Reference source not found.** provides summary of the traffic data analysis, consultation, site visit observations and other background information and intended outcomes that has resulted in each of these recommendations. The locations are also illustrated in Figure 19.

Table 7 LATMP recommendation summary

No	Location	Priority	Recommendation
1	Kingdom Place	High	Install pavement bar island at the western end of Kingdom Place, at the approach to Devonport Terrace
2	Kingdom Place	Low	Yellow pavement marking to strengthen 'No Stopping' at the approach to Devonport Terrace (to ensure sufficient space is available on approach to the intersection)
3	Corner of Devonport Terrace and Kingdom Place	Medium	Repair footpath paving blocks, (if possible, address local businesses to alert them to the issue and encourage assistance to prevent recurrence)
4	Full Churchill LATM area	Low	Further investigate the introduction of a 40km/h speed limit
5	Full Churchill LATM area	Medium	Replace on-street parking signage as necessary
6	Boucher Place	Medium	Install Flat-Top Road Hump, mid-block
7	Elizabeth Street, Devonport Terrace & Boucher Place	Medium	Replace worn painted yellow lines and parking signage on Belford Avenue. Install new painted yellow line markings to restrict parking on Elizabeth Street at the approach to Churchill Road to ensure sight distance and safe intersections widths are maintained. Remove signage and faded line markings to permit parking on the northern side of Belford Avenue (with clearance for driveways) while maintaining "No Parking" on the southern side.
8	Devonport Terrace at Ovingham Railway Station	Medium	Restrict parking to the eastern side of the road with painted yellow lines and / or no parking signs on the western side. This ensures access to driveways on the eastern side while maintaining a single travel lane and improves sight lines for cyclists. Driveways also provide passing space when required.
9	Devonport Terrace, Rail Reserve	High	Consider streetscape upgrade with improved vegetation along railway line
10	Devonport Terrace, Rail Reserve	Medium	Consider installation of additional "No Dumping" where vegetation is sparse and dumping is occurring

7.2 Recommendations and Background Information

Location 1	Kingdom Place at Devonport Terrace				
Public Consultation	Vehicles turning right from Devonport Terrace encroach westbound lane, speed concerns				
Site Observation / Desktop Assessment	During several site visits on 7 th June vehicles were observed to encroach on the westbound lane while turning from Devonport Terrace. Approach speed does appear to be a contributing factor; vehicles were clearly seen to be using Kingdom Place as a rat-run to avoid queues at the Pym Street / Churchill Road intersection.				
Road Hierarchy Classification	Devonport Terrace – Local Road Kingdom Place - Local Road				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommendation	Installation of a pavement bar Island at the western end of Kingdom Place, at the junction with Devonport Terrace				
Intended Outcome	Facilitate slower speeds on the approach to the junction by reducing the ability to cut the corner and encroach on other lanes				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
	✓		✓	✓	✓
Potential Network Implications	May encourage use of Gurr Street by through-traffic. Therefore, ongoing monitoring of traffic behaviour recommended. Slower traffic speeds will improve safety for cyclists - particularly important given that Devonport Terrace is a part of the Gawler Greenway.				
Priority	High				

Location 2	Kingdom Place, southern side on approach to Devonport Terrace				
Public Consultation	Cars park too close to the intersection with Devonport Terrace				
Site Observation / Desktop Assessment	No pavement marking. Signage on the northern side but not southern side Parking appears to be generated by local businesses				
Road Hierarchy Classification	Local Road				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommendations	See Location 1 for pavement bar island recommendation. If installed, also install 'No Stopping' yellow pavement marking for length of island to prohibit parking adjacent.				
Intended Outcome	Provide clearance for turning movements at Devonport Terrace				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
			✓		
Potential Network Implications	Improved traffic movement due to removal of restriction to turning movement and potential hazard				
Priority	Low				

Location 3	Corner of Devonport Terrace and Kingdom Place				
Public Consultation	none				
Site Observation / Desktop Assessment	Cracked paving blocks in the footpath on Devonport Terrace at Kingdom Place. Appears to have resulted from vehicles having repeatedly accessed the footpath, possibly for loading materials at neighbouring business places				
Road Hierarchy Classification	Devonport Terrace – Local Road Kingdom Place – Local Road				
Additional Considerations (speed, AADT, bus route, etc)	Possible evidence of heavy vehicle access to local business traversing the footpath, suggest addressing loading and supply access requirements with local traders to assess if additional access controls or allowances are necessary				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommended Action	Repair footpath paving, address local businesses to prevent recurrence				
Intended Outcome	Restored footpath pavement surface, prevent possible injury to pedestrians resulting from uneven surfaces				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
				<input checked="" type="checkbox"/>	
Potential Network Implications	none				
Priority	Medium				

Location 4	Churchill LATM area, possibly all of Prospect Council area				
Public Consultation	higher speed, particularly on Devonport Terrace, reportedly being used as an alternative to Churchill Road				
Site Observation / Desktop Assessment	No traffic control measures on Devonport Terrace, south of Elizabeth Street				
Road Hierarchy Classification	All roadways within the Churchill LATM area are classified as Local Roads with the exception of Regency Road and border roadways of Churchill Road and Torrens Road				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommended Action	<p>Consider implementing 40km/h across all streets in the local area (if not the whole LGA): given narrow streets in the local area this may be a relevant treatment option. Needs further consideration, however applies a pragmatic approach to local area traffic management. The following key points have been considered in this recommendation:</p> <ul style="list-style-type: none"> - Creating consistency across the Local Government Area as adjacent suburbs currently apply a 40km/h speed limit - Most local streets (with the exception of Pym St, Boucher Pl and northern section of Devonport Ave) already have 85TH% speeds below 40km/k. - A rapid assessment of the precinct identifies that it generally meets the warrants for the application of a 40km/h environment: http://www.dpti.sa.gov.au/_data/assets/pdf_file/0019/40258/2002793-v1-Tass_Publications_40_kph_Precinct_Speed_Limits.PDF - 				
Intended Outcome	Encourage slower speed, improve safety for all road users including cyclists and pedestrians				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Potential Network Implications	May redistribute traffic to surrounding arterial roadways. Through traffic on Pym St and Belford Avenue unlikely to be affected due to limited affected length of roadway. If Port Adelaide Enfield Council chose to impose a similar limit to these streets, redistribution from these streets may result				

Priority

Low

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Location 5	Churchill LATM area				
Public Consultation	none				
Site Observation / Desktop Assessment	Faded and missing parking control signage				
Road Hierarchy Classification	All roads within the LATM area are classified as Local Roads				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommended Action	Replace or repair on-street parking signage				
Intended Outcome	Improved signage for local residents and visitors to provide guidance of parking controls within the Churchill LATM area				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
			✓	✓	✓
Potential Network Implications	Improved traffic operations due to enforceable traffic and parking controls				
Priority	Medium				

Location 6	Boucher Place				
Public Consultation	No report				
Site Visit / Desktop Assessment	Traffic data shows a high proportion of Commercial Vehicle traffic and 85 th percentile speed above desired maximum. Assessment of traffic data indicates that Boucher Place is likely being used as a rat-run by vehicles originating west of the rail line, using Belford Avenue, Devonport Terrace to avoid Churchill Road and traffic controls on Belford Avenue				
Road Hierarchy Classification	Local Road				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> Management of the local road network must balance the needs of all road users Council will approach traffic management on the basis of a strategic road hierarchy and functional road use. The selection of traffic control treatments must also be proportional to the significance of the problem being addressed. 				
Recommended Action	Installation of a Flat-Top Road Hump (similar to that in Belford Avenue for consistency)				
Intended Outcome	Reduced speed, discourage non-local traffic				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Potential Network Implications	May to result in non-local traffic changing to Winter Terrace or Totness Avenue instead, however these local streets are well under the tolerance of 1,500vpd. Ongoing observation recommended. Slower speed would also improve safety for cyclists and pedestrians				
Priority	Medium				

Location 7	Elizabeth Street, Devonport Terrace & Belford Avenue at Charles Cane Reserve / Parndo Yerta				
Public Consultation	Existing access and parking issues on Devonport Terrace and Elizabeth Street on game days				
Site Observations / Desktop Assessment	<p>Site observation on Saturday 25/6/16 showed extensive on-street parking on Devonport Terrace, Elizabeth Street and Belford Avenue but did not show any parking behaviour that presents a safety concern or causes problematic traffic circulation limitations</p> <p>M-F parking in Elizabeth Street linked to local businesses, no pavement marking or parking control signs. Pavement marking on Belford Avenue faded or missing.</p>				
Road Hierarchy Classification	<p>Devonport Terrace – Local Road</p> <p>Elizabeth Street – Local Road</p> <p>Belford Avenue - Local Road</p>				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> <i>Management of the local road network must balance the needs of all road users</i> <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommendations	Upgrade pavement marking on Belford Avenue. Install 'No Stopping' yellow pavement marking on Elizabeth Street for 6 metres on the approach to Churchill Road. Alter signage to permit parking on the northern side of Belford Avenue while maintaining 'No Parking' on the southern side.				
Intended Outcome	Improved traffic conditions, better control for parking				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
			✓	✓	✓
Potential Network Implications	Improved traffic movement due to removal of restriction to turning movement and potential hazard				
Priority	Medium				

Location 8	Western side of Devonport Terrace alongside Ovingham station				
Public Consultation	Uncontrolled parking, no pavement markings or signage to control parking on Devonport Terrace				
Site Observations or Desktop Assessment	<p>No signage or pavement marking observed on Devonport Terrace in the area identified.</p> <p>The roadway is 5.7m wide, insufficient for two parked cars and a travel lane.</p> <p>Devonport Terrace is a No Through Road south of Avenue Road</p>				
Road Hierarchy Classification	Local Road				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommendations	<p>Install 'No Stopping' yellow pavement marking on the western side of Devonport Terrace where kerb and gutter is installed near Ovingham Station.</p> <p>Turnaround areas also need yellow pavement marking to strengthen mandatory 'No Stopping' control.</p>				
Intended Outcome	Restricting parking to the eastern side of the road maintains access to driveways while maintaining a single travel lane. Driveways also provide passing space if required.				
Use of LATM Device (Austroads)	Reduce Speed	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
	✓		✓	✓	✓
Potential Network Implications	Improved traffic movement				
Priority	Medium				

Location 9	Vegetated screen between Devonport Terrace and Rail Reserve				
Public Consultation	More trees and shrubbery requested along street. Especially along railway side, would like to see more protection from the trains				
Site Observation / Desktop Assessment	Vegetation is inconsistent, dense in some areas and very sparse in others. Trimming was observed during a site visit and appears to occur reasonably frequently, extensive, deep vegetation, particularly fallen pine needles on the verge and roadway. Spoon drain on western edge of Devonport Terrace completely obscured with vegetation. Fencing for rail reserve very light, will not prevent persons accessing rail lines, allows for uncontrolled movements across rail				
Road Hierarchy Classification	Devonport Terrace - Local Road Rail Reserve is under the auspices of PTSD				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommended Action	Consider additional planting and more regular and comprehensive street cleaning, especially along section of spoon drain.				
Intended Outcome	Better street environment, safer streets, safer rail corridor, better cycling amenity. Vegetation is seen as a preferred option for access control and sound mitigation than high-level fencing				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
			✓	✓	✓
Potential Network Implications	Increased useable road width in Devonport Terrace creates better traffic flows. Improves conditions for cyclists using this section of the Gawler Greenway				
Priority	High				

Location 10	Devonport Terrace, west side, interface with rail reserve				
Public Consultation	Dumping of hard rubbish along our section of the train line				
Site Observation / Desktop Assessment	No dumping noted but “No Dumping” signs observed on the western side of Devonport Terrace, north of Pym Street. While this is not a road and traffic issue, litter can become a safety concern, particularly for cyclists and pedestrians, is generally unsightly and reduces the appeal of the neighbourhood.				
Road Hierarchy Classification	Local Road				
Alignment with Council Traffic Management Plan Policy Statements	<ul style="list-style-type: none"> • <i>Management of the local road network must balance the needs of all road users</i> • <i>Council will approach traffic management on the basis of a strategic road hierarchy and functional road use.</i> • <i>The selection of traffic control treatments must also be proportional to the significance of the problem being addressed.</i> 				
Recommended Action	Consider installation of additional “No Dumping” sign to be installed where vegetation is sparse and dumping is occurring				
Intended Outcome	Improved neighbourhood appearance, reduced litter				
Use of LATM Device (Austroads)	Reduce Speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
			✓	✓	✓
Potential Network Implications	Reduction of hazardous materials and potential injury risks				
Priority	Medium				



Figure 19 Location map for infraPlan recommendations

Appendix A

Definitions and Abbreviations

AADT = Average Annual Daily Traffic

TCD = Traffic Calming Device

LATMP = Local Area Traffic Management Plan

VPD = Vehicles per Day

Council = City of Prospect

DPTI = Department of Planning, Transport and Infrastructure

PTSD = Public Transport Services Division (of DPTI)

ITLUP = Integrated Transport and Land Use Plan (of DPTI)

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Appendix B

Community Consultation

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
Access to / from Churchill Road	1 Devonport tce and Kingdom pl	traffic avoiding Pym and Churchill intersection speeding over speed humps and dangerously cutting the Kingdom Pl corner completely on the wrong side of Road without good vision into Kingdom Pl, at times nearly causing head on collisions.	police traffic observation and some sort of barrier to discourage corner cutting	Install pavement bar in Kingdom Place to control turning movements and reduce speeds. Future improvements to Pym St intersection should reduce this movement.	Observed 7.6.16 AM
	2 Kingdom place	traffic parking too close to the left hand side, facing the train line	on both sides and parking too close to devonport tce.	Install line marking on Kingdom Place to provide 6m clearance from intersection. If pavement bar installed, line marking required on both sides to provide clearance	Observed 7.6.16 AM
	3 Kingdom place.	traffic turning right from devonport tce into kingdom place	stop right hand turns altogether from Devonport	None Banning R turn movements will only relocate them to other local streets in the attempt to access arterial routes. Rat run is a small proportion of current vehicle loads at level crossing, no reason to deny this movement under current arrangements. Proposed controls should ameliorate safety concerns. See Item 1.	Although there appears to be a degree of through traffic using Kingdom Place, the traffic volumes are still within the acceptable thresholds as per the Prospect Traffic Management. Observed 7.6.16 AM
	4 Totness Street	traffic banking up for turns to Churchill Road	no right turn to Churchill Road	None Not observed during AM peak, traffic levels considered acceptable. No recommendation to ban turning movements as per Item 3	Observed 7.6.16 AM
	5 Belford Street	Traffic banking up for turns to Churchill Road	no right turn to Churchill Road	None Not observed during AM peak, traffic levels considered acceptable. No recommendation to ban turning movements as per Item 3	Observed 7.6.16 AM
	6 Churchill Rd	trying to access Churchill Rd from Devonport Tce - traffic is a constant stream there is no break in traffic for local residents to access priority road	move the traffic away from this road	Issue to be communicated to DPTI (Churchill Road is departmental concern), recommend improvements to median shelter to better accommodate 2-stage turning.	Churchill road a 2 lane in both directions: this accords with the short to medium term duplication of Churchill Road as identified in ITLUP. Providing additional or wider shelter? Appears that 2-stage movements are thought unsafe or not preferable based on previous advice given for other locations. Observed 7.6.16 AM

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES	
7	Entire Churchill Rd	Peak hours Traffic Congestion - Road works and construction work slowing traffic during peak hour.	Carry out these works outside Peak times and make Churchill Road two lanes (All the new paving/side walks narrowed road to one)	Issue to be communicated to DPTI (Churchill Road is departmental concern), Note road works and construction are short-term items with limited impacts.	Not a local road, therefore outside the scope of Councils jurisdiction: although Churchill road becoming a 2 lane in both directions: this accords with the short to medium term duplication of Churchill Road as identified in ITLUP. Observed 7.6.16 AM	
8	Churchill road	I love what you have done along churchill road with all the upgrades of the pavement and it is looking really nice however it is becoming a major road now and the single lane does cause a lot of traffic build up. it does make it also especially hard to turn out to the right along the road as the traffic is so congested.	either more turn lanes you can pull in to or making the road two lanes.	Issue to be communicated to DPTI (Churchill Road is departmental concern), recommend improvements to median shelter to accommodate improved 2-stage turning.	Not a local road, therefore outside the scope of Councils jurisdiction: although Churchill road becoming a 2 lane in both directions: this accords with the short to medium term duplication of Churchill Road as identified in ITLUP.	
9	all streets accessing Churchill between Regency and Torrens	unable to turn right and left is difficult too, causing residents to choose left then next right and travel thru side streets to come back to churchill rd and turn left again onto Churchill.	??? making side streets busier	Issue to be communicated to DPTI (Churchill Road is departmental concern), recommend improvements to median shelter to accommodate improved 2-stage turning.	Observed 7.6.16 AM	
12	Torrens Rd turn onto Churchill Rd	Can't see onto Churchill Rd when trying to access. Large passenger vehicles (eg 4WD, SUVs) block visibility when turning to Churchill Road	not sure	This is a DPTI roadway and is outside the scope of this project..... Parking is provided and designed to DPTI standards as this was a recent road upgrade. Requires ongoing observation and controls if necessary.	This is a DPTI roadway and is outside the scope of this project..... Observed 7.6.16 AM	
Churchill Rd pedestrian access	10	Churchill Rd	inadequate pedestrian crossovers - bus passengers have to run through the traffic Particularly noted at southern end, near Ovingham Train Station	More pedestrian crossovers (a simple safe zone in the traffic island is enough - so not expensive)	Investigate opportunities to install more median shelters in areas where only painted medians exist. Issue to be communicated to DPTI (Churchill Road is departmental concern),	agree - requires investigation (for best location/need), however this is outside the responsibility of Council and DPTI will be required to implement... Observed 7.6.16 AM

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES	
Churchill Rd lane merge	11	Torrens Rd turn onto Churchill Rd	2 lanes go into 1 - bottleneck of traffic - dangerous	not sure - but wait till that block is sold and 17 apartments are put on that corner	This is a DPTI roadway and is outside the scope of this project, what is more, this issue is in regard to driver behaviour around a standard road design feature. Infill accords with 30-Year Plan, Council Strategic Plan and Development Plan. The growth to date is within tolerable thresholds, but needs continuing review. Any future duplication of Churchill Road may relieve this pressure (as planned for in ITLUP).	This is a DPTI roadway and is outside the scope of this project. Observed 7.6.16 AM
Speed	13	Devonport Tce	Calming devices and Reflectors	Provide decent speed humps and get rid of reflectors which are continually damaged and nothing gets done unless brought to the attention of Council	None Reflectors appear to have been recently upgraded to units with spring bases, resisting breakage when driven over. Assessed control devices, these work well as slow point (single lane) and provide room for Gawler Greenway cycling facilities to avoid humps. Cycle paths need regular clearing of vegetation etc	Observed 7.6.16 AM
	14	65 Devonport Terrace	our section of devonport Terrace from Elizabeth street (next to the oval) all the way down to torrens road is used for by cars to speed down and quickly avoid congestion on churchill road	Speed humps would assist in stopping cars speeding down but there isn't much signage around what the speed limit is. maybe some more 40kmph signs.	This traffic is local traffic or construction vehicles for local sites only - access limitations define this. Recommend investigation of 40km/h zone.	recommendation: consider implementing 40km/h across all streets in the local area (if not the whole LGA): given narrow streets in the local area this may be a relevant treatment option. Needs further consideration, however applies a pragmatic approach to local area traffic management. also NOTE - the Tonkins report for the adjacent LATM also recommended the application of a 40km/h precinct http://www.adelaidenow.com.au/messenger/north-northeast/prospect-streets-could-be-40kmh-if-the-council-goes-with-suggestions-in-tonkins-traffic-report/news-story/2fc6ebf3aec60d765a1f1c5a0ad374f1 Observed 7.6.16 AM
	15	Devonport Tce	Speed	Reduce speed limit along the whole street to stop vehicles speeding through calming devices.	Recommend investigation of 40km/h zone	recommendation: consider implementing 40km/h across all streets in the local area (if not the whole LGA): given narrow streets in the local area this may be a relevant treatment option. Needs further consideration, however applies a pragmatic approach to local area traffic management. also NOTE - the Tonkins report for the adjacent LATM also recommended the application of a 40km/h precinct http://www.adelaidenow.com.au/messenger/north-northeast/prospect-streets-could-be-40kmh-if-the-council-goes-with-suggestions-in-tonkins-traffic-report/news-story/2fc6ebf3aec60d765a1f1c5a0ad374f1

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
16	Devonport Terrace	Non local drivers speeding (to avoid Churchill Rd congestion). Many families with children live on this street (us included) and it's not safe	Speed humps on Devonport Tce (between Elizabeth St & Allan St). Make Devonport Tce a 40km zone! Put lots of signs up.	Recommend investigation of 40km/h zone No apparent requirement for control devices, no evidence of speed problems from Traffic Survey data	through traffic volumes do not seem significant. recommendation: consider implementing 40km/h across all streets in the local area (if not the whole LGA): given narrow streets in the local area this may be a relevant treatment option. Needs further consideration, however applies a pragmatic approach to local area traffic management. also NOTE - the Tonkins report for the adjacent LATM also recommended the application of a 40km/h precinct also NOTE - the Tonkins report for the adjacent LATM also recommended the application of a 40km/h precinct Observed 7.6.16 AM
Parking	17	All streets covered in the survey	On street parking	It is an issue that is only going to get worse and there needs to be some designated no parking areas in all streets.	None Parking on both sides of local streets should be allowed provided that there is sufficient width to allow a vehicle to pass. This actually provides a favourable outcome for traffic calming Observed 7.6.16 AM
	18	Winter Terrace	Parking will be a problem when the next two lots of apartments are completed	parking one side only	None 7m wide roadway allows for two parked cars and a travel lane between. Reduction in on-street parking not desirable, parked cars serve as passive traffic control measures and reduces traffic demand Site requires ongoing observation, especially if corner block (Churchill Rd) is approved for development Observed 7.6.16 AM
	19	Allan St	Construction has closed this road or almost no access for months and there's more construction to come. Where are the new residents (there is only one carpark space) for the newly built units going to park in this street? It is too narrow and congested.	Parking bays added.	To re-visit after 6pm to assess parking demand. It appears that vehicles parked on-street may belong to local residents. All properties have off-street parking but not being utilised. Observed on-street parking supply is deemed to be sufficient. No capacity to introduce parking bays in verges or footpath space. Observed 7.6.16 AM
	20	Allan St	Multiple new apartments placed on small side street - potentially at least another 30 odd cars trying to access Churchill Rd from sidestreets		See above

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
21	Devonport Terrace	There is not really any indication of where people are meant to park in our area. Again from elizabeth street through to torrens road section of devonport has no markings of where to park. In front of the houses is fine but when people park along the railway side where all the trees are then it is hard to get through the cars.	Better indication of where to park. yellow lines marked on the road. also possibly creating parking areas along the train side as well. i do like the bike lines that you have put up next to the oval. if you could somehow continue that all the way along to torrens road you could also create parking bays along the train side	Recommend yellow line marking on western side where kerb is installed near Ovingham Train Station - road in 5.7m wide here, sufficient only for a single parked car and travel lane. Needs yellow markings around turn around areas. Improvements to cycling environment should include regular street sweeping and clearing of fallen vegetation within verge. This will also provide additional / improved parking conditions Extension of treatment at Charles Cane Reserve will limit Devonport Terrace to one-way. This is not a desirable or warranted traffic control measure	consider yellow line marking in some locations, especially where new developments have occurred. Observed 7.6.16 AM
22	Devonport Terrace	Parking on both sides of street making thoroughfare difficult	A yellow 'no parking' line on the railway side of the road, ensuring parking only on one side. Especially between Elizabeth St & Allan St	None Disagree with this request. Passive traffic calming created by parked cars, sufficient width if parked cars are partly on the verge. Note no kerbing on the western side of Devonport Tce, spoon drain only. Requires more regular street cleaning.	parking behaviour and yellow need to be investigated. Observed 7.6.16 AM
23	Charles Cane Reserve / Parndo Yerta	Existing access and parking issues on Devonport Tce and Elizabeth Street on game days (weekends). Concerns this will be exacerbated by new apartments being developed nearby		First observation 7.6.16 AM Site observation on Saturday 25/6/16 showed extensive on-street parking on Devonport Terrace, Elizabeth Street and Belford Avenue but did not show any parking behaviour that presents a safety concern or causes problematic traffic circulation limitations. No observed need for additional parking restrictions. This appears to be a well-used community facility being utilised as intended. M-F parking in Elizabeth Street linked to local businesses, no line markings; parking control signs and line marking on Belford Avenue faded or missing	First observation 7.6.16 AM

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
24	Churchill Rd Resident parking	I am assuming that most of the multi story apartments have only one car parking space per unit? what happens to 2 car residents and visitors to the units? the side streets are already getting busy not to mention the many hundred new residents to come.	????	None Adequate on-street capacity under existing conditions - it appears a number of local residents currently park on the street rather than using off-street parking where driveways are available. Parking provisions for apartments (off-street) accords with the Development Plan, additional parking demands will negate ability to house all parking at ground level, likely to result in additional parking on street. Elevated parking floor not desirable for local area.	Observed 7.6.16 AM
Pym st capacity & intersections	25	Pym Street intersection /Devonport Tce	Congested when there is a train & difficult to turn right into Devonport Tce.	Not sure	Follow up on enquiries with DPTI re ongoing works on level crossing, Pym St / Churchill Road intersection etc need to check the design that DPTI is currently pursuing for this crossing, and see if it will have any bearing on the intersection. Also, site observations will be required. Observed 7.6.16 AM
	26	Pym st rail crossing	right turn from Devonport Tce unable to see street west of crossing for pedestrian fence	move fence north about a mitre to enable drivers to see and not have to move forward over stop line into oncoming traffic	Address to DPTI - recommend that fence be set at an angle, fence is not visually permeable when viewed at an acute angle such as from a car stopped at the intersection on the northern approach. consultation and comment needs to be sought from DPTI - understand there is some plans in process. Observed 7.6.16 AM
	27	Pym and Churchill	turning onto Churchill from Pym, trucks unable to turn left if vehicles waiting to turn right from Churchill onto Pym causing traffic to back up or use Devonport tce at speed as well.	traffic calmer's have been installed on Devonport tce but increased traffic is still a big issue - move large power pole corner Churchill and Pym to allow left turning lane, there is room in front of units.	DPTI, major electrical infrastructure etc. Intersection in need of re-evaluation and re-design signalisation warrants investigation. But outside the scope of this study. Investigate if widening is being looked at - significant number of heavy and long vehicles requiring additional turning room - hence turning vehicles restrict movements Observed 7.6.16 AM
	28	Pym Street	Major traffic build up with semi trailers and car traffic	no semis north of railway line	Semis related to local business. Is there a feasible alternate route? Intersection in need of re-evaluation and re-design Observed 7.6.16 AM
	29	Railway line	insufficient pedestrian crossing points	more pedestrian crossing points	To be addressed to DPTI and Rail group Observed 7.6.16 AM

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
non-local & construction traffic	30 Devonport Tce	Too narrow to allow trucks for construction on this road and disadvantages the local residents to get out onto a very busy Churchill road on any of the street exits. Please don't disadvantage us any more than what already exists.	No access of trucks on Devonport Tce. Widen Devonport Tce to make it a 2 way road. Think like a local resident. Make it more accessible to use the road by not putting in any slow points, change of directions or any restrictions on the road and allow room for all road users trucks excluded.	None These trucks are related to local construction activity and require site access. Devonport Tce access is required to allow for truck movements back to Churchill Road	Devonport Terrace traffic volumes insufficient to warrant widening, insufficient width for two lanes without encroaching on Commissioner of Railways land (DPTI rail corridor) and in any case would only increase through traffic. A preferable approach is to increase the capacity on Churchill Road (as per ITLUP) If trucks accessing Devonport Tce are doing so due to local construction works, it may not be logically possible to limit access due to confined local network Observed 7.6.16 AM
	31 Devonport Tce	Non local traffic parking and using Devonport Tce due to increased construction work on Churchill Road	'Local traffic only' signs	as above	Traffic volumes seem to suggest that this is not a significant issue, and the traffic volumes are within tolerable levels. However north of Pym street there appears to be more of this occurring: Possible recommendation of putting road humps on Gurr and Kingdom. If traffic is a result of construction activity then traffic would be considered 'local' during construction period. Observed 7.6.16 AM
Public transport	32 Churchill Road, rail corridor - Public Transport services	Public transport is always full		Check with DPTI on PT patronage from the area. Discuss PT service provision, frequency etc	Public Transport is a State Government controlled service and therefore beyond the scope of Prospect City Council and this study DPTI role to assess PT service adequacy - interesting to note other comment stating PT is non-existent, preventing use by new residents.
	33 All off Churchill Rd	Hundreds of apartment residents adding to congestion - they will not access public transport cause it's near non-existent	stop the apartments - use Braund Rd more, use Main North Rd more - also build bridge over Ovingham Torrens Rd train line so traffic can move and not cause morning and evening grid lock	as above - note Braund Road, Main North Road and Torrens Road are all beyond the scope of this project. Braund and Main North Roads are also a long way from this location - not reasonable alternative routes for local residents or visitors to the precinct.	infill accords with 30-Year Plan, Council Strategic Plan and Development Plan. The growth to date is within tolerable thresholds, but needs continuing review. Duplication of Churchill road may relieve this pressure (as planned for in ITLUP). Revision of PT (DPTI responsibility) if service inadequate Note Torrens Road intersection is a DPTI intersection and is outside the scope of this project. To investigate and ask for clarification from DPTI: MASTEM outputs tend to suggest that there will be a long term reduction of traffic on Churchill Road. This is likely a response to completion of the north south corridor. Observed 7.6.16 AM

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
Rail reserve, vegetation	34	Devonport Tce	More trees and shrubbery needed along street. Especially along railway side	Plant some please	Agreed, recommend increased and improved plantings to screen rail corridor and improve Devonport Terrace amenity Appears all vegetation is on council land, however may need to investigate if some is within DPTI corridor. Observed 7.6.16 AM Council staff trimming vegetation along rail corridor
	35	Devonport tce	would like to see more protection from the trains. the fence we have is quite small on our side of the train tracks. people are constantly crossing over the train lines which is very dangerous but also would like to see something put up that could mitigate the sound	if we had a high sound proof fence along devonport terrace from elizabeth street through to the station at torrens road then it would also allow you to redo that area and probably remove a lot of the trees. you could then create more parking bays on that side and plant trees at intervals along the train line.	In South Australia, the responsibility for managing transport noise is shared by homeowners and Local, State and Federal Governments. Local Councils use traffic calming measures, such as round-a-bouts and speed humps, to discourage traffic from entering residential areas, and use planning and zoning provisions to ensure new residential areas are protected from noisy road and rail corridors. The Department of Planning, Transport and Infrastructure (DPTI) undertakes noise mitigation when constructing new or substantially upgraded roads or railways adjacent to areas that are sensitive to noise. DPTI's Road Traffic Noise Guidelines (http://www.dpti.sa.gov.au/standards/environment) outline the circumstances where noise mitigation is considered. Supplementary to this a document which may be useful to reducing the rail noise impact has been released by DPTI, and provides some design methods for homeowners consideration http://www.dpti.sa.gov.au/__data/assets/pdf_file/0006/80079/DOCS_AND_FILES-6043816-v5-Environment_-_Noise_-_DPTI_Noise_Mitigation_Fact_sheet_for_community_for_standard_r.pdf The State Government maintains the position in its policies that noise mitigations works will only be undertaken when implementing new or significantly upgrading existing transport infrastructure: Given the potential for the Gawler line to be electrified in the short term (as per the State Governments Integrated Transport and Land Use Plan, 2013) there is the potential to implement the necessary noise reduction treatments, such as rail corridor barriers. Rail corridor barriers will provide a higher degree of noise mitigation when located as close as possible to the rail line. They will also perform better when the receivers are close to the rail corridor and the barrier, as would commonly occur in suburban areas. Recommendation: liaise with DPTI in the process of upgrading (electrifying) the Gawler Rail Line to investigate the need for/possibility of implementing noise barriers along the rail corridor, taking into consideration the preferred barrier placement, appropriate barrier design and materials, urban design (CPTED) principles and other public considerations. Secondary Recommendation: request DPTI undertake a rail crossing safety audit to ensure that the current crossing points meet standards, and ensure that proper usage by pedestrians across the rails line are being met. OR seek to investigate the opportunity for improved fencing along the rail corridor to match the fencing on the western side of the rail corridor.
	36	Devonport Tce near Cane Reserve one way section	Confusing exit and entry point here with share arrows and bike riders and pedestrians. Dangerous section for users of vehicles approaching South on Devonport Tce due bushes in the way. Blocks view of oncoming traffic coming from Elizabeth St	Clear the bushes.	None Evidence of the removal of one plant near the fence line, no observed sight-line concerns near this intersection Observed 7.6.16 AM
	37	Devonport Terrace	Ugly, It'd be great if some of the revenue increase from all of the new dwellings / apartments could be spent on upgrading / beautifying Devonport Terrace and verges		Devonport Terrace spoon drain needs more attention and regular cleaning - observed deep pine needle collection in verges. Additional and improved plantings on rail side. Formalise kerb on rail side, upgrade to better indicate Gawler Greenway link in this street Observed 7.6.16 AM

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
38	Devonport Terrace	Gawler Greenway provision for cyclists – safety concerns	Clear vegetation on road, remove the bar obstructing access at the southern end of the separated section alongside Charles Cane Reserve	Regular street sweeping to ensure road markings are clearly visible, bike sections alongside road humps should be cleared, improve road surface south of Elizabeth St to newly paved section at southern end of Devonport Tce Recommend reassessment of the placement of bar at the southern end of the separated bike lane - presents a hazard for cyclists as the bar is not visible from a southern approach.	Observed 7.6.16 AM
illegal dumping	39	65 devonport terrace	illegal dumping of rubbish. we find that people are always dumping hard rubbish along our section of the train line.	if you were able to do some of the tings in the previous points (bike lane, wall and shrubbery) it might allow a cleaner looking space along the train line and stop people from dumping there. also maybe a few signs to show that dumping is illegal etc	Signs observed (see photo) north of Pym Street but not in other locations. Recommend additional signage along this rail corridor. (see http://www.kesab.asn.au/product-sales/signs/illegal-dumping-signs/ Quoting the 2014 Status Report - Capital Projects and Operating Projects: "The removal of illegally dumped rubbish is managed by the Rapid Response Team. CRMs are responded to, waste is inspected and booked in for collection by the hard waste contractor each Wednesday. Council has available 10 collections each week to assist with managing waste collection. Our current process also includes letter box drops to nearby properties when illegal dumping waste is identified, to encourage residents to use hard waste collection facility instead. Further improvements include implementing 'crime scene tape and associated signage which is a KESAB initiative to assist with highlighting illegal dumping to the community and to encourage those responsible to remove their own waste and dispose of it in the appropriate manner."

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
40	Devonport Terrace	Illegal dumping of hard rubbish along railway	Signs to deter. Policing of this. Regular cleanup	See above	<p>Not a traffic issue, but Question for Council: is clearing of illegal waste within (perhaps just adjacent council land) the responsibility of Council or DPTI? Recommendation: although Council provides a rapid response program to clearing illegally dumped waste, erect KESAB signs along the rail corridor (opposite side to Devonport Tce) to warn against illegal dumping.</p> <p>http://www.kesab.asn.au/product-sales/signs/illegal-dumping-signs/</p> <p>Quoting the 2014 Status Report - Capital Projects and Operating Projects: "The removal of illegally dumped rubbish is managed by the Rapid Response Team. CRMs are responded to, waste is inspected and booked in for collection by the hard waste contractor each Wednesday. Council has available 10 collections each week to assist with managing waste collection. Our current process also includes letter box drops to nearby properties when illegal dumping waste is identified, to encourage residents to use hard waste collection facility instead. Further improvements include implementing 'crime scene tape and associated signage which is a KESAB initiative to assist with highlighting illegal dumping to the community and to encourage those responsible to remove their own waste and dispose of it in the appropriate manner."</p>
Outside project scope	41	Clifton street (between Churchill road and Braund road)	too many cars using it to "rat run" / through traffic	Putting a no right hand turn into and out of Clifton street or some sort of traffic calming option.	This section of Clifton Street is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also traffic controls at the intersections of local roads (e.g. Clifton Street) and arterial Roads (i.e. Churchill Road) require approval and implementation by the Department of Planning, Transport and Infrastructure. Although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.
	42	Braund Rd	'Rat run' traffic using Braund Rd instead of Churchill	Enable greater traffic flow on Churchill Rd between Regency Rd and Fitzroy Tce. Especially heading South. The two sets of lights at Torrens and Fitzroy create excessive congestion. Slow motor vehicle traffic on Braund Rd through use of intersection speed bumps to slow traffic and minimise occurrence of people ignoring the give way signs at intersections, without slowing bicycle traffic	Braund Road is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.

Item No.	Location or Street	Issue	Suggested Solution (by resident)	Response (InfraPlan)	NOTES
43	Braund road	congestion from cars parked and vehicles travelling in opposite directions	braund road oneway vehicle traffic heading south. Retain two bike lanes to support Nth-Sth bike corridor into Nth Adel and CBD	Braund Road is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.	
44	Braund road	narrow and irregular pavement. Decreases usability for kids bikes, the elderly and prams	widen foot path and reduce the traffic flow to one way to streamline traffic congestion	Braund Road is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.	
45	Braund road	poor visibility at intersections leading to a hazard for bike riders and pedestrians	widen foot path and delineate bike lanes along entire road	Braund Road is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.	
46	Castle Ave	Difficult to make a right turn onto Churchill from this street, Olive, Rose etc. Often have to wait for many minutes while holding up cars behind waiting to make a left turn..	Have an intersection with traffic lights to allow cars to enter traffic on Churchill heading north.	Castle Ave is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic Precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also traffic controls at the intersections of local roads (e.g. Castle Ave) and arterial Roads (i.e. Churchill Road) require approval and implementation by the Department of Planning, Transport and Infrastructure. Although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.	
47	Braund road	Now crossed by rat runners between Chrchill and Prospect Roads at several places especially at Castle then Daphne - concerned about driver attention on other users eg expected influx of cyclists due to boulevard status, runners and pedestrians	maybe stop signs just to add a few seconds onto the time drivers have to pay attention to Braund Road traffic and check drivers intentions coming out of Castle and Daphne	Braund Road is located outside of the Churchill Local Traffic Precinct, and is part of the Prospect South-West Local Traffic precinct. Although this issue does have context to the Churchill Local Area Traffic Precinct and will be considered in the recommendations contained within this report, recommendations to address this concern are outside the scope of this project and will need to be addressed in a LATM for the Prospect South-West Local Traffic Precinct. Also although traffic flow onto Churchill Road is somewhat influenced by the controls implemented by Council in the local road network, ultimately the management of traffic flow on Churchill Road is maintained by the Department for Planning, Transport and Infrastructure and the implementation of changes to State roads are beyond the responsibility of Council.	

Community Consultation: Council Website

Churchill Local Area Traffic Management Consultation

12 April 2016

City of Prospect is developing a Local Area Traffic Management Plan for the Churchill Local Traffic Precinct, and is seeking community input into its development. The purpose of this input is to determine locations/issues for consideration and investigation. Your input into this process is greatly appreciated.

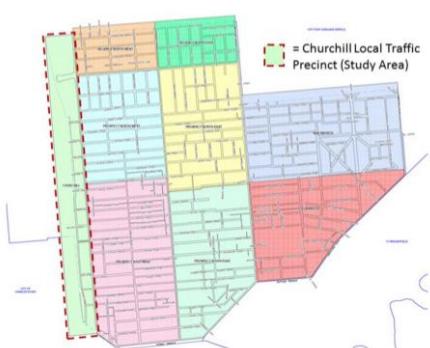
HAVE YOUR SAY: Churchill Traffic Precinct Local Area Traffic Management Plan

City of Prospect is developing a Local Area Traffic Management Plan for the Churchill Local Traffic Precinct, and is seeking community input into its development. The purpose of this input is to determine locations/issues for consideration and investigation. Your input into this process is greatly appreciated.

As part of Council's ongoing traffic management, City of Prospect have engaged local company InfraPlan to undertake investigations for the Churchill Local Area Traffic Management Plan.

Local area traffic management is generally associated with the installation of physical traffic measures and/or regulations to influence the existing behaviour of road users, in order to create safer and more amenable street environments, particularly in local residential areas. Council has identified several local traffic management precincts across our city, which will form the basis of traffic management reviews.

The Study Area for this investigation are the local streets to the west of Churchill Road, to the east of the railway line, south of Regency Road and north of Torrens Road. This includes Devonport Terrace, Gurr Terrace, Kingdom Place, Pym Street, Boucher Place, Winter Terrace, Totness Avenue, Belford Avenue, Elizabeth Ave, Allan Street, Clifton Street and Avenue Road.



City of Prospect's Local Traffic Management Policy (which is the guiding document for this Local Area Traffic Management Report) is available for review below.

[Traffic Management Policy](#) (2882 kb)

To determine if traffic management interventions are required for the Churchill Local Area Traffic Management Plan, investigations need to be undertaken. These investigations are based on established guidelines however require appropriate balance against local and social considerations. For this reason we want to hear from you!

How can you have your say?

To align with Council's Community Engagement Policy, consultation will include engagement with the community at several stages of the project. The following consultation elements will be employed:

[An online survey](#)

An online survey for this project has been made available to residents and business owners. The purpose of this survey is to determine locations/issues for consideration and investigation. The survey can be accessed at www.infraplan.com.au/churchillsurvey or via www.prospect.sa.gov.au/PublicConsultation. For those without access to a computer/internet, hard copies of the survey have also been made available at the front counter of City of Prospect's Civic Centre (128 Prospect Road, Prospect). The survey will close on Monday 16 May.

[Neighbourhood forum](#)

A forum will be held to provide the opportunity for residents/business owners to provide feedback directly to the project consultants. The Neighbourhood Forum will be held from **6pm-8pm on Wednesday 25 May, in the Reception Room at the Civic Centre (128 Prospect Road, Prospect)**. Entry is available from the rear of the Civic Centre. The forum is a platform to discuss issues in detail, and discuss possible options and solutions. Preliminary analysis of traffic volumes, turning movements, speed data, collision data, bicycle network, land use and street hierarchy will be available. This will assist in identifying specific roads and locations and possible hotspots and issue areas.

[Consultation on Draft Report](#)

Consultation on a draft report/concepts will also be required when investigations and recommendations have been drafted and considered by Council. An additional letterbox drop will inform residents and stakeholders of the recommended concepts and actions for the precinct as well as a feedback form. A link will be provided to the entire Draft Report and concept plans at www.prospect.sa.gov.au/PublicConsultation with an online feedback form. In addition, displays of the Draft Report will be provided at City of Prospect's Civic Centre (128 Prospect Road, Prospect). The Draft Report is expected to be released in late June 2016.

Thank you for time and consideration of this project. If you have any further questions regarding this project please contact James Edwards at InfraPlan on 8227 0372.

Promoting Consultation on Council Website Homepage

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\$5 ENTRY

CLUB 5082 PRESENTS
27 EXACTLY OUTCAST SOCIETY DAILY LIVES ACROSS THE ATLAS...

Have Your Say!

 We're developing a Local Area Traffic Management Plan for the Churchill Local Traffic Precinct and we want to hear from you about locations/issues for consideration and investigation.
[Find out more](#)

Rates notices now using BPAY View

 City of Prospect now offers the convenience of delivering your rates notice direct to your internet banking via BPAY View.
[Find out more](#)

Veggie Verges Program Success!

 The free veggie verges offer has now ended, with residents from all over City of Prospect taking the opportunity to green their streets and grow veggies in their verges.
[Find out more](#)

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'Network Prospect' represents a suite of

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Council Meeting 27 April 



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Community Consultation: Survey Template

The City of Prospect is developing a *Local Area Traffic Management Plan for the Churchill Local Traffic Precinct*, and is seeking community input into its development. The purpose of this survey is to determine locations/issues for consideration and investigation. Your input into this process is greatly appreciated.

1. On which street do you live?

Street

2. Please rate how important the following issues are for consideration in the *Churchill Local Traffic Precinct: Local Area Traffic Management Plan*. Responses to the following will provide general guidance for investigation.

	Not important	Somewhat important	Important	Very important	Extremely important
Through-traffic and 'rat-running' (vehicles from outside the precinct using local streets)	<input type="radio"/>				
Line-marking	<input type="radio"/>				
Pavement condition	<input type="radio"/>				
Safety at intersections	<input type="radio"/>				
Efficiency/capacity of intersections	<input type="radio"/>				
Safety at rail crossings	<input type="radio"/>				
Pedestrian access and footpaths	<input type="radio"/>				
Cycling access and infrastructure	<input type="radio"/>				
Speed	<input type="radio"/>				
Parking	<input type="radio"/>				
Driver behaviour	<input type="radio"/>				
Increased traffic generation	<input type="radio"/>				
Trucks and lager vehicles	<input type="radio"/>				
Other (please specify)	<input type="text"/>				

3. Please indicate a location, issue and suggested solutions in the following text boxes. Responses to the following question will provide specific locations for assessment/consideration. Up to five (5) locations/issues can be provided.

1. Location or Street	
1. Issue	
1. Suggested Solution	
-	
2. Location or Street	
2. Issue	
2. Suggested Solution	
-	
3. Location or Street	
3. Issue	
3. Suggested Solution	
-	
4. Location or Street	
4. Issue	
4. Suggested Solution	
-	
5. Location or Street	
5. Issue	
5. Suggested Solution	

Community Consultation: Letter dropped to residents/businesses



Dear Resident/Business Owner,

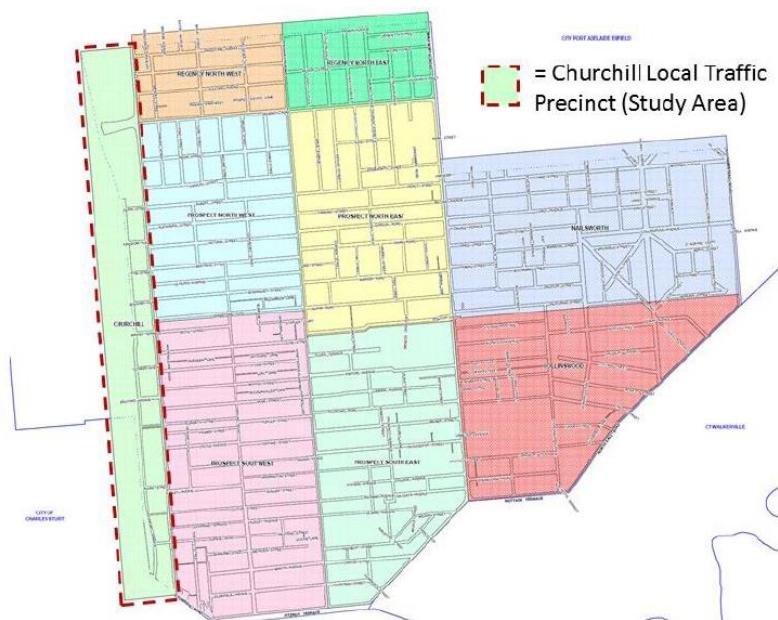
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To determine if traffic management interventions are required for the Churchill Local Area Traffic Management Plan, investigations need to be undertaken. These investigations are based on established guidelines however require appropriate balance against local and social considerations. For this reason we want to hear from you!

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Thank you for time and consideration of this project. If you have any further questions regarding this project please contact James Edwards at InfraPlan on 8227 0372.

Appendix C

DPTI Traffic Volumes and turning movements

Traffic volumes for arterial roads and intersections under the control of the State Government (DPTI) have also been provided. Churchill Road intersections with Regency Road, Pym/Beatrice Streets and Torrens Road were taken between the 12th May and 29th July 2015 and include 11-hour totals, AM and PM peak hour counts as well as AADT estimates. Intersections at Regency Road and Torrens Road are both signalised with full turning movements while the Pym/Beatrice Street intersection is un-signalised and street furniture prevents traffic from crossing Churchill Road. Turning movements between Churchill and Pym are permitted and shelter is provided for right turn movements

Beatrice Street is limited to left in/left out movements from Churchill Road.

Churchill Road carries the vast majority of traffic in the region with Pym Street carrying less than 15% of Churchill Road volumes but a similar proportion of Heavy Vehicle traffic. Churchill Road traffic islands at Pym Street have been constructed to allow heavy vehicle access to and from Pym Street but the narrowness of Pym Street means that the rear wheels of semi-trailers encroach significantly on the east bound lane when turning right into Pym Street from Churchill Road as shown in the following still image taken from video shot on 6th May 2016 from the northern side of Pym Street.



Figure 20 The rear wheels of a semi-trailer carrying a shipping container encroach on the west-bound lane of Pym Street as it turns right from Churchill Road

Commercial vehicles

Churchill Road south of Regency Road carries 7.0-7.5% CVs per daily traffic loads. Regency Road carries a higher percentage and many make turning movements at this intersection.

Pym Street also carries a large volume of Heavy Vehicles and these are forced to turn in and out of Pym Street to Churchill Road.

These following turning movement summaries obtained from DPTI have been reviewed, and appear to follow the normal patterns and movements expected from the origin/destination assumptions and

normal peak hour flows as recorded in the Traffic Count data (abnormalities may have an impact on the local street network).

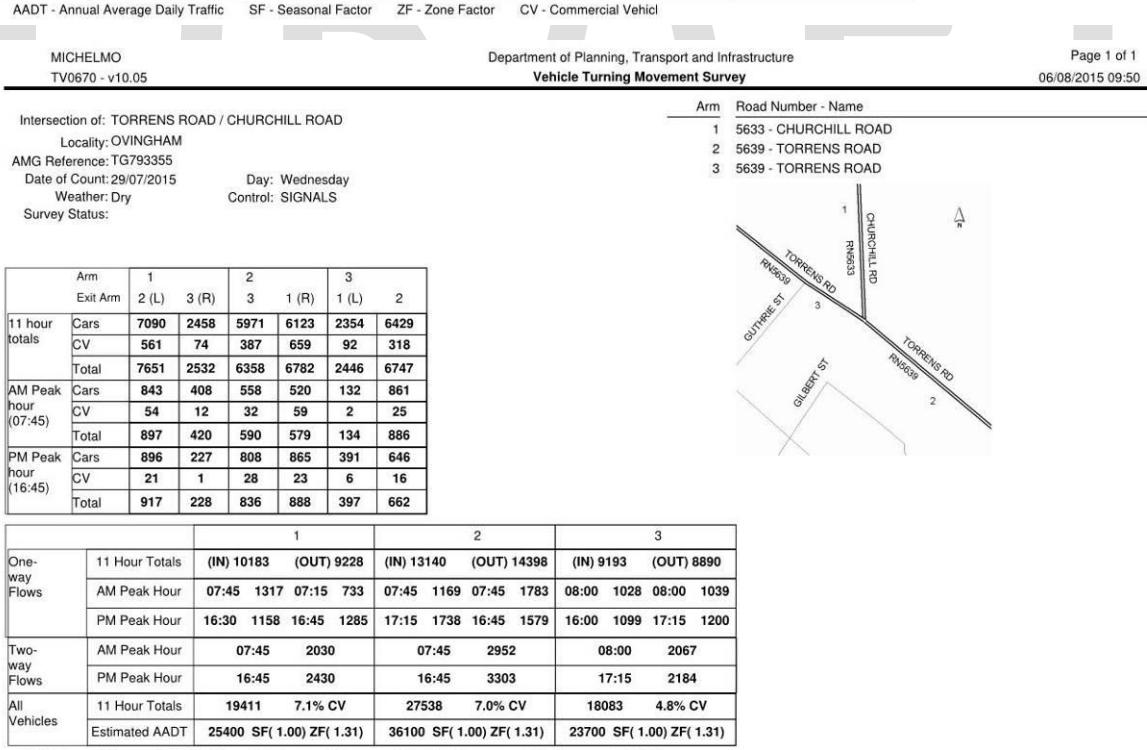
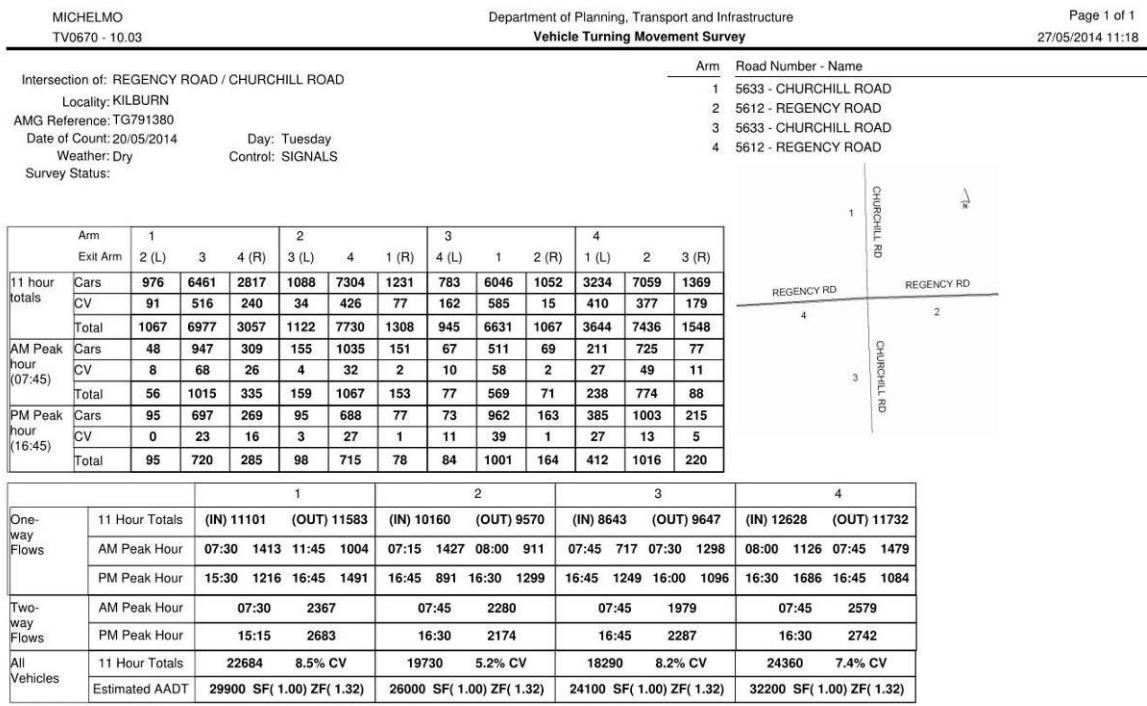


Figure 21 Average Annual Daily Traffic volumes on DPTI roads in the suburbs of Prospect and Ovingham.

Turning movements for the Pym Street intersection have been used to provide context and information for this report.

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Figure 22 DPTI recorded traffic movements at the Churchill Road / Pym Street (and Beatrice Street) intersection

Appendix D

LATM measures and relative effectiveness

The following table has been sourced from the Austroads Guide to traffic Management Part 8: Local Area Traffic Management and has been used to inform the recommendations of this report.

Table 8 Description and use of LATM devices

MEASURE		Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
Vertical deflection devices (Section 7.2)	Road humps	✓	✓	✓	-	-
	Road cushions	✓	✓	✓	-	✓
	Flat top road humps	✓	✓	✓	-	✓
	Wombat crossings	✓	✓	✓	✓	✓
	Raised pavements	✓	✓	✓	-	✓
Horizontal deflection devices (Section 7.3)	Lane narrowings/kerb extensions	✓	-	-	✓	-
	Slow points	✓	✓	-	-	-
	Centre blister islands	✓	✓	-	✓	-
	Driveway links	✓	✓	-	✓	✓
	Mid-block median treatments	✓	-	✓	✓	✓
	Roundabouts	✓	✓	✓	-	-
Diversion devices (Section 7.4)	Full road closure	-	✓	✓	✓	✓
	Half road closure	-	✓	✓	✓	✓
	Diagonal road closure	-	✓	✓	✓	✓
	Modified 'T' intersection	✓	✓	✓	✓	✓
	Left-in/left-out islands	-	✓	✓	✓	-
Signs, linemarking and other treatments (Section 7.5)	Speed limit signs	✓	-	✓	✓	✓
	Prohibited traffic movement signs	-	✓	✓	-	✓
	One-way (street) signs	-	✓	✓	✓	-
	Give Way signs	✓	✓	✓	✓	✓
	Stop signs	✓	✓	✓	✓	✓
	Marked pedestrian crossings	-	-	✓	✓	✓
	Shared zones	✓	✓	-	✓	✓
	School zones	✓	-	✓	✓	✓
	Threshold treatments	✓	✓	✓	-	✓
	Tactile surface treatments	✓	-	-	-	-
	Bicycle facilities	-	-	✓	-	✓
	Bus facilities	-	✓	-	-	-
Combination devices (Section 7.6)	Integrated road treatments	✓	✓	✓	✓	✓

Appendix E

Through Traffic: Supply and Demand

The transport needs of the City of Prospect can be understood in terms of supply and demand (most policies, whether they be aimed at influencing travel modes, travel behaviour or car parking requirements are understood in supply or demand)

Table 9 Through traffic supply and demand matrix

	Through-Travel	To/From Corridor Travel (travel originates or is destined for the precinct)
Demand	<ul style="list-style-type: none"> Demand for through-travel is generated from factors outside of a precinct. Demand is often generated by taking the path of 'lest-resistance' – in the local transport network this is usually linked to congestion on arterial roads. Traffic volumes can be influenced through supply-based solutions; however, the demand would remain, but shifted to other areas on the network. 	<ul style="list-style-type: none"> Demand increases in a precinct with increases/changes to land use. If demand is not managed there can be implications on the function of the corridor and its associated land uses. Demand can be managed in a number of ways, such as encouraging alternative transport (i.e. mode shifts) and parking policy (such as increasing/decreasing parking requirements)
Supply	<ul style="list-style-type: none"> The capacity of the corridor (such as number of trafficable lanes) directly influences supply. Lane capacity is not only influenced by physical width, but can also be influenced by parking policy such as clearways. Lane capacity does not only relate to private vehicle traffic and should be considered in multi-modal terms to include cycle lanes, pedestrians, and bus and public transport frequency. 	<ul style="list-style-type: none"> Supply can be associated with how people move around when they are in a corridor/precinct Alternative modes of transport, such as walking/cycling should be significant considerations The capacity and need for appropriate policy and infrastructure provisions has implications of supply.

Appendix F

Census QuickStats

2011 Census QuickStats

All people - usual residents

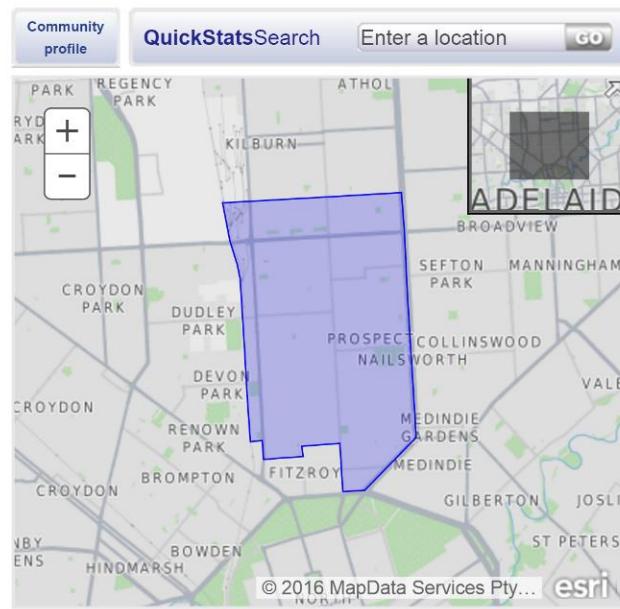


Australia | South Australia | State Suburbs

Prospect (SA)

Code SSC40606 (SSC)

	People	13,008
Male	6,522	
Female	6,486	
Median age	36	
	Families	3,322
Average children per family	1.8	
	All private dwellings	5,594
Average people per household	2.5	
Median weekly household income	\$1,349	
Median monthly mortgage repayments	\$1,755	
Median weekly rent	\$265	
Average motor vehicles per dwelling	1.6	



2006 Census QuickStats

All people - usual residents

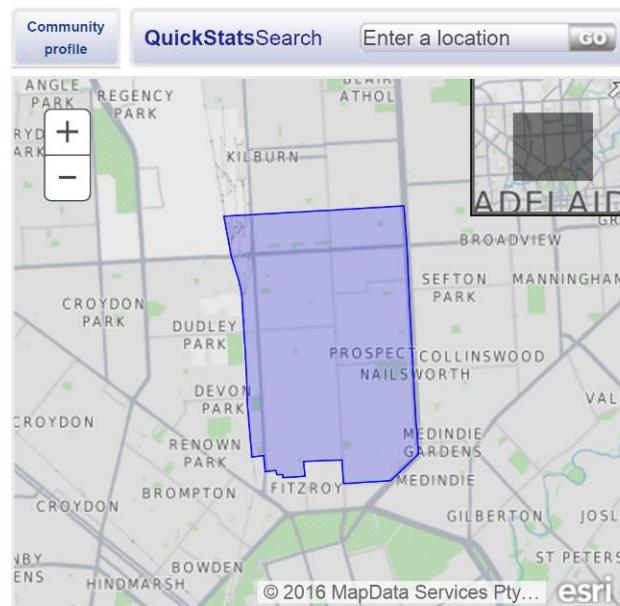


Australia | South Australia | State Suburbs

Prospect

Code SSC42376 (SSC)

	People	12,382
Male	6,177	
Female	6,205	
Median age	36	
Australian citizenship	10,687	
People born overseas	2,957	
Overseas visitors (excluded from people counts)	66	
	Families	3,124
	All private dwellings (including unoccupied)	5,423
Average people per household	2.4	
Median weekly household income	\$1,060	
Median monthly mortgage repayment	\$1,300	
Median weekly rent	\$180	



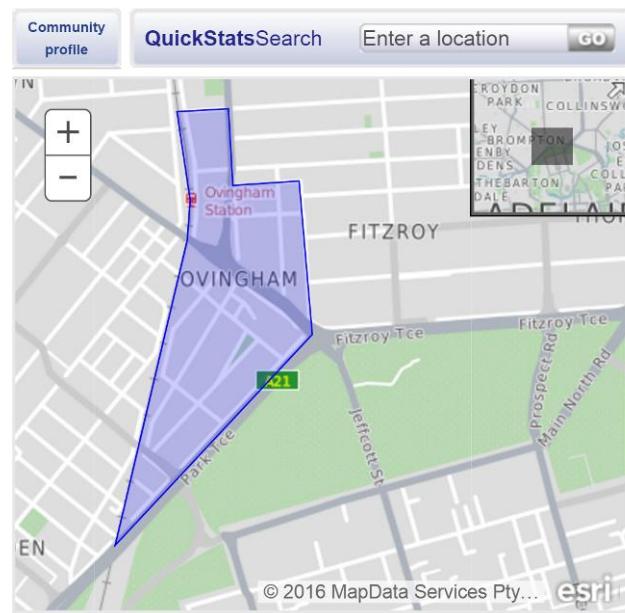
2011 Census QuickStats

All people - usual residents



Australia | South Australia | State Suburbs
Ovingham
 Code SSC40533 (SSC)

	People	703
	Male	350
	Female	353
	Median age	35
	Families	162
	Average children per family	1.4
	All private dwellings	380
	Average people per household	2
	Median weekly household income	\$888
	Median monthly mortgage repayments	\$1,789
	Median weekly rent	\$225
	Average motor vehicles per dwelling	1.2



2006 Census QuickStats

All people - usual residents



Australia | South Australia | State Suburbs
Ovingham
 Code SSC42256 (SSC)

	People	654
	Male	315
	Female	339
	Median age	36
	Australian citizenship	544
	People born overseas	170
	Overseas visitors (excluded from people counts)	5
	Families	160
	All private dwellings (including unoccupied)	377
	Average people per household	1.9
	Median weekly household income	\$880
	Median monthly mortgage repayment	\$1,114
	Median weekly rent	\$135

