Attachment 2



Transforming Jetty Road - Appendix of Comments

3 March – 16 April

Please note all comments are written verbatim

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	pendix A - Q3. comments regarding the traffic lights with a pedestrian crossing
1.	10 minutes seems excessive for Concept A on weekends. I suggest making Jetty road one way west from
	Partridge Street to Colley Terrace and a scramble crossing for Concept A
2.	100% in for a traffic light in the intersection.
3.	20 second walk signal max
4.	3 pedestrian crossings needed (east, west and south sides) but NOT traffic lights. Block off Durham Street.
5.	A 10 minute wait at peak time at the traffic lights is a bit excessive, traffic will back up down Moseley Street
	and Jetty Road which i believe will cause congestion in other areas.
	The pavement at the junction of Moseley Street/Jetty Road is not wide enough for the build up of pedestrian
	traffic waiting to cross Moseley Street when the lights are green for the vehicles to enter Jetty Road.
6.	A 10 minute wait time is untenable and the option should not even be proposed as a realistic alternative.
	Concept B and C are just moving the north side pedestrian conflict from Colley Terrace to Sussex Street. No
	pedestrian crossing is proposed for Sussex Street and no safety improvement.
	A pedestrian crossing at Moseley Street may be of value, but a scramble crossing makes no sense unless
	pedestrians are not permitted to cross the tram track on the plaza - surely not.
7.	A 10 minute wait would be total grid lock. How long would traffic lights be green for pedestrians? Traffic lights
	sequence would be a) green for Jetty Road b) green for Moseley Square c) green for pedestrians
8.	A free flow with both cars and pedestrians giving and taking would I believe flow the best. Lights when only a
	few people would make car flow crazy difficult. Winter only a few pedestrians.
	I believe it works well as it is, definitely better than with lights.
9.	A great idea for better safety and improved traffic flow
	A mall is much better here. That corner just causes trouble for pedestrians and cars alike. However additional
10.	upgrades are needed to Brighton road to partridge Augusta and pier to enhance the flow of traffic. I suspect
	many residents won't want this because it will slightly inconvenience them but as the mum of young kids and
	someone who believes in tourism for glenelg option c is by far the best option.
11.	A pedestrian crossing at this intersection is long overdue,
	A pedestrian crossing at this junction is long overdue. Currently it is an accident waiting to happen.
	A pedestrian crossing in that area of Jetty Road is extremely important.
14.	A pedestrian crossing is sensible. However being a resident of Sussex Street I find concept B and C just
	completely inconsiderate of residents. Closing off colley terrace which is a main thoroughfare is ridiculous. This
	would push all traffic down Sussex street. How do you expect us to get to our garages in Soal Street. It would
4 5	gridlock Sussex Street and Jetty Road.
15.	A pedestrian crossing with activated lights would slow traffic less, there's really no room in that area to bank
10	up traffic.
	A pedestrian SCRAMBLE crossing like Norwood would be great.
17.	A pedestrian underpass is the correct solution - pedestrian flow, & traffic flow are separated & neither is
	impeded. Queuig caused by prop A/B/C is untenable - streets such as High St & Maturin Ave will be blocked so
4.0	school traffic will be statue(think trying to say stationary)
18.	A protected "Zig Zag" crossing controlled by lights is very important. The existing crossing at Moseley St Is very
	dangerous.
	The crossing on Colley Terrace is confusing and dangerous and it extremely fortunate that there hasn't been a
	serious accident involving a pedestrian at the location.
19.	A safe pedestrian crossing is critical as currently there isn't one and it's extremely dangerous for people of all
20	ages to try and cross safely.
	A scramble crossing is a great idea.
	A scramble crossing would minimise traffic wait times
22.	A simple pedestrian crossing would be effective
23.	A wait time of up to 10 minutes on the weekend under concept A is a bit ridiculous, this would back up traffic
	for a long time and mean people would be less likely to visit/come back

24. A zebra crossing is all that is needed so traffic stops when pedestrians want to cross.

25. About time intersection is diabolical for pedestrians

26. About time.

27. Absolutely essential .. very few stop at the current stop sign and pedestrians have to, dodge their way through the traffic to cross 🛞 😩

28. Absolutely needs a pedestrian crossing

- **29.** Absolutely no need, you need to reduce the overall amount of traffic, perhaps a one way street like Sydney is successful in. Everyone is sick of hearing Harley Davidsons roaring down the road...
- **30.** According to the traffic report produced there is an unacceptable increase to delays for motorists without a sufficient increased benefit to pedestrians along the whole of the street.

31. Add a pedestrian crossing only

32. Add camara to lights.

33. All options need to allow crossing both Moseley Street and jetty road. The descriptions are not clear about this except for the multi crossing option.

- **34.** All proposed solutions take away too many car parks. I only go to Glenelg now as a last resort due to parking being so difficult in the warmer months. Winter time it is easier.
- **35.** All three concepts are better than the current set up. I've often felt these two areas by Mosely and Colley were dangerous as a pedestrian and often chaotic. I go through as a pedestrian relatively frequently and generally avoid the area as a driver except in winter when there are fewer pedestrians.

36. all you need to do is NOT let traffic turn down mosley street from Jetty Road heading towards Brighton Road. All the issues are caused by buses and occasionally cars trying to turn across jetty road to go down mosley st. Reduce the speed to 30k's from Partridge St onwards, generally speaking given the ppl around no one should be going faster than that anyway.

if you put pedestrian lights in there people will just cross the road anyway, i guarantee that. and shutting that entire end of jetty down is the stupidest idea i have ever heard. Concept A is plausible, but the others are a joke. That table above is geared for you to get the results you want in this survey cos "Up to 10 minutes" is a false option you do to trick people into choosing one of the others. DO NOT close off jetty road to traffic.

37. Already a congested area without having lights to increase the congestion

- **38.** Also provide additional pedestrian crossing lights Colley Tce Moseley Sq sequenced to change with those proposed for Moseley St Jetty Road interception.
- **39.** Always takes a while getting onto Jetty Road from Moseley Street
- **40.** Another set of traffic lights will further the congestion on Jetty Rd. As I think Option C is best, there's no need for the traffic lights.

Also, although it might be perceived as dangerous, I'm sure that hardly any incidents have occurred and the reason being that due to the fact that cars and pedestrians are mixing at this intersection, everyone looks out for each other and slows down.

41. Any changes that will improve pedestrian safety are highly welcome

42. Any intervention to make crossing Jetty Road safer would be supported. It's flat out dangerous. Cars need to be diverted away from the Mosley end completely.

43. Anything to discourage cars to go through this way (they can go through Byron / Partridge as an alternative) and increase pedestrian safety. If drivers want to drive through that way they will learn to be patient.
44. Any event to be a based abactic grassing.

44. Appears to be a hazardous and chaotic crossing

45. As a civil engineer with some traffic engineering experience, I think the overall effect of this traffic light will be counter to what people are hoping. The signal timing sequence will create longer backups along jetty road creating pedestrian/vehicle issues across a greater area

46. As a local of close to 40 years, this intersection is the biggest issue to fix. It will then solve many of the issues outlined in your consultation package.

47. As a local resident for 30+ yrs - I am not aware of any current unacceptable pedestrian hazards in the vicinity.

- **48.** As a local resident living close to Jetty Road, I frequently find myself concerned by driver behaviour caused by inattention and impatience. This seems to be an issue on the Jetty Road/Moseley Street intersection in particular where drivers often lose patience when waiting to turn right into Mosely Street. I have witnessed several near misses and feel that pedestrian safety would be greatly enhanced by the establishment of traffic lights and a pedestrian crossing
- **49.** As a pedestrian I walk past this intersection at least 2 a day on my way to and from work and on my weekend walks. I will cross over the road rather than cross over at Moseley Street Jetty road intersection. It is dangerous and always feels like it is risky crossing. I avoid it and tell my children to avoid it also and cross elsewhere. It is busy and there is too many things gonig on and nothing to direct the traffic or pedestrians when it comes to taking turns between cars and pedestrians in particular. I'm quick on my feet and usually on my own but I feel for people with younger children or mobility issues because any disability or complicated things to negotiate (young children/pram/carrying a baby) just makes it so much harder and unsafer. Make it safer I say and then I will also use it more (instead of totally avoiding the corner all together (which I go out of my way to do at present). As a driver I am extra cautious at this intersection and try to be accomodating and on super alert because I know how it feels to be a pedestrian on this dangerous corner.
- **50.** as a pedestrian it is getting harder to cross jetty road due to it being treated as if it was a freeway, only being used as a rat run to avoid driving on brighton road. crossing at mosely says pedestrians to give way to cars, but often cars stop as if it was a pedestrian crossing, sending an ambiguous message to other pedestrians
- **51.** As a person who drives down this street a lot to visit my mother on Moseley Street at Kapara Nursing home I don't think it is necessary for pedestrian crossing. This is a bottle neck at the best of times and will increase more holds up with cars. It is possible to cross jetty road further up the road which won't cause a delay with traffic access.
- **52.** As a rate payer who is supporting this upgrade financially, access through the local area by vehicle is a priority. Access meaning minimal disruption. I support the clossure of volley terrace and Durham street emphatically, however the pedestrian crossing system needs to ensure that traffic flow can continue with minimal disruption. Note that traffic is already problematic on partridge street particularly with St Peter's Woodlands drop off and pick up times.
- **53.** As a regular driver around that corner, it is a complete mess of pedestrians jay walking and buses & cars playing dodgems. The road surface is abominable and needs redoing. Any increase in wait time is necessary to actually make it a safe corner, which it definitely is not at the moment.
- **54.** as a regular user of this intersection as a pedestrian, car driver and bus passenger, I have experienced good cooperation between all users of this site.
- **55.** As a resident just SW of this intersection who uses it multiple times on weekends, 10 minutes is a lot you may as well close Jetty Road to private traffic and make the whole Western half a shared zone. If trams and busses could coordinate communication, you could just have a single public transport lane down the middle.
- **56.** As a resident of Holdfast Bay and regular user of Moseley Street crossing I find that cars always slow down and stop for pedestrians at the stop sign to Jetty Road, I don't see traffic lights as necessary. If something must be added a zebra crossing like the one Council have helped build out the front of St Peter's Woodlands on Partridge Street would be a good compromise and still provide access for cars and buses to drive through.
- **57.** As a resident on Byron Street the regular issue of vehicle noise and excessive speed is a huge problem for locals and tourists. I very much support making cars a lowest priority.
- **58.** As a resident to regularly walks/ sees people walk across this intersection it is always extremely unsafe. Cars turning right from Jetty Road into Moseley always back up when there is another car coming the other direction, turning right off Jetty Road into Durham Street. Pedestrian Lights and turning Durham Street into a plaza area would eliminate a lot of the issues that are there currently. As a pedestrian you are always dodging traffic along Jetty Road when you cross, pedestrian lights would ensure there is a safe place to do this rather than waiting for a break in traffic.
- **59.** As local resident the foot traffic at that intersection is low. Was the whole point to f changing Durham st not just for the George's truck. Now we are closing t and Mosley off. This was never the plan. Do we not care about business and people drowning? The plan does not show how much more traffic will go down High St or on Partridge st that is already banked up

60. As Moseley Street is an important road from the south and a through road to Anzac Highway, with traffic lights installed would cause a build up of traffic waiting to turn in either direction. In the 50 years I have travelled that way, I find that the pedestrians don't seem to have any difficulty in crossing this intersection, alternating with vehicles. I can imagine that the installation of these lights will cause frustration and put more traffic to Brighton Road and Gordon Street. 61. As pedestrian friendly as possible 62. As residents of Avista Retiement Village it is hard to cross Jetty Road because of cars, trams, buses, trucks and bikes. We feel these lights should be installed before the Coast Zone starts and also the Transition Zone. 63. As someone who walks and drives in this area daily I really see the need for a more organised approach to the mix of pedestrians, cyclists, cars and public transport. There are a lot of elderly people who are residents of Glenelg and an influx of young people and tourists. Greater certainty about the interaction of all these elements is paramount. 64. As this intersection is very busy and lots of pedestrian are crossing here, it is only logical to install a traffic light there. 65. At least equal rights to both vehicles and pedestrians 66. At least traffic lights would provide certainty for both pedestrians and vehicles. If vehicles wait times were to increase motorists would find alternate routes to avoid this intersection 67. At the moment cars and pedestrians work well. Most pedestrians understand that they wait. Cars wait if needed. If lights are going in then please don't do concept A, as this would create long lines of traffic. 68. At the moment cars have priority at Mosely Square and then pedestrians are at the mercy of drivers for crossing at this very busy intersection 69. Await time of 1.5-3 minutes is ridiculous. It wastes vehicle fuel, adds pollution & heat to the area & causes time delays for people needing to be at a certain place at a certain time eg movies, restaurant booking, events at eg The Grand, appointments or coming into the area to work. How was this time delay decided? Or was it concocted so people would not vote for Concept 1? Why isn't the crossing in Concept 1, a scatter crossing??? Why not just put 4 crossings, across Jetty Road at intervals & have the crossings work in unison? ie the pedestrians all go, then the traffic all goes? Each crossing could be a scatter crossing. **70.** Backed-up traffic at peak times is a problem; lights should help this, and provide some pedestrian safety. Lights could be synchronised with those on Partridge street to help traffic flow. **71.** Being a busy intersection for years a zebra crossing could be a cheaper alternative. 72. being clear on when its safe is the best option for all 73. By reducing the flow of traffic into out of Glenelg will put people off visiting and doing their shopping in jetty road People want convenience and reducing parking and the flow of traffic is a ridiculous idea . You will loose customers and businesses will close It's a waste of money and will cripple Glenelg 74. Can you please offer an option D which is to do none of these options. They are all a waste of tax payers money. 75. Can't believe someone hasn't already been seriously injured or killed at this intersection. 76. Can't we just reduce the speed limit and introduce a zebra crossing like on hindley street, that works well 77. Cars tend to barrel through this section and I've witnessed many near incidents at this intersection so a set of traffic lights will improve the safety of pedestrians. 78. Cars will race through orange lights & pedestrians will take no notice. 79. Certainly to have 4 way crossing 80. Close intersection and route buses along High Street, Partridge Street, Augusta Street to Colley Terrace and turn around at Hope Street. 81. closing traffic along jetty road between moseley and colley is essential. concept A is a horrible idea.

82. cmon, spend themoney on changing the design of the square block the whole thing off from traffic and
increase outdoor dining
83. common sense works well now
84. Concept A - Scramble crossing
85. Concept A 10 minute wait time is unacceptable
86. Concept A preferred
87. Concept A vehicle wait times for weekday and weekend peak is excessive.
10 minute wait for pedestrian is excessive, why would it not be equal wait time. Especially during winter
months.
88. Concept B is the best here. To have vehicles waiting up to 10 minutes will make people very angry and then
you will have the problem of people blasting through there as no one will wait 10 minutes. Make it a normal
traffic light that allows pedestrians to cross safely and vehicles to move also.
89. Concerns about traffic congestion
90. Concerns around it not reducing the erratic pedestrian behaviour. People will still cross at areas that aren't designated crossing areas. IE, further down Jetty Road towards Coles.
The introduction of traffic lights will likely cause congestion in the area in peak times which may impact overall visitor numbers from locals.
91. Congestion
92. Congestion of Jetty Rd, along Colley Tce + approach from Mosely St would occur + pedestrian would still cross at current designated spot (Colley Tce to Mosely Square
93. Consider the impact of banked up traffic and the current pedestrian cross-over on Coley Tce near Mosley
Square.
94. Could A have the pedestrian scramble crossing as well, surely that would help with the wait times.
95. Could clearer signage for pedestrians and motorists perhaps help with the need for pedestrian crossing lights?
96. Crossing from Moseley St East side to West is very dangerous for pedestrian + drivers right now at busy times. Lights would make it much safer
97. Crossing jetty road is dangerous, but if using B and C to close road to private vehicles is it necessary for traffic lights?
98. Crossing Moseley St is a daily nightmare
99. Crossing this road with children is unsafe. It will improve safety and make it more enjoyable to use if more
time is allowed to cross. Particularly for people with mobility requirements
100. Crucial for preventing a fatal accident
101. Current arrangement is dangerous to pedestrians and irritating to motorists. Confusion prevails and it only
works for pedestrians with the goodwill of motorists (not all of whom display such goodwill).
102. Current system is haphazard and dangerous
103. Currently it is a nightmare turning into Moseley Street especially at busy times - it is amazing that
pedestrians are not hit by cars. People just walk across and don't look out for traffic, especially busses and
trams.
104. Currently it is extremely dangerous for pedestrians to cross Moseley Street at that intersection.
105. Currently it works well, I have never had an issue with it. Pedestrians know they need to be attentive as do
motorists.
106. Currently there is confusion on who has right of way at this intersection. Does the tram have right of way
on jetty road? Traffic lights will determine who has right of way. Traffic lights should be programmed so they dont activate for pedestrians if there are no pedestrians waiting to cross. At night there are your few
dont activate for pedestrians if there are no pedestrians waiting to cross. At night there are very few pedestrians but more vehicles at this intersection.
107. Currently this intersection is a dice with death event.
Long overdue!
108. Currently this intersection is dangerous for both pedestrians and drivers. Concept C is my choice.
,

109.	Currently very unsafe for pedestrians crossing.
110. th	Currently you take your life in your own hands trying to cross here. Pedestrians are year's of the space and erefore should be top priority
111.	Currently, it can take up to 2-3 minutes to cross from Moseley street, turning right onto jetty road. There is
n	o system so it's chaos. Either put a pedestrian crossing there, remove car access or put some lights.
P	eferably a pedestrian crossing with less traffic
112.	Dangerous crossing and would think traffic lights will make it a lot safer for pedestrians to cross.
113.	Definitely need to improve pedestrian safety. Very Supportive.
114.	Definitely need to make this corner safer for pedestrians and drivers(bus and trams)
115.	Definitely should be a scramble crossing
116.	Delays for local working people trying to drive home
117.	Disruption of over use of Jetty road by heavy vehicle overly loud cars and "rat running" to avoid traffic
li	hts concern me.
118.	Dissatisfied with the loss of parking resulting from traffic signals, particularly 5 parks desperately needed
fc	r Ghanda and Rodney Clark (48, 50). Elderly clientele use these parks.
119.	Do not agree with the concept at all
120.	Do not need traffic lights in completing Concept B or C as only trams and buses so upgrading current
	edestrian crossing is the only thing that makes sense and pedestrians can cross jetty road as they currently
	o at cross sites
121.	Do not put traffic lights in here no other city has put traffic lights in a highly congested small area like this.
	his is dumb and doesn't need to be the case. You want to remove traffic from the area and reduce it not clog
11	up with traffic lights.
P	edestrians don't follow traffic lights so it's not there to help them. It's only there to congest vehicle vehicles.
TI	nis is the most ridiculous thing I've ever heard
A	nd I have lived in Glenelg my entire life at 38 years old
Yo	ou need to make it more pedestrian friendly and less car friendly
В	ut you do not do that by putting fucking traffic lights in
122.	Do they have to be on 24 hrs? Do we need lights at 7pm to 8am? A lot of people will J walk anyway.
123.	Don't think it is necessary 10mins sounds ludicrous.
124.	Don't believe it is necessary, o k as is, there has been no dramas to date
A	waste of ratepayers money
125.	Don't need traffic lights
Ju	st zebra crossing
126.	dont see any problem with the intersection at the moment.
127.	Drag racing, Revving, burn outs, loud engine explosions from motorcycles, scooters and cars terrorise the
	sidents and disturb the peace, they invade our neighbourhood in packs like violent thugs. Cars, scooters and
	kes should be banned from colley terrace completely. This dangerous and gang related activity should not be
-	lowed in a residential street.
128.	Due to safety concerns as it is a very hazadous crossing for pedestrians
129.	Due to the ongoing traffic of pedestrians in the area, this is only going to get worse. I would prefer to see
	is section closed off to all vehicles and we have the Tram, being the only means to go from one end of Jetty
	bad to the other (Brighton Road). If this was accepted, as I dont this it would be, it would save on the cost of
	e crossing and lights. All over the world, busy tourist/shop areas have been closed off to vehicles, to
e	hance the comfort and relaxing feeling that you are on holiday.

130. Easier to cross jetty road for dining
131. Essential but weekend wait time needs reduction
132. Essential. Should have been installed years ago.
133. Every time I have crossed here, feels like a life or death risk. This is an absolute must especially if you are
hoping to attract more pedestrians and particularly younger people to the area
134. Excellent idea. It has always been a dangerous crossing for pedestrians in particular.
135. Existing courtesy system works for all
make a safer flow mosely - colley two lane + slip lanes that stop then makes colley work well for flow + safety
dont colour everything the same!
'road' + Pedestrian to make it obvious to both
136. Extremely supportive of pedestrian crossing at this intersection. I use it regularly both on foot and by car
and it's extremely congested and disorganised. Many pedestrians do not watch where they are going.
It was difficult to put an answer in question 2 above - couldn't get an answer to load or be recognised there. 137. For a small area such as at Jetty Rd / Moseley St, a scramble crossing is the best option - why is it not
included in Plan A as well as B and C? As well, lights are needed for traffic management anyway - pedestrian
safety may well be the primary benefit, but it's not the only one.
138. For pedestrian saftey traffic lights must be installed on the Moseley Street / Jetty Road intersecton, plus
pedestrian lights on Colley Terrace crossing to Moseley Square, with a coordinated light system.
139. For safety, I think pedestrians should be diverted away from crossing either road at the intersection of
Jetty Road and Moseley Street
140. Give plenty of time for the disabled on walkers and wheelchairs to cross. Make the culverts disability
accessible and safe gradients.
141. Given the number of near misses and confusion for both vehicle drivers and pedestrians alike, anything to
ensure safe road use should be imperative.
142. Good for safety of people but the harder you make it for cars to get around Glenelg, the less that people
will visit. There's no point having a safe area if it's also a ghost town.
143. Good idea to have traffic lights
144. Great idea for added safety
145. Great idea!
146. Great idea. Most drivers are inconsiderate and in a hurry at this intersection. Some politeness then we
wouldn't need controls. Current users are not polite or considerate!
147. Great idea., it needs it.
148. Great to have these traffic lights, it will be much safer.
149. Great way to create congestion and frustrate drivers
150. hard to believe Concept A would cause up to 10 minutes wait time at weekend peaks
151. Has to have very short wait times for pedestrians or they will cross anyway
152. Have traffic lights that allow pedestrians to have scramble crossing
153. Having used the Jetty Rd/Moseley St intersection for almost 30 years I feel it flows well enough now.
Traffic currently cruises along Jetty Rd at about 30kms/hr. With cars turning left and right or looking for
carparks pedestrians have time and space to cross quite easily now wherever and whenever it is convenient.
Lights will not change this. They will just delay traffic and increase congestion.
154. his is a dangerous crossing. Scramble lights are the perfect solution
155. Hopefully it will include a cycle allowing Moseley street traffic to turn right onto Jetty Rd
156. Hoping this would include a right turn arrow traffic light travelling north on Moseley Street to turn right
onto Jetty Road.
157. how many incidents have there been with pedestrian's being injured or worse? If the number is very low,
why would you put in lights?
158. How much more congested will Jetty Road east of Mosely St to Gordon and Brighton Road be with the
rerouted traffic?

159. How will this effect car traffic flow and the Tram . I believe this was mooted several years ago and
consultation discovered that it was not feasible.
160. however lets not forget when Summer is over the Bay becomes a bit of a ghost town in Winter maybe things should change for certain seasons or only in Daylight savings
and to be honest I dont mind the stream of cars cruising Jetty Road at night its gives its a bit of
atmosphere
161. However, this needs further consultation. There must be a more streamlines less time consuming
crossing(s)
No-one wants to wait up to 10 mins to cross the road. Pedestrians drive cars too!
162. I agree that the corner in question, especially turning into Moseley Street from Jetty Road has always been
an issue and the installation of traffic lights would be a good idea for both motorists and pedestrians. I feel
that your table concerning wait times is misleading as what will happen to wait times on Partridge/Gordon
Street and Brighton Road if the Colley Road corner is closed to cars.
163. I agree with traffic lights, much traffic and pedestrian confusion on ROW has existed for a long time.
This combined with the need to feed traffic through to Moseley street, I feel is a must for the area.
The alternatives will cause traffic chaos with rat running and overloading Partridge street to find access
through the area will no doubt cause further issues. Partridge street is already exeriencing issues , particularly
during peak hours do we really need more traffic down that passge - with kids and schools on this street?
Only issue I see is pushing back the second set of lights (beach side) to an area near the crossing on Colley
Terrace, so pedetraians have greater space to cross where lights are on stop.
164. I also think a pedestrian crossing with lights should be installed on Colley Tce near Moseley Square where
there is currently a sign requesting pedestrians give way to motor vehicles - but never do - seem to already
think this is a pedestrian crossing
165. I also think parking near the intersection should be removed as it oftne cuases the traffic to bank up with
people taking time to reverse park
166. I am a strong advocate for implementing a traffic pedestrian crossing that facilitates quick and efficient
movement for pedestrians.
It would be beneficial to incorporate a feature that allows for crossings at all times during quieter hours,
enabling pedestrians to cross freely. For instance, during periods of low foot traffic, motor vehicles should
yield to pedestrians.
167. I am not in favor of any other changes to that intersection other than a pedestrian crossing.
168. I am quite supportive of traffic lights, as it is a very dangerous corner for pedestrians. I am surprised there
are not more injury-causing accidents here.
169. I am supportive if the traffic lights should be biased towards pedestrians (ie more time should be green for
pedestrians than for cars). I would not be supportive if the lights are biased towards cars. That end of Jetty road should be focussed on hospitality & entertainment, not be a thoroughfare for transit.
170. I am supportive of lights for pedestrians crossing Moseley Street, at the corner of Jetty Road (which I consider the most dangerous crossing) but not sure if it is possessed at that point to allow the crossing of letty.
consider the most dangerous crossing), but not sure if it is necessary at that point to allow the crossing of Jetty Road.
If it is to be a crossing point I still think the scatter crossing option makes most sense. Vehicles then have clear
access for turns into Moseley Street without the worry of pedestrians when they have green lights.
171. I am very supportive of a pedestrian crossing across Moseley St at this intersection.
I am very much against traffic lights at this intersection as anything stopping the flow of traffic and trams on Jetty Road in this Moseley St area would be disastrous
cross. 173. I believe having tragic lights will make it much safer for pedestrians
174. I believe that the traffic lights would be great for pedestrians however it won't stop the weekend car
cruising.
By ending Mosley street at the small street behind the Colley hotel this will be safer and increase outdoor

dining areas.
Buses can be diverted up pier and Broadway streets and along Brighton road to Anzac highway. People could
catch the tram from Brighton road or get off at Colley terrace.
The side streets off Jetty road could alternate one-way.
175. I cannot believe, well actually I do believe you would put a crossing there, but still no pedestrian crossing
on Colley Tce.
Please explain why not. And this number 3, it is spelt pedestrian not pedestian crossing.
What would be fantastic is the corner of Jetty Road and Partridge St, the pedestrian's cross all at the same
time. Like the same in the city of Adelaide. I have waited 10 minutes some times to try and cross over the
other side of Jetty Road. Pedestrian's get inpatient and cross over on a red light.
I visit Grange and Henley Beach and there are pedestrian crossing's on the main road but not Colley Tce
Glenelg.
176. I consider 'improvements' of this caliber such a disappointing, non-visionary 'have to do' proposition.
\$30mill needs to be visionary, unique and fabulous. Glenelg lacks any appeal these days due to the poor standard of shopping, dirty sidewalks, poorly maintained shop fronts, terrible traffic, lack of parking and the
street length itself - too long for children and tourists to amble to the beach.
177. I definitely think a traffic light crossing is essential for that intersection. A 3 or 4 way pedestrian crossing
would be great - similar to the crossing king william st / rundle mall
178. I do not like a lot of traffic lights but walking from one side of Mosely Street to the other at Jetty Road has
become quite dangerous. As a local I know what to do but for others it can be challenging and dangerous
179. I don't believe that the proposed Estimated weekend peak vehicle wait time of up to 10 minutes is in any
way practical.
180. I don't like the concept of pedestraians waiting, but provided they have priority then this is accepetable to
have a traffic light here. Would prefer some kind of wombat crossing that prioritises pedestrians but
understand that some comprimise is needed.
181. I don't feel like pesestrian lights will fit with the relaxed feel of the Bay- and will further take it in its
current path of emulating Surfers Paradise.
If anything- a wombat/scramble crossing would be appropriate.
182. I don't understand why the vehicle wait times need to be so long, with a pedestrian crossing in Option A.
At teh very least, they should be reduced at times of the year/day when pedestrian numbers are low.
183. I drive through Colley Tce and Jetty Road up to 8 times a day. Pedestrians are unsure of when to cross. This would help for pedestrians to cross safely and traffic to continue along Colley and Jetty rd.
184. I drive through the intersection regularly. Safety is extremely poor for pedestrians.
185. I extremely support a "SCRAMBLE" pedestrian crossing
186. I feel the whole of jetty road should be closed off to general cars for a better experience for the shoppers.
187. I feel this intersection is one of the most dangerous in the whole of Adelaide. It definitely needs at the
minimum a pedestrian crossing but I would prefer it to be fully pedestrianised.
188. I have a 2 year old and a 4 year old grandchild. We use the area and esp the library quite a bit. This would make it much actor for them. Then have
make it much safer for them. Thank you.189. I have lived in the area for a long time. Every adjustment made to traffic flow in Glenelg so far has
189. I have lived in the area for a long time. Every adjustment made to traffic flow in Glenelg so far has resulted in me having to drive further and longer in the Glenelg area. Traffic lights are not required most of
the time as jetty road is quiet during in the week in the daytime except for school holidays and summer
holiday period, winter it is quiet all the time so most of the time the lights are not required and will cause
more waiting time for locals driving to the area who support the local business all year round and pay council
rates. I use these intersections a lot, if traffic lights are installed, I will still need to get to the other side of Jetty
Road to do my shopping so I will use another road (NOT BRIGHTON RD) which will cause traffic problems
elsewhere. Without cars there are no pedestrians or people to support local business.
If pedestrian got off their phones and watched where they are walking safety would not be an issue!
190. I have lived in the Glenelg area for 50 years and this change is long overdue. Traffic lights with a pedestrian

addressed and any time I have to wait for traffic lights when I am in my car in the area is well worth it for pedestrian safety.
pedestrian safety.
191. I hope we can Retain Existing traffic flow - I'm happy with introduction of pedestrian lights - but should not
take 10mins on weekends? - we currently give way to pedestrians & never wait 10mins lights should
streamline matters , not make it worse.
If you stop the left hand turn into Jetty Rd (and then Colley Tce) the traffic trouble will just move to another
side street - eg; Sussex St moving the problem not solving it.
Living south of Jetty Rd & being almost a daily patron at Glenelg Surf Club, Caruso's, Butcher I am very
concerned about accessibility. The Wilsons car park is already very busy on a weekend - loosing so many parks
will make parking an even bigger issue. I want to be able to easily go to my local shops - it sounds like this will
become hard hard to get to, hard to park etc
shopping patterns would change - the businesses rely on residents not the tourists & beach goers to survive.
Could traffic conditions be changed on weekends & public holidays only??? I am all for upgrades, but not
punishing the residents who keep the street alive - especially during winter when visitor rates drop off.
192. I like the idea of Pedestrian scramble at Moseley and Jetty Road and feel that this should also be at
Gordon Street and Jetty Road
193. I live in Glenelg and am tired of feeling like an endangered species when I cross there.
194. I live in the area and actively avoid this junction. It is dangerous for both vehicles and pedestrians in its
current form.
195. I live near the intersection and often have to cross. Hoons driving dangerously without regard for
pedestrians are common particular on weekends when lots of senior citizens and children are about.
196. I love the idea of a scramble crossing allowing pedestrians to cross the road all at once, in any direction.
Other major shopping and tourism precincts in adelaide like rundle mall and the parade all feature scramble
crossings, and jetty road is long overdue one. This would significantly improve pedestrian accessibility.
197. I often see close calls between pedestrians and cars at this intersection. There is also a build up of traffic
trying to turn right on to Jetty Rd from Moseley
198. I pass through this crossing multiple timed every day and feel like its at its peak flow now. Any increase in
fast traffic would need lights to control it
199. I personally don't find any issues with regards to pedestrian safety at this intersection. The bigger issue is
the crossing across jetty road to Moseley Square.
200. I prefer Concept A however I prefer the time limits as mentioned in Concept B. Concept A is too long to
wait for light changes and will hold up traffic too much
201. I prioritise pedestrian safety over any amount of time that cars must wait.
202. I query the stated increased wait times for concept A - surely there could be some adjustment to this
based on the cycle and priority applied (ie some increased priority for vehicles)?
203. I really like the idea of a scramble crossing
204. I still feel that pedestrians will do whatever they want anyway. They currently just run across whenever they feel like it.
· · · · · · · · · · · · · · · · · · ·
205. I support concept C and this has the least disruption to traffic flow. The scramble concept for the crossing
is a great idea.
206. I support major surgery to Jetty Road so that the rejuvenation of Jetty Road will serve businesses and pedestrians for the life of the assets (at least 50 years) without requiring reconstruction. I'd like to see letty
pedestrians for the life of the assets (at least 50 years) without requiring reconstruction. I'd like to see Jetty Road as a pedestrian space (so traffic lights are not required) that only accommodates vehicle traffic by
Road as a pedestrian space (so traffic lights are not required) that only accommodates vehicle traffic by moderating driver behaviour so vehicles are driven calmly and in a controlled manner at no more than the
desired speed limit (30km/hrs) and must give way to any people crossing at spaces allocated for that purpose
to motorised vehicle movement and that drivers feel they should be courteous to people wishing to cross from
one side of Jetty Road to the other. I do not see a need for traffic lights for pedestrian crossing.
one side of setty hour to the other. The not see a need for traine lights for pedestrial crossling.
I'm not saying the example below is perfect, but it definitely works. Emerson Street, Napier, NZ

207. I support this but I think it should go further. With the low traffic speeds a wombat crossing would be
completely viable.
If council does seek to elevate pedestrians, then they should have the right of way by default.
208. I support traffic lights and the scramble crossing at this location, as an alternative to the current vehicle
and pedestrian chaos, but a 10-minute wait time for vehicles on weekend peak is excessive and would only
push more traffic onto other roads that are unsuited to the extra traffic flow. 10 minutes between changes is
too much for pedestrians as well, though whatever is done there will always be pedestrians and cyclists who
ignore what they're meant to do
209. I support traffic lights as this pedestrian crossing is dangerous.
210. I support traffic lights with a scramble crossing at the Jetty Road/Moseley Street intersection without
closing Jetty Road/Colley Street to private vehicles or altering bus routes. I support the speed limit on Jetty
Road from Moseley Street to Colley Street & Colley Street to Hope Street being reduced to 10kph.
211. I think a pedestrian crossing is essential both at Jetty Road/Moseley Street but also at Colley Terrace &
Moseley Square. It is tricky for older people to cross, also for young families, disability people etc
212. I think a pedestrian crossing would be better
213. I think Concept A is the best of the option - but completely unworkable for local residents getting out of
Glenelg.
The wait times are not okay. It is going to push traffic onto High Street and Maturin Road, which won't be able
to cope with it.
It will actually make Glenelg surrounding streets unsafe which goes against the objectives of the project.
214. I think it should be implemented because it very busy with vehicles and pedestrians. Cars have to stop
whilst turning into modekey St due to pedestrians needing to cross the street. Cars existing mosely St have to
wait for cars from both directions and it is very hard to turn right onto jetty road. The traffic on moseley St is
extremely high, I also think a crossing should be put infront of the ECH building and I'm trying to find out who
to contact regarding CCTV cameras in Elizabeth St carpark as my mum lives in ech and the carpark is always
busy and there is alot of yelling and intoxicated behaviour
215. I think it will greatly impede traffic movement and simply force cars onto other streets. Gordon &
Partridge particularly will be dreadful. If pediiestrians cross over further back around Chemist Warehouse &
walk down that side of the footpath they wouldn't face any problem entering Moseley Square. Parking is
already difficult in the area let alone removing 40 or more parks.
216. I think it would create more congestion, why not just make Moseley st a dead end at Jetty rd. this would
stop most of the through traffic.
217. I THINK THAT PEDESTRIANS ARE MORE IMPORTANT THAN TRAFFIC LIGHTS & ZEBRA CROSSINGS ARE TO
PEOPLE RUN DOWN BY TRAFFIC
218. I think the crossing of Mosley street creates issues so traffic lights are a good option but you can't close
the end of Jetty road to traffic. Brighton Road is already con jested and trying to go over Pier to Diagonal road
is a nightmare with cars banking across the intersection. Partridge street is a nightmare when school starts and
finishes so you saying you want to close off one of three ways to get across Jetty road. I have lived in and
around Jetty road for 60 years and you will spoil the beauty of Glenelg is you close the end of Jetty road off.
You have enough space now with Mosley square. We do not need more. You spent a fortune on the mall on
Jetty road and Chapel street and its a white elephant. Nobody sits there or uses it probably because of that
hideous statue put there.
219. I think the design and concepts you have provided are excellent and the jetty road upgrade is well
overdue.
Community safety via a pedestrian crossing is an excellent idea
220. I think the lights might make pedestrians more complacent than they already are
221. i think the pedestrian lights need to be exactly on the corner of mosely and Jetty road as not ot hold up
traffic along Jetty road.

222. I think the traffic lights are necessary, but I do not want the road to be closed from Jetty Road to Colley
Terrace
223. I think the traffic lights should be in front of cibo. Then pedestrians can cross.
224. I think the wait times listed are fudged. They do not make sense as listed
225. I think there are other ways to achieve pedestrian safety that have less impact on other important aspects
such as traffic flow. What's more, isn't pedestrian safety already very high on balance?
Those figures in the Table above feel a bit misleading. My read is that Concept A has greater wait times only
because it is the only one with traffic maintained. Concept B and C have less wait times as vehicles aren't
allowed, but which I believe would have significant flow-on effects.
226. I think there definitely needs to be some kind of traffic control here but it's important that the flow of
traffic is maintained and not back up for long periods of time.
227. I think this is a great idea, it is worth considering though, if wait times can be up to 10mins and cars are
sitting there idle, pedestrians will cross wherever they want which may defeat the purpose
228. I think this is very necessary. As a motorist, I always have concerns for pedestrian safety on this corner.
229. I think this whole project is a complete waste of money. You are constantly 'upgrading' jetty road and it
makes no difference either way. Leave jetty road alone and save the cash!
230. I think traffic lights will help with pedestrian safety but it is extremely important to keep traffic moving
along Colley Terrace.
231. I think Traffic Lights would add greatly to the safety of pedestrians. It is a very wide road and families find
it hard when crossing with children. Nobody seems to know who has the right of way. It is only a matter of time before there will be an accident.
232. I understand the aim is to reduce any traffic in this area. Why is there a need for lights if traffic is not allowed in the area?
233. I use this corner frequently to turn left from Mosley into Jetty Rd , Colley tce to Anvac Highway. If Colley
Tce was closed, I would not use Jetty Rd to Brighton Road. Huge delay to Anzac Hway. Rather I would use a
side street as would others to access Anzac Hway.
Where is the traffic management plan should Colley Tce be closed.
234. I wonder if it's necessary to hold up traffic with a pedestrian crossing from one side of Jetty Road to the
other at the Moseley Street/Jetty Rd intersection; I feel that there is a greater need to provide a designated
pedestrian crossing with lights heading East/West across Moseley Street.
235. I would imagine this would cause much worse traffic congestion in peak times along Colley Terrace
236. I would like a range of pedestrian crossings to be compared:
re. safety
convenience
traffic efficiency
237. I would like to see (with exception of Trams & Buses), all traffic banned between Jetty Rd/Mosely St
intersection to Hope St/Colley Tce intersection. The pedestrian crossing to be 'all points' crossing
238. I would like to see the footpath along Jetty Road continue across the intersection with Mosley Street
acting as a raised crossing to slow vehicles down and improved pedestian saftey and connectivity. Additonaly a
pedestrian scramble traffic signal for the intersection may be beneficial.
239. I would prefer just regular traffic lights around Moseley St rather than a scramble crossing. I don't think
there are enough pedestrians (other than maybe weekends) to warrant a scramble crossing and it's impact on
traffic.
A crossing for Moseley St is definitely needed! I cross that road regularly and DREAD it.
240. I would prefer not to have a traffic light with B&C, you are removing a significant portion of the traffic by
closing it to vehicles, can you proceed with these without the lights.
241. I would prefer there be no traffic along most of jetty road, so that a pedestrian crossing without the need
for traffic lights could be installed. Noting that likely won't happen, I prefer concept
B and C, where all private vehicle traffic is not allowed post Moseley street.

242. I would prefer to have a scramble crossing that allows pedestrians to cross the intersection in every
direction at the same time. I would also like to see this at the Gordon Street/Partridge and jetty road
intersection
243. I would rather see all access for cars and bus to be removed from this location, with the bus redirected. I
think that it would make for a more attractive and safe area for visitors.
244. I would support that area to to closed off to all traffic, inly leaving pedestrians
245. I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to be built around the mall.
246. I'm very supportive of traffic lights that prioritise pedestrian on Jetty Road.
247. I'd go further than concept C and remove buses from the crossing jetty road. Bus routes can redirct from Moseley St heading east up High Street before turning onto Partridge St and heading across Jetty road onto Gordon St and back down Augusta St.
Everyone west of the Jetty road and Partridge/Gordon St interchange becomes pedestrian and tram only. Th will help increase traffic flow along Partridge and Gordon as the lights can stay green for longer heading across.
You'd then transform 75% of Jetty road to tram and pedestrian only, increasing the outdoor space for restaurants and shops substantially, creating a destination environment and alfresco dining that has an advantage over other parts of Adelaide like Henley Beach or Rundle St which are car heavy environments.
Basically don't be scared of making a bigger change and doing it all in one big job. With concept C you're blocking car access Jetty rd anyway so whats the point of allowing cars to drive down Jetty rd at all with that plan? It's basically just for a few street parking spots and side street access, but all side streets have easy access from the other ends so the inconvenience for a car driver is minimal.
There is adequate multi storey parking nearby so the loss of shop front parking is minor and for food deliveri drivers could use the tram lines between say 1-6am to restock shops and restaurants. Hoping you'll be bold!
248. I'm blind and use a guide dog. Living 20m from this crossing I use it multiple times a day. This would
greatly reduce the chance of my dog and I getting injured or killed.
249. I'm supportive of traffic lights, if the Concept C does not go ahead. The concept of the sea side should be pedestrians first
250. I/we regularly travel South from North along Colley Terrace turning left (obviously) onto Jetty Road, then right onto Moseley Street and continuing to Brighton. This works without much trouble, despite pedestrians crossing where it says "give way to motor vehicles". A traffic light wait on weekends of up to 10 minutes seen absurd. Exactly how many pedestrian/vehicle collisions have occurred recently?
251. Ideally motorists would learn about pedestrian right-of-way at intersections like this.
252. If it is a binary choice of these wait times, then how can one support Concept A at all?!
However Concept A is the ONLY choice if:
1. you live, shop and drive in Glenelg (or want to in the future). REMEMBER it is the ratepayers who are payir
for the bulk of these works and have to live here. I haven't seen ANY payment from shop-owners, visitors,
party-goers on NYE etc; or
2. if you live in Durham st (or know someone who does).
Therefore, DON'T have such crazy wait times for traffic for Concept A. Have lights set to a minimum limited time.
253. If only one change was being made to Jetty Rd precinct it would have to be this one.
The pedestrians crossing Moseley St at Jetty Rd junction are out of control.

254. If pedestrians cant cross the road safely now, installing traffic lights wont save them.

255. If there has been any traffic study using SIDRA Analyses or similar this information should be released publicly now and the consultation period re- introduced .. this public detail needs to include the traffic impacts and usage on all Glenelg roadways and the views of Transport SA made public in terms of tramway timing and safety plus buses changes for each of the options .

The traffic wait times at the lights .displayed is a nonsense without detailing the same information for all other intersections in Glenelgfor each of the 3 options .

256. If traffic lights were to be implemented they should be a scrambled crossing whereby the lights only stop once for the pedestrians to crisscross the intersection quickly so as to not hold up the traffic for too long. Especially for the buses to stick to their timetables and not make them run late.

257. If traffic speed and access is reduced, then there is less need for traffic lights. Also, a wait time of 10 minutes for concept A is complete unacceptable and will result in traffic infringements and cars speeding to avoid the lights going red- it will increase the risk of accident.

258. If traffric has to continue then traffic lights with pedestrian priority should defintly be installed.

The main focus however should be pedestrianisation instead. This is not a commuting route. Traffic shouldnt be given priority in this location.

- **259.** If you put in traffic lights you need to reduce vehicle traffic otherwise there will be long queues of traffic in Mosley St and Jetty Road
- **260.** If you put traffic lights then you need to make sure there is a counter for pedestrians and also for vehicles. When people know how long the time is before lights change, then they are more tolerant These mechanisms are in place all over Shanghai

261. If you stop traffic and reduce bus routes light's wouldn't be needed

262. In 82 years of living in Glenelg there has not been a single serious pedestrian accident in that area. Pedestrians all over the world adapt to very busy crossings. Much busier than Glenelg SA Most vehicle drivers adhere to road rules.

Traffic lights are not necessary and will only make the congestion situation worse.

263. In conjunction with Jetty Rd/Moseley Tce traffic lights, it's important to minimise risk at the Colley Tce/Moseley Square crossing point by reducing or eliminating through traffic.

264. In general I am in favour of the introduction of the traffic lights at mosely street intersection, as it is treacherous crossing mosely street, while walking up and down on the southern side of jetty road. But would a dedicated pedestrain crossing work just as well - maybe that should be trialled first before installing traffic lights. I also think your estimated wait times are misleading, and preferencing Concepts B&C, but the waiti times do not suggest the other impacts that Concepts B&C will create in the back streets

265. Include a stop/go light for the trams to come out of Mosley Square station and synchronize this with the traffic lights.

Do NOT give priority to pedestrians wanting to cross Mosley Street or Jetty Road.

266. Increase safety for pedestrians and vehicles at this busy area

267. Increasing pedestrian safety at this intersection is required. Traffic lights make sense.

- **268.** Installation of scramble zone is a great idea.
- **269.** Installation of traffic lights would cause unnecessary traffic congestion. I have conducted my own survey over several weeks at various times and found pedestrians and traffic negotiated the intersection well. During working hours there is minimal pedestrian traffic, as is the case in the evenings. I believe therefore the lights would be superfluous. Traffic signals were mooted several years ago, and were rightfully abandoned.
- **270.** Installing traffic lights at this intersection is about 10 years overdue.

272. Is dangerous in its current format

273.	Is there any evidence or history of the number of accidents that have occurred at this intersection that
tra	ffic lights would have prevent that we can consider? If it aint broke dont fix it.

274.	It can't continue like it is, and option b and c will greatly improve the congestion that is currently occurring
a	s people try to turn right from Jetty rd into Moseley St, or turn right from moseley onto Jetty rd.
275.	It has always been an issue, with weekends really making things difficult for both drivers and pedestrians.
Н	aving lights will ease confusion and reduce frustration.
276.	It has been extremely overdue for a pedestrian crossing (diagonally) at traffic lights.
277.	It is a busy crossing area. I do not understand why they could not have tried a zebra crossing as a cheaper
a	Iternative over the years.
278.	It is a slow traffic zone with no issues currently for pedestrians and traffic to pass trhough when needed.
	dding lights will highly impact traffic flow and local rate payers accessing local critical services and instead
	prce us to shop online or elsewhere, this is not practical.
279.	It is a terrible corner which I avoid when driving from Mosely St onto Jetty Rd
280.	It is a very unsafe intersection at the moment, so it definitely requires traffic lights
281.	It is confusing when crossing here and often there are hoons in the area it's kind of like you just have to
	un across to miss getting hit
282.	It is dangerous when there is lots of traffic, especially for young families and the elderly.
283.	It is presently a very dangerous crossing for pedestrians so close to the main area to the restaurants, shops
	nd foreshore.
284.	It is very dangerous currently to cross the road in any direction at this intersection. Pedestrian safety and
	ccessibility should be #1 priority. The intersection also needs to be designed to accommodate cyclists.
285.	It makes complete sense to incorporate this into the Jetty Rd/Moseley St intersection. It is pretty obvious
	hat the current set up is unsafe for pedestrians and furthermore causes issues for cars, as pedestrians are
	aving to walk out in front of traffic to get across the road. Jetty Rd should mainly be pedestrian focused
a 286.	nyway, so this is a step in the right direction. It may save travel/wait time for vehicles if traffic stopped in all directions to allow pedestrians to cross in
	ny direction
287.	It should be a zebra crossing, pedestrians should just have right of way.
288.	It will be too disruptive to the flow of traffic. Pedestrian crossings running along jetty rd would be more
e	fficient
289.	It will create a lot of congestion, especially when a tram is involved. Also, there is little chance it will stop
р	edestrains crossing the road randomly or when the lights are green
290.	It will create traffic bank up and congestion
291.	It will increase safety. It's a very good thing.
292.	It works fine as it is. Pedestrians know they need to wait. Vehicles stop frequently to let people cross. I
С	ross there everyday and have not had an issue.
293.	It works OK as it is A 10 minute wait on the weekend is not an improvement
294.	It works okay as it is now,
295.	It would be a big mess trying to control trams cars bus and people
296.	It would certainly make it safer for pedestrians but would frustrate drivers in the area as it is already a
S	quishy spot with cars, buses, trams and trucks at times.
297.	It would help pedestrians safety
	owever I am unsure if this would cause more traffic?
298.	It's a dangerous corner, zebra crossing of lights needed
299.	It's a great idea, as lots of people think pedestrians have the right of way with the current crossing but its
	ctually vehicles who have the right of way. This does not make sense because there are more pedestrians
	nan cars throughout Jetty Rd.
300.	It's clear pedestrian safety around mosely street is needed, traffic lights will significantly lengthen vehicle
i ti	me however. Particularly on weekends i suspect the 10 minutes is even quite conservative. Would it be

better perhaps to simply have a dedicated pedestrian walkway across mosely street (at the jetty road T	
intersection) where pedestrians have the right of way to cross rather than vehicles?	
301. It's desperately needed for safety of pedestrians and cyclists and vehicles	
302. It's much needed! I have older kids and it scary at that intersection	
303. It's quite a dangerous section at the moment without any pedestrian safety, so if this it is best option fo	r
pedestrian right of way then it should be implemented.	
304. It's something I think has been needed for a very long time. Crossing Moseley Street at present is a lotte	ery.
305. It'd significantly increase pedestrian safety.	
306. It's a great idea however traffic is already difficult there and by pushing everyone up to partridge/ Gord	on
street or Brighton road it will be a nightmare to get to the other side. Or shops in glenelg.	
307. It's a great idea, always so busy and so hard to get around some days	
308. It's already a nightmare with traffic along there, having lights will make it worse.	
309. It's pedestrians that break the law and get impatient by J walking all the time. So a set of lights would	
potentially help.	
310. Its currently a shit show. Needs to happen ASAP	
311. Jetty road and Partridge st traffic lights should also be scramble type or stop south bound traffic on	
Gordon st from turning left onto Jetty road.	
312. Jetty Road is a tourist, shopping, and dining precinct. All measures that improve pedestrian safety and	
visitor experience should be prioritised. Traffice lights are a no-brainer for this currently busy intersection.	
Jetty Road should not be a thoroughfare for people transiting the area, it is a destination, not an arterial roa	id.
Put cars last on Jetty Road and visitors first. There is plenty of parking off the main street.	
313. Jetty road is fine as is and the costs to do these improvements are not necessary	
314. Jetty Road needs to remain open in all directions to cars as in Concept A.	
315. Just get rid of all vehicles. Make it like rundle, i've seen so many children and elderly almost get hit by ca	
and even myself having experiences with unsafe driving because glenelg prioitises vehicles over pedestrians	
When you make it more like rundle it also helps businesses as youre making customers walk along and stop	
When you make it more like rundle it also helps businesses as youre making customers walk along and stop and shop just like rundle. everyone loves rundle. plus jetty road is not an essential road for traveling any wa	
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 When you make it more like rundle it also helps businesses as youre making customers walk along and stop and shop just like rundle. everyone loves rundle. plus jetty road is not an essential road for traveling any wa JUST GET RID OF CAR ACCESSIBILITY PLEASE. everyone i know agrees with this 316. Leave it how it is. The traffic flows well and cars allow pedestrians to cross. Putting traffic lights in will h up traffic 	ys.
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	Love it
329.	Love the proposed X pattern.
Su	ggestion 1) To increase parking spaces, the parking area on the Sth side of Elizabeth St could be 3 level
-	arking area
2)	Would the Grand Hotel permit some of their parking garage to be set aside for public parking.
330.	Maintaining traffic flow through Glenelg as well a pedestrians' safety need to be considered as paramount
	the planning concept.
-	v eliminating one of the 3 North? South corridors (Concepts B & C) A lot more pressure will be put on the
	artridge Street and Brighton Road corridors.
331.	Make 10 km/h zone for all traffic with cameras and pedestrians should be safe. Formal pedestrian crossing
332.	ith flashing orange lights and zebra crossing before Mosley.
	Make it a scramble crossing to effect safe crossing of Jetty Road.
333.	Make Jetty Road one way from Brighton Road with no tram. The tram should end at Brighton road. Cars
334.	n then turn left onto Moseley st or straight on. By having it one way shops can extend for dining options etc Make the crossing part elevated so that it reduces the speed of cars. Basically what they've done to Hutt
	bad in the CBD.
335.	Makes no sense in cost and logic. Simply put in a pedestrian crossing so can help with traffic flow in side
	reets as pedestrians cross and stops tram stopping after 40 metres of travel or a bus only 100 metres from
	destination
336.	Making it pedestrian friendly is a priority. And limiting vehicles using it as a through road
337.	Massive cause of delays for traffic flow.
338.	Minimise cycle intervals to avoid build up of pedestrians & traffic - CLEAR BUILD UP OF TRAFFIC PEDS
	REQUENCY
	ne "hoons" will turn up in put.
	here crowds gather they cruise to strut their rebellion + give the finger to those who want peace + quiet!
	S ACT ON THIS PROBLEM (it is a major problem even now)
339.	Minimum wait times
340.	Moseley street and Jetty Road intersection busy with pedestrians crossing. It will make it safer installing
lig	hts for pedestrians and car drivers
341.	Most people cross Moseley St on the southern side of Jetty Road. Very few cross Jetty Road at this
lo	cation. A scramble crossing probably unnecessary.
342.	Mostly intersection is a nightmare with the amount of pedestrians and vehicles, speed is a big issue.
343.	Move pedestrian crossing at Mosely Square Colley Terrace + block crossing to make people go to Jetty
Rc	bad crossing or cross at Tram crossing
344.	Much needed for pedestrian safety.
345.	
040.	Much needed, always a challenging cross
346.	Much needed, always a challenging cross Multi crossing / scramble crossing at lights
346.	
346. Th	Multi crossing / scramble crossing at lights
346. Th ne	Multi crossing / scramble crossing at lights ne East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking
346. Th ne lig 347.	Multi crossing / scramble crossing at lights ne East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking ear these lights to help this and will also improve congestion and therefore pedestrian danger around the hts Multi-cross way seems most effective for both pedestrians and cars, however, does not need either
346. Th ne lig 347. co	Multi crossing / scramble crossing at lights ne East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking ear these lights to help this and will also improve congestion and therefore pedestrian danger around the shts Multi-cross way seems most effective for both pedestrians and cars, however, does not need either oncept A/B/C - can be installed independently as is.
346. Th ne lig 347. co 348.	Multi crossing / scramble crossing at lights ne East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking ear these lights to help this and will also improve congestion and therefore pedestrian danger around the hts Multi-cross way seems most effective for both pedestrians and cars, however, does not need either oncept A/B/C - can be installed independently as is. My concern is as a driver having to wait and/or queue along Moseley St if people randomly press the
346. Th ne lig 347. co 348. bu	Multi crossing / scramble crossing at lights ne East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking ear these lights to help this and will also improve congestion and therefore pedestrian danger around the hts Multi-cross way seems most effective for both pedestrians and cars, however, does not need either oncept A/B/C - can be installed independently as is. My concern is as a driver having to wait and/or queue along Moseley St if people randomly press the uttons. Being able to park or drop off elderly in front of the library is essential.
346. Th ne lig 347. co 348. bu 349.	Multi crossing / scramble crossing at lights the East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help these help this and will also improve congestion and therefore pedestrian danger around the these help these help these help these help the pedestrian area especially in front of the library is essential. My experience of traffic lights, particularly in the Glenelg area, is that they hinder rather than enhance
346. Th ne lig 347. co 348. bu 349. pe	Multi crossing / scramble crossing at lights the East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help these help this and will also improve congestion and traffic lights, particularly in the Glenelg area, is that they hinder rather than enhance tedestrian and traffic flows.
346. Th ne lig 347. co 348. bu 349. pe 350.	Multi crossing / scramble crossing at lights the East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and traffic lights, particularly in front of the library is essential. My family and I use this route 2-3 times a day, on average. We are in the car most times and it is alarming
346. Th ne lig 347. co 348. bu 349. pe 350.	Multi crossing / scramble crossing at lights the East end is busy and lacks pedestrian area especially if outside dining expands reduce kerbside parking these lights to help this and will also improve congestion and therefore pedestrian danger around the these lights to help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help this and will also improve congestion and therefore pedestrian danger around the these help these help this and will also improve congestion and traffic lights, particularly in the Glenelg area, is that they hinder rather than enhance tedestrian and traffic flows.

254	Not and in the second state and had a second state and for the second state of the sec
351.	My main worry is that if cars are held waiting there for long in peak hour, they will then speed off down
	oseley St to try to make up time. If things could be done to slow traffic down on Moseley st, that would be od.
352.	Need a right hand turn into moseley
353.	Needed for pedestrians to cross safely
354.	Needed from safety perspective asap
355.	Needs lighyts and one way traffic down Jetty Rd
356.	no comments
357.	No matter what the option, lights and a pedestrian crossing are essential at the Moseley st intersection
358.	No need too have traffic lights that stop traffic on Jetty Road. Only need pedestrian lights across Moseley
	reet
359.	Normal traffic light system only
360.	Not required. Ugly
361.	Not supportive and as a council payer I did not agree or approve additional charges to my council rates to
	nd this project.
362.	Old people's safety is priority. Drivers will become alert when reaching jetty Road/Moseley St.
363.	Only if concept 1 is favoured.
364.	Or a round-about with tram lines going through the middle, railed off at the corners and pedestrian
	ossings further along Moseley and Jetty roads
365.	Peak hour traffic through Moseley St / Colley Terrace is not accounted for. This route is a through route to
	lelphi Tce / King Street Bridge. Brighton Rd / Partridge St are completely clogged with Moseley the only
	wing alternative. Unacceptable to put lights which will clog traffic. Traffic flow matters more during the eek than people.
366.	Pedestrian
367.	Pedestrian access is vital in this precinct.
368.	Pedestrian access should always be prioritised
369.	pedestrian crossing at traffic lights would increase pedestrian safety - at present it is a free for all & quite
	ngerous.
	offic lights would also allow for possibly better flow at the intersection - as again, at present it is a bit of a
fre	ee for all & pedestrians attempting to cross cause traffic build up at times.
370.	Pedestrian crossing is badly needed at this location
371.	Pedestrian crossing is necessary
372.	Pedestrian Crossing(s) - Yes
	affic lights - No
373.	Pedestrian safety is a must, we avoid this area due to the lack of crossings for pedestrians
374.	Pedestrian safety is a priority not vehicles
375.	Pedestrian safety must be a priority. We avoid Glenelg because the lack of pedestrian safety.
376.	Pedestrian traffic mainly across mostly st.
377.	Pedestrians are at risk currently, cars should provide time for people to cross, it all comes down to the
-	hts settings, they should allow ample time for people & cars to pass
378.	Pedestrians don't give way to cars and it's dangerous. If there are no traffic lights and cars give way to destrians it will be traffic chaos.
ре 379.	pedestrians should be prioritised over cars in such a pedestrian focused district
379.	Pedestrians should have priority at traffic lights, then trams and buses, cars should have a low priority
381.	Pedestrians should have profity at traffic lights, then traffis and buses, cars should have a low profity Pedestrians will cross against lights, cyclists will cross against Red Lights - This will only create build up of
	rs and fumes from exhaust.
La	וז מות דמווכז ודסווו לאווממזנ.

 were there to show vehicle priority prior to the crossing. Currently motorists do not see the sign until they have stopped. 383. Penguin crossing a good idea Right hand turn only for Moseley into Letty Rd a good plan Right hand turn only for Moseley into Letty Rd a good plan 384. People dont know whether to come and go, vehicles get banked up. Better to have lights, bring more order and efficieny to it. 385. Please don't tokse option A, there will be traffic backed up all down Jetty Road, leading to road rage when drivers try to reverse parallel park. 386. Please don't take away the parking spaces on Colley Terrace as they are very limited as it is, particularly the 15 minute spaces which allow for quick drop off and pick up for Moseley Square customers and also 15 minute spaces which allow for quick drop off and pick up for Moseley Square customers and also 15 minute spaces so this loading dock. Proposal B and C means that they will not have that access as it will only be for buses and taxis. I fail to understand under Proposal A how cars would be expected to wait up to 10 minutes at the proposed traffic lights on the corner of Jetty Road and Moseley Street. While it is a busy intersection, traffic is generally solw and are mindful of pedestrians crossing. 387. Pis use the "scramble" crossing formati 388. Possibly one of the only practical parts of the whole concept 399. Preferably a scramble crossing. 391. Prefer the scramble crossing. 393. Prefuenable a scramble crossing. 394. Proivision of additional pedestrians over all other vehicles. 395. Probably a count down method for pedestrians otherwise the P will take chances and possibly be more dangerous. 396. Provision of additional pedestrian crossing lights on present crossing of Colley Tce. to Moseley Square, tha are coordinated with the new traffic lights on the Moseley St. Jetty Rd. intersection. 397. Puta		
 have stopped. 383. Penguin crossing a good idea Right hand turn only for Moseley into Jetty Rd a good plan 384. People dont know whether to come and go, vehicles get banked up. Better to have lights, bring more order and efficieny to it. 385. Please don't chose option A, there will be traffic backed up all down Jetty Road, leading to road rage when drivers try to reverse parallel park. 386. Please don't take away the parking spaces on Colley Terrace as they are very limited as it is, particularly the 15 minute spaces which allow for quick drop off and pick up for Moseley Square customers and also 15 minute parking for short visits to these businesses. Also please consider the loading bay at the back of Banjo's Bakery & Cibo's. Delivery vehicles need to have all day access to this loading dock. Proposal B and C means that they will not have that access as it will only be for buses and taxis. I fail to understand under Proposal A how cars would be expected to wait up to 10 minutes at the proposed traffic lights on the corner of Jetty Road and Moseley Street. While it is a busy intersection, traffic is generally slow and are mindful of pedestrians crossing. 387. Pls use the "scramble" crossing format! 388. Possibly one of the only practical parts of the whole concept 399. Preftically pedestrians will still cross on a red it won't be effective. 390. prefer scramble crossing 391. Prefer the scramble crossing 392. Prefstrably a scramble crossing times wont continue when no pedestrians around 394. Priority should be given to pedestrians over all other vehicles. 395. Provision of additional pedestrians over all other vehicles. 396. Provision of additional pedestrians over all other vehicles. 397. Presume pedestrian crossing lights on present crossing of Colley Tce. to Moseley Square, tha are coordinated with the new traffic lights on the Moseley St Jetty Rd. inte	382.	Pedestrians won't obey lights. If no vehicles, they will cross. wouldn't be an issues if appropriate signs
 383. Penguin crossing a good idea Right hand turn only for Moseley into Jetty Rd a good plan 384. People dont know whether to come and go, vehicles get banked up. Better to have lights, bring more order and efficieny to it. 385. Please don't chose option A, there will be traffic backed up all down Jetty Road, leading to road rage when drivers try to reverse parallel park. 386. Please don't take away the parking spaces on Colley Terrace as they are very limited as it is, particularly the 15 minute parking for short visits to these businesses. Also please consider the loading bay at the back of Banjo's Bakery & Cibo's. Delivery vehicles need to have all day access to this loading dock. Proposal B and C means that they will not have that access as it will only be for buses and taxis. I fail to understand under Proposal A how cars would be expected to wait up to 10 minutes at the proposed traffic lights on the corner of Jetty Road and Moseley Street. While it is a busy intersection, traffic is generally slow and are mindful of pedestrians crossing. 387. Pls use the "scramble" crossing formati 388. Possibly one of the only practical parts of the whole concept 399. Prefer the scramble crossing 391. Prefer the scramble crossing 392. Prefferably a scramble crossing 393. Presume pedestrian crossing times wont continue when no pedestrians around 394. Priority should be given to pedestrians over all other vehicles. 395. Probably a count down method for pedestrians otherwise the P will take chances and possibly be more dangerous. 396. Provision of additional pedestrians otherwise the P will take chances and possibly be more dangerous. 397. Put a safety island for pedestrians in the middle of Mosely St Jetty Rd. intersection. 398. Raised brick crosswalk that covers the entire intersection and provides complete pedestrian arroirity. 308. Raised brick noroswalk th		
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	406.	SCRAMBLE CROSSING
408. Scramble crossing for Concept A should be considered	407.	Scramble crossing excellen idea. Concept B is best balance of wait time
0 1	408.	Scramble crossing for Concept A should be considered
409. Scramble crossing good as it provides more flexibility and efficiency for pedestrians and less waiting time	409.	
for vehicles		

410.	Scramble crossing is better for me as I often ride (cycle) from Jetty Road turning right onto Moseley Street
411.	Scramble crossing will be great. Current situation is terrible with a long section to cross over Moseley with
	le protection.
412.	Scramble pedestrian crossing would be effective so all pedestrians could cross at same time
413.	Seems like you're trying to push people to vote for B or C but very doubtful you've correctly calculated
	ose wait times and traffic flow. If you shut off colley terrace you'll be reducing traffic flow and increasing
	iffic and build ups on jetty road which is a poor decision.
414.	Seems to be a great solution. Good for traffic and pedestrians
415.	Seems to work ok as it is. Lights will result in build up of traffic on jetty road and increase risk for
416.	destrians crossing jetty road (ie those that will cross but not at the traffic lights). Sensible move
410.	Short bursts of allocated time for people to cross, so as not to disrupt the flow of traffic is important.
	ving vehicles wait more than 45 seconds on this particular road is bound to cause congestion and
	ttlenecks.
418.	Short of cutting off the road this is beneficial,
419.	Should be fully pedestrianised
420.	Should be one of the highest priorities inclusive of the scramble concept. Concept C would deliver the best
	ublic Use' facility to the precinct.
	could be further expanded by including a 'mini plaza of sorts' at the Moseley St junction back to Elizabeth
Str	eet. This area also has high pedestrian use and restaurants in need of Alfresco dining.
421.	should have been done years ago
422.	Should have happened years ago! I use intersection frequently both walking and driving and locals are
ge	nerally polite but some vehicles and pedestrians at weekends in particular can be difficult!!
423.	Should look at other options as in U.S.A & build pedestrian sky bridge. No impact on vehicle traffic at all.
424.	Should prioritise pedestrians at all times. Also should have bike crossing and lanes
425.	So much better, it's the worst most confusing and dangerous part of the street right now
426.	South Australia's answer to all intersections seems to be traffic lights. Other states do roundabouts and
	me limit the traffic. Maybe make no right hand turns or left hand turns making Mosley a one way street
	stead at that intersection.
427.	Stop people walking all over the road.
428.	Stop right hand turn from Jetty Road onto Mosley Street
429.	STOPPING RIGH HAND TURNS FROM MOSELEY ST. INTO JETTY ROAD. AND POSSIBLY RIGHT FROM JETTY
	DAD INTO MOSELY. WOULD DRASTICALLY REDUCE WAIT TIMES, BUT STILL ALLOW GOOD TRAFFIC FLOW.
430.	Support the scramble concept
431.	Supportive of improvements for this intersection as currently difficult/dangerous to cross Moseley street
	nen busy. This intersection is also heavily used by commuter traffic using Glenelg as a shortcut to avoid
432.	ighton Road traffic congestion and needs to be considered. Supportive of the installation of traffic lights to assist with pedestrians crossing the road but a 10 minute
	supportive of the installation of traffic lights to assist with pedestrians crossing the road but a 10 minute hit time is insane and should not have even been presented as a realistic option.
	in time is insule and should not have even been presented as a realistic option.
Th	e flow on effects of the traffic lights and proposed traffic changes to surrounding streets are likely to
	nificantly negatively impact residents.
433.	Supports pedestrian safety
434.	Takes away too many parking spaces in a high demand area.
435.	Takes away too many precious car parks. Gives pedestrians a false sense of safety, when testing has
	tablished that the long wait times will promote creeping and not adhering to stop times.
	ave given longer more detailed comments, but this website keeps freezing on me and I've had to start again
	om the beginning 3 times now, from different locations in the survey.
436.	That corner is quite chaotic so pedestrian safety needs to be upped

407	
437.	That is such a scary intersection to cross with children or elderly! Very supportive of lights!!
438.	That the pedestrian lights are automatic with the vehicle lights with no need for the pedestrian need to
-	ress buttons. The upgrade should also have the count down to the red light as at the Rundle Mall crossing.
	me should also be allowed for pedestrian on walkers to get across the road particularly on the Brighton
	bad/Jetty Road crossing.
439.	The bikes will ignore it or just ride around it on the footpath. This has to be considered as there are as
	any bikes as cars using the road particularly on weekends
440.	The concept needs to be balanced by who is paying for this and what does it come as a consequence?
441.	The crossing in its current state leaves a lot to chance. You're basically gambling as a pedestrian each time
	at you try to cross there. Add in some alcohol at night time, and it's a bad mix. Traffic lights make sense, I
	ould even say that a raised pedestrian crossing, without a traffic light could work too, if set back a little bit
	om jetty road
442.	The crossing is extremely unsafe and I'm surprised more pedestrians aren't injured. I know it extends car
	ait times which hopefully means less cars travel down Jetty Road as I believe it should be like Rundle Mall
-	nyway with no car allowance.
443.	The crossing is lethal - needs traffic lights asap
444.	The current intersection is very dangerous and cars and pedestrians are trying to be aware of each other
	ut elderly and people with families really struggle to cross at this intersection
445.	The current set up around the Moseley square end of jetty road is unsafe. It is an extremely busy area, lots
	people out & about enjoying the beachside and entertainment lifestyle.
	ovement of traffic has long been an issue and a concern, near miss incidents, speeding cars.
-	would be far more pleasant and much more safe for all involved if there was a safe crossing area.
446.	The current setup is a disaster waiting to happen and I 100% support the no through traffic between Colley
-	errace & Jetty Road and diversion of some bus routes and speed limit reduction.
447.	The current situation is dangerous for both pedestrians & cars. It needs to be changed.
448.	The current situation without lights is unsafe and messy. Traffic lights are needed, regrettably.
449.	The current traffic flow works and traffic lights will create unnecessary congestion
450.	The entire area needs to be pedestrianised up to Waterloo Street or Partridge Street - foot fall would
in	crease ten fold
451.	The estimated wait times do not seem to be accurate. Is the table giving the extra wait time or the total
w	ait time?
452.	The estimated weekend peak times for Concept B and C make no sense if traffic is expected to increase on
th	e read.
453.	The intersection can be chaotic for all users at times so lights would be welcome. The wait times may
in	crease under concept A but users would adjust their travel routes accordingly.
454.	The intersection is currently dangerous for pedestrians. The increase in vehicle wait times would have to
be	e accepted in order to increase pedestrian safety.
455.	The intersection works well 90% of the time. "If it ain't broke, why fix it?"
456.	The Jetty Rd project is poisoned since its inception with a consultation in 2024 that Council did not take
in	to account. Results of that consultation were never shown and every discussion in council meetings is
со	onfidential. This project is not what the rate payers want, it is a project to fulfil someone's agenda in council.
Tł	ne lack of transparency in that project is appalling.
457.	The Jetty Road / Moseley Steet intersection is an absolute nightmare to cross as an able-bodied
pe	edestrian. A crossing which although will disrupt the traffic flow is a no brainer to ensure the safety of all
pe	edestrians.
458.	The less traffic, the less need for traffic lights. There is ZERO reason for personal vehicles requiring access
to	this part of Jetty road. This should be a pedestrian priority zone.
459.	The lights cycle must include a right-turn opportunity for traffic entering Jetty Road from Moseley Street if
it	is to work. This current obstacle to smooth traffic movement, along with pedestrian risk and confusion
cr	ossing Moseley Street at this T junction, appear to be the key issues here.

460. The lights would need to ensure a decent length of time passes between changing signal to red during
peak times and especially during school drop off and pick up times to ensure no further delays are felt by St
Marys Memorial School students. The estimated delay times are grossly misleading to sway people away from
concept A and is deceitful tactic by the Council.
461. The pedestrian crossing is hazardous and I support any safety improvements for pedestrian (particularly
vulnerable users).
462. The pedestrian crossing needs to be o Colley Terrace
463. The road should be blocked completely and turned into something similar to Rundle Mall. This will also
stop all the hoons that are constantly going up and down the road. It's just a matter of time before a
pedestrian is killed.
464. The scramble crossing is the only one that is balanced and will work as long as it is a short pedestrian
sequence that does not cause traffic build up. With that installed at Moseley / Durham the crossing on the
corner of Colley Tce should be removed. People blatantly ignore the Pedestrians give way to traffic signs and
cause problems.
465. The scramble pedestrian crossing is great if the timing works well as moving a large group of pedestrians is
a lot more efficient than prioritising car movements.
466. The system as it is seems to work well, we have seen in some European city's they are moving away from
lights and towards more individual responsibility as it keeps people alert and also keeps traffic flowing, they do
this mainly in high density areas as the speeds are lower. Which is exactly the space in which you are working.
467. The traffic light would need to have long duration turn arrows installed to allow ease of turning and safety
to pedestrians when turning from Jetty Road to Moseley & Moseley to Jetty Road. At the moment only one 1-3
cars can turn at the intersection of Partridge Jetty Rd & Gordon Streets due to short turn signals and having to
give way to slow pedestrians who can't cross the road in the short designated time given.
468. The Traffic lights at Moseley Street in option A will also stop of traffic on Colley at the same time, so that
people can also cross there with safety.
469. The traffic lights should be around the corner - where the current crossing to the square is located (it
currently says pedestrians give way to cars). Placing the traffic lights there would minimise the impact on the
tram and achieve better flow of people from the square to jetty road. What about "flashing light crossings" or
pedestrian crossings (like outside of China town and in Pirie St by the Town Hall) in lieu of traffic lights.
470. The traffic through jetty road back streets i.e Mosley street and partrige street is heavily congested, this
would only increase this effect and further clog surrounding roads. There is little to no padestrian car conflicts
so will have little to no benefit for paderstian safety, which has not been and issue on jetty road.
471. the wait times at the intersection in your proposal have been inflated to sway people away from concept A
472. The wait times in Concept A are acceptable.Let's hope the lights manage pedestrians who are often erratic
and ignorant of road rules.
Residents and Businesses need vehicular access as is currently available.
473. The waiting time for pedestrians at the intersection of Partridge Street and Jetty road is totally
unacceptable. It should be all pedestrians crossing at once like they do in Adelaide and which works really well.
eg scramble crossing. This doesn't seem to have been considered in the Glenelg upgrade but should be looked
at as it is the cause of many complaints especially from both locals and tourists.
474. The way things currently are, however, there's unlikely to be any traffic. So you won't need either the
lights nor the pedestrian crossing. People will avoid going there. I know I am, and do. The area is a basket case
with so much going on all at once. Accessing Jetty Rd from the south via Moseley St and/or Partridge St are
chaotic. By the time you do get to Jetty Rd, eastern end, there's nowhere to go. Except wait. And wait. And
wait. The queues bank up from all directions. That's if you're in a vehicle. Crossing Jetty Rd as a pedestrian has
been made infinitely worse. Unfortunately I experienced all this on a Monday, late morning. I would hate to be
a trader anywhere along here. Sorry, but Glenelg is about to become a ghost town. Why on earth are all these works accurring concurrently? As a rate power i'm absolutely martified at the utter lack of foresight into any
works occurring concurrently? As a ratepayer I'm absolutely mortified at the utter lack of foresight into any
planning, let alone the cost blowout.
475. the whole street should be pedestrianised, make it a space for people not for cars.

476.	There are other pedestrian access options.
477.	There are times atm that it takes considerable time for vehicles to turn right into Mosely or Jetty Road,
an	d it is dangerous to cross both roads. Lights will make it safe for both vehicles and pedestrians
478.	There definitely needs a solution as currently it is hard to navigate pedestrians when driving and
da	ngerous for pedestrians trying to cross. Pedestrian lights would work but you need to ensure vehicles are
nc	t waiting 10 minutes to get around at peak times. Surely a balance can be achieved via computer timing
all	ow both cars and pedestrians sufficient time to get through.
479.	There doesnt really look like any other option unfortunately
480.	There is a very pronounced pedestrian crossing just around the corner that is more than adequate. For 5
m	onths of the year that area is pretty quiet. If you wanted to put in a crossing without slowing traffic why not
go	20-50 metres down Mosely st, and put in a half million dollar (a guess) pedestrian crossing like has been
	one on Partridge street. This would still keep traffic moving without lights. I would also fence the Mosely
	/Jetty Rd corner to push pedestrian traffic to the two crossings.
481.	There is always a lot of people and they just cross whenever sometimes having to wait 10 men's
	telligence they all pass
482.	There is only a problem at peak periods which is less than 5% of the time. We should plan for the local
	sidents who wish to shop on weekdays. We shouldn't plan for the ice cream lickers that crowd the area on a
	arm weekend afternoon.
483.	There may be a problem with traffic build up. I suspect that those estimates are not correct. At peak times
	ere will be a build up of traffic moving north to the city and cars may have to wait for several changes of light
484.	fore they can get through. This may cause some cars to divert along Maturin Rd or High Streets. There must not be a long wait time
485.	There needs to be better understanding from the community on rules of crossing. May need to be shorter
	an standard light exchange as build up in front of pedestrians at the corner will present other problems. Or ove pedestrian access slightly down further
486.	There should be no vehicle access at all, thus omitting the need for a pedestrian crossing.
487.	These lights have been necessary for a long time and I'm happy to see a plan for their implementation.
488.	think this is an excellent idea as it's always very difficult to ensure the safety of the pedestrians when rning into moseley st from jetty rd
489.	This (or full pedestrianisation) seems obvious given how many more pedestrians there are, and that
	cople, not cars spend money in the area
490.	This area is currently certainly not pedestrian friendly, with cars having priority at the Mosley square
	ossing. The intersection of Jetty Road and Mosley street can be very daunting for pedestrians with traffic
	ming from 3 directions, thus this area currently is a high safety risk to pedestrians.
491.	This concept is overdue. Pedestrian crossing over Moseley street has been hazardous for years.
492.	This continues to keep people safer especially with younger children and older people
493.	This has always been a dangerous intersection for pedestrians cross and I wholeheartedly support traffic
	hts here.
Im	not sure that your statistics are correct it implies that wait times would be lower under concept C (Versus
Co	pncept A) despite there being more traffic (3 bus routes) commuting down Jetty Rd. Can you please explain
hc	ow you arrived at these numbers?
494.	This has always been an incredibly dangerous intersection as pedestrians constantly walk in front of
	hicles.
	troduction of a crossing is very necessary
495.	This has been needed for a long time, my family and I use this intersection every day as pedestrians and
	ivers
496.	This has been needed for years. It'll be safer for everyone.
497.	This has been required for a long time. It will not be hard to get the sequences right with cars removed as
in	Concept B.

498. This has continued to be frustrating and dangerous the new proposal will ensure pedestrian safety and improved drivability
499. This has long been a busy intersection with the need for better traffic flow management etc- the lights would greatly assist.
500. This intersection fractures Jetty Road shopping precinct and causes potential harm to shoppers. Reducing
the risk associated with this area would make the area a much more enjoyable precinct, simulating spending
501. This intersection has been a 'near miss' situation for pedestrians on a daily basis for years.
A glaring oversight & lawyers picnic for the council. Fortunately there has not been death/serious injury whilst
the intersection has been ignored.
502. This intersection has needed traffic lights for some time. Traffic flow will be even better with the closure of
Durham Street.
I am concerned that Council has failed to recognise the North/South South/North vehicle flow through Jetty
Road in this review. Closing Colley Tce will direct cars onto Brighton Road and Partridge St and Gordon St.
These roads are already subject to bottlenecks - closing Colley Tce will make them far worse and that will
discourage people from coming to Jetty Road altogether.
It would be wise to proceed with Concept A and review the effect in a few years. That is, delay Concepts B and
C until Concept Aq has had time to work.
503. This intersection is currently risky for pedestrians particularly during busy periods and does not function
well. The installation of a pedestrian crossing is required, and traffic lights would suit this. The delays under
Concept A would seem to be unacceptable, a 10 minute wait time on the weekend peak is significant.
Concepts B and C seem to provide much better traffic movements through the area, noting that these delays
will also apply to public transport.
504. This intersection is currently very tricky to navigate as a pedestrian especially if you have young children
with you. I would support a pedestrian crossing here.
505. This intersection is dangerous at all times of the day. The intersection's effective regulation via traffic lights
is warranted and sensible. Concept C's peak vehicle wait time should minimise the risk of vehicle queues on
Jetty Rd, seeking to turn left on to Moseley.
506. This intersection is genuinely one of the most terrifying in the city in its current form. Traffic lights with
pedestrian priority are essential.
507. This is a community space so safety for the community is paramount
508. This is a dangerous crossing and the cars don't pay attention to the pedestrians. People on foot need
priority
509. This is a dangerous intersection and priority must be given to pedestrians who are actually making use of
the location rather than vehicles that are just traveling through.
510. This is a destination for people. Fuck cars, they don't deserve to have permanent priority. Even better than
a traffic light would be getting rid of private vehicles here entirely
511. This is a fantastic idea
512. This is a much needed addition to reduce the Russian roulette aspect of current crossing
513. This is a ridiculous proposal. It appears however in every plan.
514. This is a very busy intersection and probably warrants traffic lights to increase pedestrian and vehicle
safety.
515. This is an excellent plan - I always feel unsafe trying to cross at this intersection as you never know what
you could potentially be hit by (a car, bus, tram or cyclist!). If you were to change only one thing about
Glenelg/Jetty Road, this would be the one thing to do to improve pedestrian safety. Thank you!
516. This is an extremely difficult corner to negotiate as a pedestrian. I walk along jetty Rd frequently & avoid
crossing at this intersection
517. This is an idea explore many times. Why - there is no problem. It just looks like a problem but people pay
attention Look at "naked streets" in Europe where controls have been removed and all take care

518.	This is currently a very difficult and dangerous crossing for pedestrians. Traffic lights would improve
	destrian safety as well as make it easier for vehicles to drive safely.
519.	this is essential - i always feel unsafe crossing Moseley street
520.	This is fine as long as the wait times for each (pedestrians & cars) is equal. As there are times say in winter nere not many pedestrians would cross perhaps introduction of vehicle sensors could be implemented such
	at cars don't need to wait if there are no pedestrians waiting?
521.	This is much needed. has been hard and dangerous to cross there for a long time.
522.	This is needed to improve pedestrian safety. I think it will also help traffic who are turning into Moseley St
	well. I'm interested to know what the expected wait time is for pedestrians.
523.	This is overdue for an area with so many pedestrians
524.	this is really important
525.	This is very much needed as it is currently a hazard whether driving or walking, no one knows who has
	ht of way.
526.	This is well overdue
527.	This maximises safety for pedestrians, which is currently a very dangerous situation.
528.	This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and concreting
	a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. You might have
	ckets of personal money, but the rest of the community is struggling.
529.	This seems likely to add to the inconvenience of travel.
530.	This should be pedestrianised with no traffic allowed through the area.
531.	This should be the only changes to Jetty Rd precinct for the western part of Partridge St - nothing else -
	d it should be scramble crossing
532.	This should have been done a long time ago when the last redevelopment occurred. Are the city planners
CO	mplete morons they couldn't include this in the last redevelopment?
533.	This should have happened years ago.
534.	This to me is the most important element of any upgrade to Jetty Road. Crossing this intersection is
CO	nfusing and potentially dangerous. For older people who use this intersection it is particularly dangerous.
535.	This will allow pedestrians a safe space to cross with adequate traffic signals to avoid any confusion.
536.	This will cause traffic jams. I use this intersection frequently and find motorists are quite considerate. One
	tion would be to install signs of Jetty Road prior to turning into Mosely reminding motorists to give way (as
· · · ·	r Australian traffic rule 353).
537.	This will cause undue delays to the movement of traffic all around the area, spoling the ambience of the
are 538.	This will further exacerbate traffic flow and is not necessary
	This will have traffic banking up and stop the flow
539.	
540.	This will improve pedestrian safety and enjoyment of Moseley Square and massively reduce frustration for potorist and pedestrians.
541.	This will make traffic build up on colley not great for residence wanting to leave their premises and will
	ongoing issuet for congestion.
De	
M	y idea plan :
	ake it one way traffic from Colley to Moseley. Jetty road close from Moseley for vehicle ,
	im and pedestrian access only jetty road from Moseleymid section close for vehicles up to the lights(as
	ample end point) or do all jetty road closed to vehicle. Either way will be more like a mall, instead of
	sing Durham (A)that will congest traffic on colley even more with adding lights of Mosley and jetty.
	osing jetty mid section or all jetty rd my preference out of the 2 would be Jetty road mid section closed to
	hicles., have wider space for dining / cafes / events / shops be like a mall."Glenelg square"
ve	
	ve greenery and seating areas with some art / sculptures

	sounds more like a modern beach :urban / shopping style vibe! Less traffic congestion and safe for	
i	estrians then create more spaces for parking surrounding area.	
	This would be really helpful - it is so difficult to cross this section of road safely which I do often with my ng kids	
	This would go some way towards enticing me back to Jetty Rd , as I currently avoid it due to my experience	
	cyclist and pedestrian on the street.	
	driver culture in the area shows contempt for bikes and pedestrians on the road	
	This would help move traffic around this area	
	Time countdown on lights.	
	To be of the scramble type	
	Too many close calls with cars currently. Strongly support safer environment for pedestrians.	
	Traffic backs up down Gordan / Partridge St intersection heading north and south already, without	
	eased traffic diversions here. The Pier St round about is already overwhelmed with buses and peak hour	
	fic trying to avoid Brighton Rd. What are the propsed solutions for this, given increased traffic will be	
	erated down there.	
	Traffic flow is poor here at busy times	
	traffic flows well enough now, no need to have traffic built up waiting for lights. tourists are getting more	
i	rity over locals. We use this intersection regularly by foot and car, do not have any issues	
	Traffic is a nightmare there anyway and surprisingly no one has been killed recently. However a reduction	
	4 car parks is unacceptable and more free parking should me made available ie first two hours free at the	
-	dstand area. This will affect Jetty road traders.	
	Traffic is already banked up along these areas especially at the end of jetty road it can take upwards of 15	
	utes to get off of jetty road. The priorities are currently focused on creating new problems rather than	
	g the ones we already have as business & customer commuters	
	traffic is often dangerous when trying to cross this section of road due to inpatient drivers, people	
	understanding who has right of way etc.	
	Traffic light would be useful to make intersection safer for both pedestrians and vehicles.	
	traffic lights (concept A) will allow pedestrians to cross safely and for all traffic to continue along Jetty	
	d and Moseley St and keep traffic open along Colley Tce	
	Traffic lights and a scramble crossing are needed. There is a need to incorporate some control at Colley	
	ace Moseley Square as well.	
	as long as Colley Terrace is left open for access from South to North and vice versa to allow access	
	ugh to and from Anzac Highway, Glenelg North and West Beach without having to use Tapley`s Hill Road	
-	(Horror) Brighton Road.	
557.	Traffic lights appear redundant for concepts B and C with very low traffic volumes west of Mosely with the	
elim	ination of private vehicles. Delaying vehicles with lights will create flow-on issues elsewhere. Traffic lights	
that	operate at periodic times might be a better solutions as low traffic flows in the area are common and the	
inte	rsection seems to work well enough. Road pavement treatments and calming measures might serve the	
inte	rsection better. Traffic lights might suggest a failure to resolve the intersection with good design solutions	
and	remove the natural vibrancy that comes with a bit of chaos during the summer peak.	
558.	Traffic lights are needed as pedestrians seem to cross without looking. It makes it very dangerous both for	
	n and local residents. Also during summer when out of areas residents come to the bay they seem very	
distracted both pedestrians and drivers so traffic lights are long overdue. However the intersection need to		
remain open so traffic can continue to flow from colley the to Moseley Street as local residents need to be		
	en into consideration as we commute daily to and from work and jetty rd for shopping. Closure of roads will	
	divert us to shop elsewhere and jetty rd trade will continue to suffer.	
	Traffic lights are needed here. Ideally lights that stop all traffic so pedestrians can walk diagonally across	
	y Road if needed.	

560.	Traffic lights are supported as this is a busy intersection for pedestrians and vehicles.	
Th	e introduction of traffic lights should not negatively impact wait times - rather make wait times more	
eq	uitable for all users	
561.	Traffic lights at Jetty Road and Mosely will work as long as linked with a designated crossing at Colley	
te	rrace from Mosely square to the area in front of Bettys Burgers. This way safe crossing zones will be created	
in	both areas of concern.	
Le	ft hand turn into Durham street to be maintained.	
562.	Traffic lights at that intersection are going to cause traffic chaos. With trams being stopped because of	
	affic lights, build up of traffic in Colley Terrace will be maximised. It will also be maximised travelling west	
	ong Jetty Road	
563.	TRAFFIC LIGHTS AT THE INTERSECTION ARE EXTREMLEY IMPORTANT	
564.	Traffic lights at this intersection are vital for pedestrian safety, as well as that of motorists	
565.	Traffic lights for pedestrians would be the most safest option in this area.	
566.	Traffic lights have been needed for a long time. Pedestrians can't be seen when walking between large	
са	rs and traffic is forced to stop so lights would suit everyone.	
567.	traffic lights might work but restricting traffic from left turn to get to colley st will result in a lot of drivers	
us	ing sussex tce as a rat run I can see the residents on this st not being happy about it perhaps a better idea is	
to	lower the speed through that curve and have better signage for pedestrians to be more sensible around	
tra	affic so in this instance concept A works	
568.	Traffic lights needed for pedestrian safety. A long time coming!	
569.	Traffic Lights will assist with a pedestrian crossing and : -	
RE	TAIN ALL PARKING	
KE	EP DURHAM OPEN TO A 1-WAY	
570.	Traffic lights will cause a bank up of traffic in Moseley Street which which then result in diverting more	
	affic into Partridge street causing further congestion at the pier street roundabout and Brighton road traffic	
	hts intersection. Do not support this at all.	
571.	Traffic lights will cause congestion on both Moseley and Jetty	
572.	Traffic Lights will detract from all that is Jetty Road.	
573.	Traffic lights will help with pedestrian safety & right turn from Moseley street into Jetty road.	
574.	Traffic lights will need to have a turning arrow with long duration	
575.	Traffic lights will reduce confusion of right of waypedestrians must obey them and be watchful. They	
of	ten disregard motorists and their own safety by wandering over the road and not heeding current signage.	
	osley St and Colley Tce should remain as through roads for car and bus traffic	
Pe	edestrian traffic is usually not a problem in cooler eveningsboth Winter and Summer	
576.	traffic lights would be needed, but with no long waiting periods would be better for motorists. Traffic will	
ba	ink up on Moseley St and cause congestion.	
577.	traffic lights would help for sure	
578.	Traffic lights would likely provide added safety for all. However, sequencing of light changes needs to be	
со	insidered, so that traffic flow works well.	
579.	Traffic movement isn't a problem at present. The traffic lights should only be for a pedestrian crossing	
ас	ross Moseley Street. No need to stop all of the vehicles and trams going along Jetty Road.	
580.	Traffics lights need to be installed and keep the same access to jelly road and colley st	
581.	Tram must be turned around the corner into Colley Tce. Colley Terrace should have the roundabout at	
	ugusta Street -South for transport buses and trams.	
ESSENTIAL- Before concept for western end of Jetty Road car parking must be addressed -even if it takes costs		
	om 30 million to 60 million. Second tier on Coles carpark and Elizabeth carpark into highrise carpark - with	
	cess and exit through Grand carpark as Elizabth St would lose to many carpark spaces if cars had to go up	
	d down levels in the Elizabeth carpark	

Both Durham and Maseley Street must be two-way, and the lights, if installed, must incorporate both Streets.		
Outdoor dining in Moseley Square needs to be clear covered and provision for clear blinds north side and		
western end because of winds.		
30km speed limit should be 25km. 1) Thats all its safe to do now 2) consistent with other reduced speed limits.		
Installation of mountable kurbs. Love to see mountable kurbs throughout the Holdfast Council area -no reason		
not to and less wheel alignment damage		
Eastern end city zone to extends to Partridge Street. ALL of Jetty Road should be free Tram		
582. Trying to cross the road along colley terrace is terrible. Anything that will reduce car speed and allowed people to cross the road in safety is long awaited		
583. Under concept C I think the need for traffic light will be greatly reduced as will traffic through this junction		
584. Unfortunately installation will have impacts on traffic movement and residents in consequent overflow		
side streets		
585. Unsure if the lights need to be operational all the time. I would recommend a trial for weekends etc. I		
think the lights at Partridge and Gordon should also be changed to having pedestrians move all at once. That		
would be safer and improve vehicle flow.		
586. Vehicle traffic in Glenelg at peak times is awful already. Brighton Road and Partridge street are very		
congested at peak times and this has been getting worse over the years. The people who are affected the		
most are the local residents trying to get to work and back home. These are the people paying the council		
rates and you would be making their lives even harder by introducing additional traffic restrictions. Maybe it is		
time to start thinking harder about the lives of local residents.		
587. Very dangerous for pedestrians with current layout		
588. very difficult crossing for pedestrians.		
589. Very important for pedestrian traffic re each close by and lots of elderly people in Glenelg		
I live in high street and can be very tricky crossing road		
590. Very much needed, should be short wait time for pedestrians		
591. Very supportive to enhance the safety of pedestrians		
592. VERY SURPPRISED A DEATH HASN'T HAPPENED THIS IS A MUST.		
593. Way too annoying plenty of areas and lights already pedestrians to walk across		
594. We are thrilled to see the issue of pedestrian safety being addressed in this way. Concept C is the clear		
winner in terms of being a comprehensive, future-focussed revitalisation of the area, in addition to providing		
the optimal vehicle wait times. People will complain at first, until they get used to it and find their routine.		
595. We don't need more traffic lights, even more so if Concept B or C is implemented. We need wobat		
crossings to give pedestrians right of way.		
596. We dont understand why vehicle wait time would be up to 10 minutes on weekends for concept A, that is		
utterly ridiculous and unacceptable for residents using the area for commute. Yet concept A design makes the		
most sense, keeping access available to Colley Terrace from Moseley.		
597. We have always struggled with safety at this intersection since moving to Holdfast Bay we would spend		
more time in Glenelg if the pedestrian experience and safety improved.		
598. We live on Moseley street and it is an incredibly dangerous street to live on! Cars speed up and down it		
from jetty road - it's unsafe for residents to cross the street or to access our cars that may be parked on the		
opposite side of the road. Closing off coley terrace is going to redirect all the traffic from jetty road with a		
large proportion going to be directed on to Moseley. We as residents feel extremely concerned about how this is going to make our stroot even more unsafe to live. It seemed that were little thought had been put in to		
is going to make our street even more unsafe to live. It seemed that verry little thought had been put in to thick We also don't have that many free car spot for residents. What is going to be done about thick will we		
this! We also don't have that many free car spot for residents. What is going to be done about this! Will we have permit resident only parking? Will the speed limit on our street be decreased to make our street safer?		
As it stands our street is going to become more dangerous to us residents. Who is thinking about what can be		
done? I would propose the roundabout at pier street mosely intersection be blocked off so that traffic and		
irresponsible party goers cannot drive further down south on Moseley street making part of Moseley street		
safer! Where will all the traffic go if colley terrace is shut off? It is going to be very unsafe for us to live on		
mosely with fast traffic, no means of slowing traffic and the fact that it's a narrow residential street - we feel		
meeter, man assertantly no means of storing traine and the fact that its a narrow residential street. We rect		

like very little thought has been given to us the residents snd the safety of our Moseley street! This is a reside risk area with narrow roads! And houses built close to the street. We want some thought out into how all of these concerns will be addressed!

599. We need a safe place for pedestrians

600. While traffic lights are important in no conversation with team has the impact of changed design addressed pedestrian safety in Transition zone......for pedestrians to cross road in Transition zone there needs to be consideration of how to offset the impact of traffic lights at Moseley St & Partridge/Gordon Sts. MANY pedestrians and those using aids, wheelchairs, pushing prams or with small children are unable to walk as far as current & potential traffic lights

601. Whilst it might give good guidance to pedestrians and drivers, pedestrians are going to ignore it and cross anyway which will just add more frustration to drivers and could lead to more accidents or near misses due to drivers expecting right of way.

Also the options in Part 2 are poor. it should have been Not supportive at all, Slightly unsupportive, Neutral/I don't know, Slightly supportive, Supportive or Strongly supportive. My choice of Slightly supportive would imply slightly unsupportive as that was where that option was positioned (bellow Neutral/I don't know).

602. Whilst there is some congestion at this intersection at peak times during the day, I've never had a problem accessing the intersection in my car. At times pedestrians step out, but generally I think motorists are patient with pedestrians crossing. I think pedestrians crossing around the corner on Colley Terrace are more at risk. Even though there are signs asking pedestrians to give way to traffic, the painted lines on the road surface infer that it's a pedestrian crossing at all times. I think that the situation is exacerbated by the closeness of the Durham St / Jetty Rd intersection. Close off that intersection and traffic would flow better.

603. Whilst vehicle wait times will increase slightly, the installation of traffic lights with a pedestrian crossing is really necessary & long overdue as some pedestrians & drivers take silly risks/decision. Concept A is fine.

604. Why do pedestrians get so much time to cross? Traffic is not held up for so long in the city with multidirectional pedestrian crossing? I think a compromise is warranted... let's all live happily together with no bias. This timing has the potential to make Partridge St even worse ... It is not residents (and therefore those more likely to be effected) fault that residential living is so dense in the area ... council needs to serve the residents and ratepayers first, then the tourists. As much as it's great for business , the locals are here year round ! And paying a premium to do it.

605. Why don't you have the option to maintain the current infrastructure???? We don't need change for no advantage

606. Why not close this intersection down also?

607. why not include a scramble crossing on Option A ??

608. Why note just have lights in summer weekends and PH and install speed humps in Colley Tce. How will all the buses go down Jetty Rd and the tram run on time

609. Will bank up traffic

610. Will create significant traffic congestion

611. Will help create safer crossing points for pedestrians, however all car and bus movements between Moseley St and Colley Tce should be banned.

612. Will help with pedestrian crossing ability but cannot have detrimental effects to traffic, e.g. excessive queuing. Public transport considerations should be a high consideration over private vehicle wants.

613. Will slow traffic down a lot. Works well as is.

614. With Concept C there will only be cars moving from Moseley St into Jetty Rd east of this intersection, so should not create too much disruption to the resulting much-reduced traffic. As a frequent pedestrian & cyclist at this intersection I applaud the outcome of creating a well-managed and much safer zone for all.

615. with increasing traffic, obviously safer

616. With the restriction of traffic through Colley Tce and Mosley Street - there needs to be more consideration made to the Gordon/Partridge St intersection with Jetty Road, as this is likely to get worse due to higher traffic (avoiding Mosely St).

617.	Work ok now
618.	Working adjacent to this corner, I have seen many near misses on that corner. It is simply dangerous and
p	bedestrians take risk by running across the road. It is just too busy on that corner not to have a crossing
619.	Would be an improvement for both traffic mgt and pedestrian safety.
620.	Would be better than what is currently used
621.	Would like to see a scramble crossing for concept A
622.	Would make crossing the road easier
623.	Would make it a lot easier to cross Jetty Road
624.	Would much prefer that the section of Jetty Rd from Moseley to partridge st be made a wider pedestrian
n	nall with just a single rail for the tram. Our friends have all said the same
625.	Would prefer a scramble crossing
626.	Would prefer to have the whole of Jetty Road as a Mall like Rundle Mall BUT with the trams still there.
it	You are redirecting traffic from established Colley terrace to Moseley Street a residential street. This is idiculous for a residential area. Where and how are the cars to get out. If you have to change jetty road make to one way, west to east. Less traffic, use establish routes and roads and keep traffic out of residential street, illows more parking, safer pedestrian access, and more greener
h r s	You clearly don't care about residents. How can jetty road cope with all Moseley st traffic? Is everyone expected to travel along Partridge st which is already congested from 3.00pm? Two streets south of Jetty Road have already been closed and now you want to make it even more difficult if one lives south of Jetty Road. The esidents are the bread and butter of the community, not the tourists. Bad luck for the supermarkets and food hops on or near Jetty Road. Think we will have to travel south to shop. As for parking, not enough now so that will be impossible.
629.	You will create a total traffic lock up for traffic trying to move north/south or vise-versa through Glenelg.
630.	Zebra Crossing would be a good alternative to traffic lights

Appendix B -			
Q7	Q7. comments regarding speed limits		
1.	1) Most traffic is already slower because of the many pedestrians crossing Jetty Rd.		
	2) Also - hoons! on a lap around the precinct make for harder crossing.		
2.	10 km for cars is rediculous if they have to go 10 km it should be a no car area except maybe for taxis		
3.	10 km p/h is too slow and with increased congestion with lights at the corner of Moseley/Jetty Road you will		
5.	experience frustrated drivers and increased incidents of rage.		
4.	10 km/h seems extremely slow, my main concern for all of Glenelg is access for both visitors and residents.		
	With the amount of new apartments and high rise being approved by council, it is now on you to ensure		
	everyone can get in and out of the suburb effectively and efficiently. Already residents are suffering from		
	traffic jams, lack of parking for visitors and trouble exiting their own properties due to Glenelg being a major		
	thoroughfare for people trying to make their way North and South and avoiding Brighton Road during peak		
	periods. There has to be a reasonable balance between vehicle traffic and pedestrians, or we will all be stuck		
	in our homes unable to get out of our own streets.		
5.	10 kph is too slow and will likely cause more traffic congestion		
6.	10 kph too slow. Would make it 20 kph. Cannot drive faster than 30kph on Jetty road very often anyway.		
7.	10km is ridiculous.		
8.	10km is too slow. School zones are 25 that's fine.		
9.	10km/h is getting crazily slow. Safety is important but you can't make it SO slow for traffic that no one wants		
10	to ever come to Glenelg.		
	10km/h is too slow		
	10km/h REALLY!!		
12.	10km/h with significant traffic calming where cars are allowed is optimal. Further reductions to car access would be preferred.		
13	10km/hr is ridiculously slow and would not be followed and would not be enforced. Make it a reasonable		
15.	speed 15 to 20 km/hr.		
14.	10kmhr is VERY SLOW and less likely to be adhered to. Additionally, it means more focus on the Speedo to		
	maintain that speed. 20kmhr is easy to maintain, equally safe and maintains attention on the road and		
	pedestrians		
15.	20 kms not 10 kms is more achievable in a car to maintain		
16.	25km - 30km too fast and not as common as 25km speed limits		
17.	25kph		
18.	30 is more than enough - no one needs to go 40 on jetty road		
19.	30 k good. Have permanent speed cameras there		
20.	30 k fast enough		
21.	30km along jetty road would be fine - most people do less than 40km due to the traffic etc		
22.	30km is not a suitable speed for vehicles with manual gearboxes, sits too high in rev range for 2nd gear and		
	too low for 3rd gear if the speed isn't listed on the speedo it shouldn't be considered, 20-25km is more		
	appropriate regarding wear and tear on moving components		
23.	30km is sufficient.		
24.	30km per hour would be ok If accessibility is maintained per option A - we currently drive slowly in this space		
	anyway to be safe around pedestrians.		
	I want to be able to attend Gkenelg surf club without adding 10mins to my trip - slowing the speed won't		
	affect my access negatively.		
	30kmh is a logical speed and 10 kmh signs could be used or changed for events		
	30kmph full stop!		
27.	40 is low enough if eastern states can cope with 40 in tourist areas and school zones why cant SA		

28. 40 ks per hour is working well now.I see no need to change this.

29. 40km/h is slow enough

- **30.** 40km/h is slow enough, especially once traffic lights exist at Moseley St junction. Whilst the area can be busy on warm weather weekends & school holidays, it isn't all that busy for much of the other time and local residents still deserve to be able to move around reasonably to access their supermarkets, retail and resources.
- **31.** 40km/h speed limit is adequate, reducing the speed limit further will only create more problems when trying to enter Jetty Road from surrounding streets

32. 40kpm is more consistent across the city.

33. A 40kph speed limit seems reasonable for Jetty Road

- **34.** A BRILLIANT idea to CLOSE the corner of jetty and Colley terrace to private traffic! This will be far more pedestrian friendly and enjoyable. It will also be very consistent with what Europe has done for many years to make it a much more pleasant environment. THANK YOU
- **35.** A one way side street is probably the best option for a shared zone. However I would mention they do this on twin st in the city and drivers and pedestrians find it confusing.
- **36.** Absolutely lower the speed limits. You don't need to drive at speed through a shopping/tourism district. Curious if Durham street and Moseley street would be a good T intersection, allowing traffic to cross Jetty Road north to south and vice versa. Then pedestrianise Colley Terrace.
- 37. Absolutely ridiculous ideas
- **38.** Access to / from Durham st from jetty rd and across from Moseley street has been a nightmare situation. Closing Durham st Jetty Rd access is a good plan
- **39.** Again issues already exist with build up traffic, this will only cause more problems and grid lock Glenelg more. Less people will visit here if it's too have to get to the businesses in the area
- **40.** Again this would push all the traffic onto Sussex street and cause gridlock and prevent residents entering their properties due to traffic gridlock. Residents have not been considered in Sussex street. Why not close off the southern end of Sussex pushing traffic down to Nile street where there are no residents?
- **41.** Again, with the number of Pedestrians in the area slower speed limits will increase Safety. We want to encourage people to visit Jetty Road, especially families so this will assist them feeling safe bringing them to the area.

42. All good

43. All suggested speed zones seem sensible to me.

44. All three proposals will create unnecessary congestion and do nothing to lift the profile of Glenelg

45. Always supportive of imposing traffic limits in that area, including the amount of traffic and the speed. Regarding the speed limit, I think it's concerning how often we see "hoons" driving fast to show off. I hate the noise and the disturbance this creates. With a new, improved area I worry this will attract that type of behaviour so a new speed limit is greatly supported.

46. Any concept that slows traffic down and prioritises pedestrians is welcome. It would help to reduce the 'hoon' behaviour from the idiots in noisy cars and motorbikes that treat Colley terrace and jetty road as their own personal race track.

- **47.** Any opportunity to remove or reduce where cars can be while allowing only essential service vehicles and delivery is great to maximise pedestrian activity.
- **48.** Any reduction in slowing down traffic is of benefit in a busy area. It might encourage people to walk more instead of driving and having to park directly out the front of everywhere... increasing people's health & fitness & overall wellbeing. The tram is free up & down jetty road and you could consider small community buses in the immediate proximity to shuttle elderly if needed.

The lovely stunning space we have down in the Moseley square area is completely ruined by the increasing traffic and noise they bring.

49. Any reduction of speed limits will be a great start to making it safer for pedestrians.

50. Any speed limit below 40kph is un supportable, ridiculous.

51. Anything that provides more pedestrian use and slower vehicle speeds I'm all for **52.** Anything to dissuade through traffic in this area and send it back to Brighton Road/Tapleys Hill Rd is a bonus. Much of the through traffic is attempts to shortcut and avoid busy intersections on main roads (see peak hour stats- mornings are bad too!!). 53. Areas promoted for pedestrian movement have shown increase economic performance of areas. People will adapt to alternative means of getting to Jetty Road, but people cannot adapt their approach once in the shopping precinct 54. As a resident in the area, making it a slower environment means that traffic will be banked up more than it already is, and it will be a much longer trip to get to my regular shops. I think 30km and 10km zones is crazy! 55. As a resident of Hallett cove who regularly visits Glenelg I use the disabled car parks on Colley terrace quite a lot so closing the area from Jetty road to Colley terrace would make it more difficult for me to access those parks but understand it would make the area safer for pedestrians 56. As a resident using all of above streets + Jetty Rd. motorists + pedestrians are intelligent mostely + sort themselves out: shared zones with traffic + pedestrians are intelligent mostly + sort themselves out : shared zones with traffic + pedestrian = NO GO!! dangerous + confusing 57. As a resident who uses Jetty Road at least 5 days a week i find most people observe the current speed limit or go slower depending on the circumstances. **58.** As an owner of a holiday property on Colley terrace, any reduction in traffic and speed would be a dream come true for us. 59. As Jetty Rd is at the present time vehicle, bus and tram drivers are very aware of their surroundings and drive at appropriate speeds. There are always going to be "hoons" whatever speed limits are applied. 60. As previously mentioned, speed limits won't matter. I fear the place will be deserted. The rot began to set in when SAPOL station left the area. 61. As this is a tight, heavily congested corner, this would improve the safety of pedestrians and help with the movement of traffic 62. At least Concept A keeps Durham St open. B & C closing Colley Tce support the "St Kilda" option. WE ARE NOT St Kilda, Melbourne. 63. At most times of the day now you are hardly ever travelling at 40 kph anyway 64. Being blind with a guide dog this would greatly decrease the chance of getting injured or killed when crossing the road. 65. Block the whole of Jetty road from Partridge/Gordon street down. Tram can be slowed to 20-25kph in that spot. All buses cross at Partridge and Gordon with increased traffic light priority across Partridge and Gordon due to trams only needing to cross. Win for all users. 66. Blocking off thoroughfares is not the way to streamline both foot + vehicular traffic. It will cause congestion + high levels of exhaust/carbon monoxide. **67.** busses and trams should have right-of way to encourage public transport. 68. By shared zone do you mean cars and pedestrians? I am supportive of the Concept c plaza area. A map would've been good on the pamphlet to show where Chittleborough lane is 69. Car speeds are already quite slow. **70.** Car's already go slow, the slower the car the less the gaps will be between them. Cars are also designed for certain speeds to be efficient, setting the speed even lower will reduce the efficiency and ease of driving. It also won't make any advantage to safety 71. Cars and motorcycles often pass through there loudly and quickly, so a traffic calming message would be vital. 72. Cars can't move faster then 10kmh on a good day along jetty Rd/Colley terrace anyway. Make the speed limit that **73.** cars idle at more than 10km/hr and who is going to enforce it 24/7 ? The police have better things to do. 74. changing speed limits less than 30 just add more confusion and restrictions on community, tourism and the already negative opinions of the wider community. 75. Chittleborough is a waste of space!

76. (Close it completely
77. (Closing colley tce to private vehicles will dramatically increase vehicles in side streets off jetty road and along
	partridge and Gordon streets made even more congestion with proposed 3 times increase in bus traffic on
	these streets
	Colley Terrace is part of a daily speedway for hoons, who roar down Anzac Highway and around the Cnr onto
	Colley Terrace, then onto Jetty Rd. The noise and driving behaviour is well documented and ignored to date by both Council and police. Blocking access to Jetty Rd and lowering the speed limit to 30km is well overdue.
	Blocking private vehicles on all of Colley Terrace would be even better. The fear is the hoons will still roar
	down Colley Terrace and then around the new turning circle, then back up to Anzac Highway. Speed humps
	and other physical traffic calming measures will need to be implemented at the same time. The proposed
	pedestrian crossing on Colley Terrace near Anzac Highway corner is still absent, leaving a blind corner for
	drivers and pedestrians. It's a very busy corner - often take at speed and a great deal of noise by
	motorcyclists and drivers.
79. (Colley terrace should have speed bumps, police presence and cameras. And a ban on assaulting the public
۱ ۱	with noise pollution, air pollution from gangs of cars and motorcycles and scooters drag racing and revving
t	their engines and doing burn outs. Please make it a no motorised vehicle street.
	Concept C appears to reduce the number of parking spaces & we need more spaces not less
81. (Concept C is a minor variation on Concept B (of which I am strongly supportive).
	Confusing - says it closed to traffic entering from Jetty Road and has a turning point at the northern end -
	how is it shared. Just messy if it is shared in a 10 kph zone. Too much potential to interfere with traffic flow
	on Jetty Road.
	Consider aligning to concept A traffic lights the introduction of a light controlled pedestrian crossing where St Louis and Cibo currently are similar to Henley Square.
	Consideration needs to be given to garbage collections, ambulances etc they need access
	Continually changing speed limits is very confusing to drivers.
	Could speed reduction include all of Colley Terrace - from Jetty Road to Anzac Highway?
	Create more parks elsewhere
	Current 40kph and city wide 50kph limits do not appear to be regularly monitored &/or policed - not sure a
	10kph would be any different?
9	Strongly support a city-wide limit of 40kph, with lower limits in & around Jetty Road.
89. (current speed limit is okay average speed as it is is very slow because of traffic conditions
90. (Current speed limits are safe and supported.
91. (Current speed limits are working and do not need changing.
92. (Currently n Jetty Road there may be not enough 40K speed limit signs for visiting drivers, as some appear
	oblivious.
	Currently the traffic does travel slowly even when there is not much traffic as cars are either looking for
· · · ·	parking or trying to locate a shop
	Currently there is a 50km zone from the bus stops on Colley Tce to Anzac Hgwy. I support this being
	changed to 40km/hour. If traffic actually travelled at 40km/hr there would not be a problem 30km/hr is an over reaction to something that if monitored/fined would mean a safe experience
	Currently you can't drive any faster than 20 km/h with pedestrians crossing the road without looking and
	with their eyes on their phone. This is people of any age - old people with walkers, young people with prams
	and people crossing with children. They walk out in front of and behind the tram and other vehicles. No
	one looks both ways.
96. I	Decrease the speed on Moseley street my kids and I nearly get cleaned up each morning and afternoon by
	people going 60
97. I	Depends on which street? 25/kmp or less.
96. I	Decrease the speed on Moseley street my kids and I nearly get cleaned up each morning and afternoon by people going 60

98. Diagonal parking on Colley Terrace creates a dangerous situation for pedestrians crossing the street,
especially if young children are milling around cars. A lower speed limit is strongly supported for Colley
Terrace and the wider precinct for safety reasons which are especially relevant over the summer period.
99. Ditto. See previous comment.
100. Do not promote pedestrians having right of way. If it is a road for vehicle access then its a road not
priority for pedestrians. The law currently allows people to be fined for travelling at an unsafe speed. If there
are lots of people about then travelling at 40 kph is an unsafe speed and fines can be applied. No need to
drop it to 30 kph. Please never give pedestrians right of way over vehicles. We know who is going to be the
injured party. Not much help to say "well I had the right of way". I am dead against pedestrians having right
of way on pavement that allows vehicles.
101. Do not want trafic off Jetty Road into Durham St at all.
102. Don't close the Jetty Road intersection with Moseley Street through to the Colley Terrace junction with
Hope Street, in addition to limiting access on Durham Street.
103. Don't spoil Glenelg. Your in office to do what's best for the residents and I can tell you the residents don't
want this.
104. Don't use this road so can't say
105. Durham St is rarely used by traffic and not really suited to vehicle movement, but a 10km/h limit is too
low and there's little reason for pedestrians to access that road. The existing shared zones from NAB to Coles
is little-used except for the toilets and the area by the squid or whatever it is isn't used a lot either
106. Durham ST needs to remain open to Jetty Rd
107. Durham Street has been blocked to traffic for years. Nothing needs to be done. It doesn't need to be
made a square, Moseley square is just metres away.
108. Durham Street Jetty Road junction does not require a permanent plaza.
This area should only be fully closed for special events.
Single lane traffic, travelling North from Moseley Street will reduce the impact of moving Issues at the
Moseley Street junction to the Sussex Street junction.
Allowing northerly traffic will require no additional traffic light sequencing.
109. Durham Street must remain a one way street for residents convenience, plus access for food delivery
trucks, rubbish trucks and other delivery services.
110. Durham Street should be closed at Jetty Road. This has caused problems with cars turning in and out of
Durham Street
111. Easy steps to reduce people trying to hoon down jetty road. I also love the idea of shared zones which
work extremely well in melbourne CBD for example
112. Extremely supportive of reducing private vehicles. Shared zone is an ok idea but tbh I'd still rather the
tram and busses have seperate space. Widen the footpaths, reduce the speed limit, but don't ask people to
walk in the way of the public transit.
113. Extremely supportive so many large vehicles on the road
114. For pedestrian safety again.
115. For Q5, would suggest 25km/h for buses/trams is reasonable.
116. For shared zones, a lower speed limit is appropriate, however, lowering the speed limit of Jetty Road
from 40 to 30 will only make it easier for pedestrians to walk in front of cars and assume right of way. It's
already a significant problem, when it's busy and cars are moving slowly, pedestrians walk in every direction
with little awareness of what is happening around them.
117. General speeds in Jetty Rd are ok as the traffic and tram dictate slower speeds
118. Generally, reducing speed limits will support activation and pedestrian safety.
119. get rid of cars. make it like rundle
120. Given how busy Jetty Rd is, a formal reduction in the speed limit will have no actual effect.
It makes sense to give pedestrians priority over vehicles as the space should be for people, not vehicles.
121. Given the tram and high number of pedestrian movements, you are rarely going over 30km/hr anyway.

122	Giving pedestrians priority over public transport is a step too far. These services should not be held up l	by
	mbling, uncooperative pedestrians - believe me, I see them often. They wander in front of cars, on the	
	none or with ear buds, largely unaware of the convenience of others.	

123. Glenelg is a tourist area. Nobody should be speeding as there are old people and young families mostly in this area. It would also be great if something could be done to curtail the noise from the motor bikes

- **124.** Great idea that people can walk safely. Small imposition for those in cars. People can always leave their cars further away and catch a tram.
- **125.** Happy for limits to be reduced. Could it be considered to lower speed limits at the roundabout at the corner of Colley Terrace and ANZAC Highway? We live in Liberty Towers and the noise from buses and loud motor bikes and cars regularly is horrendous as they accelerate out of the roundabout to head up ANZAC Highway, some at great speed. Can only electric buses have access to this area?
- **126.** Happy with reduced speed limits
- **127.** Happy with speed limits I have mentioned

128. Hard to control

129. Hopefully the reduced speed limits will discourage the scourge of noisy motorbikes from visiting Jetty Rd.

130. how about enforcing the current speed limits - too many motor bikes and "fast" cars speed up the street making a mockery of current speed limits anyway.

131. How are these speed limits going to be enforced??If I am driving and watching out for pedestrians and travel at 40 KM per hour but dont look at my speedometer am I safer than checking my speedometer and not seeing the pedestrian?

132. How can services use Durham st if it is 2 way st ? You have lied to us - as Durham was meant to be go back the way it was.

133. How many pedestrian safety incidents have their been on Jetty Rd? It's all good to say 30 is safer than 40, but then again 20 is safer than 30. But guess what - 10 is safer than 20, and 0 is safer than 10! "Improving community safety" is just a marketing slogan. The current speed of 40 is more than appropriate for this type of road. Remember this is a maximum, people can't always achieve those speeds, but when clear, this speed limit is safe & appropriate. This would also delay public transport which already runs late quite often which shouldn't be exacerbated. Most of the issues seems to come from motorbikes who rev their engines and create excessive noise - perhaps more policing of those would have the effect of making the street feel safer?

134. I agree with lowering the speed limits - it's such a busy place with so many pedestrians, it only makes sense. I think Jetty Road should be like Rundle Mall and allow no vehicle access!

135. I agree with10km/h being applied west of the Jetty Road intersection with Moseley Street through to the Colley Terrace junction with Hope Street but not a shared zone closed to bus routes or private vehicles.

I am supportive of the Variation to Durham Street and a 10km/h speed limit south of the intersection with Chittleborough Lane but traffic would be turning with the lights and pedestrians should not have priority.

136. I already drive at a reduce speeds because i'm busy looking for a car park.

better off putting more police at the end of the street to pic up the hoons that speed in flash hotted up cars - be cheaper than 40million dollars and would create revenue

137. I am confused re this question as Concept B and C indicates a plaza with a traffic turn around on Durham Street by Chittleborough Lane so there should be no need of a speed limit between Jetty Road and Chittleborough Lane on Durham Street

138. I am extremely supportive of lower speed limits for cars, but feel that forcing trams down to 10km/h is too extreme.

139. I am extremely supportive of pedestrianising the area.

I see little use in the shared zone as private vehicles should be removed from the area entirely. In my experience, while pedestrians technically have a right of way in a shared zone, this does not translate into

reality and cars will continue to force their way through to the detriment of pedestrians.
By making it a shared zone, there are also fewer opportunities to activate the street via outdoor dining,
busking or other uses
140. I am generally supportive of lowering the speed limits as it will help with hoon driving in the main - most
drivers seem to be respectful of pedestrians in the area and it is difficult to travel at higher speeds anyway
due to traffic.
141. I am less concerned about speed limits than I am about the need to eliminate private vehicles entirely
from these "shared zones"
142. I am supportive of lowering speed limits as someone who both drives and walks along Jetty Rd. Lowering
speed limits will make it safer for pedestrians.143. I am totally against all proposed for Option B or C.
144. I assume the shared zone is to allow access the George Hotel otherwise I would not be supportive at all
145. I believe it's rare to be able to travel at 40km ph in Jetty Rd so speed limit reduction is a moot point.
146. I believe that there should be no vehicle traffic along Jetty Road from Moseley Street to Colley Terrace.
It is a dangerous corner especially as car round the corner of Jetty Road into Colley Terrace as a right hand
turn. Pedestrians want to cross at the Moseley Square near Cibo to east side of Colley Terrace and always
run the risk of turning cars and no pedestrian crossing. Right turn only into Jetty Road from Moseley Street. 147. I certainly support closing Durham st from jetty road
148. I couldn't care less about the project, rate payers we have been forced to pay for something that we don't want. In the meantime, footpaths, streets, lighting, parks are neglected. Show the community the true
results of the 2024 consultation about how many people wanted that project, be transparent to those who
pay your salaries.
149. I do not support the creation of a shared zone west of Jetty Road intersection through to the Colley
reserve junction or the shared Zone on Durham Street
Both these option will cause significant traffic issues for locals and visitor alike, load other streets with traffic
- many of these streets are too small to take the traffic change and the cost for almost no benefit would be
astronomical
150. I don't know if reducing Jetty Rd & Colley Tce from 40km/h to 30km/h is necessary. I'm a full-time
pedestrian who lives on Jetty Rd (no car) and I've never found local car traffic to be going to fast for me
around there.
151. I don't mind the speed limit being lowered to 30kph.
152. I don't have a problem with lowering the limit to 40km, but if it becomes 10km motorists will avoid that
area and therefore cause congestion in feeder streets.
153. I dont consider the situation to be a problem. Most drivers already drive slowly along jetty road, so do
not believe this should be a consideration of the proposal.
154. I doubt if it would be possible to reach 40 mph on jetty Road, so what is the point of a new speed limit
155. I feel giving pedastrians priority on Colley Terrace will further impact the already high volume of traffic
on Partridge/Gordon Streets and Brighton Road.
156. I feel the concepts proposed do not have a solution for the natural car traffic movements from glenelg
south to glenelg north. It looks like you are creating car traffic bottlenecks in a city without adequate public transport infrastructure that forces residents to drive.
157. I find that the number of vehicles travelling along Jetty Road regulate the speed limit. If it is crowded
you can't do more than 25km/hr After hours and late at night when there is not traffic 30km/hr is OK
158. I have no issue with making Jetty Road a 30km zone it is hard to go over that speed limit at the best of
times and I am sure most residents would agree.
159. I have not seen or heard of any pedestrian accidents in the jetty road precinct, reducing the speed from
an already slow 40 to 30 will only increase traffic in the area with not much to gain
160. I prefer Durham to be a small Plaza.

161. I rarely would even think of going 30 when there are pedestrians crossing. Those who go fast are putting
people at risk. 162. I see no need to lower the speed limit. Cars rarely travel at more than 30 anyway
more traffic movement/management. A plaza for businesses and events, in addition to pedestrians who have alternatives, is not necessary and
potentially compounds a current problem of groups demonstrating inappropriate behaviour regularly
congregating in similar areas
164. I support a lower speed limit on Jetty Rd but not the closure of Durham St to create activation space as
there is plenty of space at Mosely Sq, Jimmy Melrose Park, and Chapel St. This will just funnel more traffic
into residential streets.
165. I support a reduced speed limit rather than no cars. There is nothing more frustrating than trying to work
out how to access the other side of Jetty Road whilst you are driving.
166. I support all options that prioritises pedestrians AND CYCLISTS over private cars.
167. I support reducing the speed limit, but would prefer a reduction to 15 km per hour. The primary reason
is: I worry about the extra pollution, caused by increased traffic congestion.
168. I think 30 km/hr is reasonable on Jetty Road given the extra emphasis on pedestrian access.
169. I think anything that activates and welcomes people into the space is a great thing for Glenelg. People
like to cross in these places although vehicles are meant to have right of way many vehicles are hesitant and
so are pedestrians with some vehicles kindly chosing to give way to pedestrians however this can hold up the
traffic and cause issues for buses and trams - I have also witness vehicles being abused/honked/beeped by
other vehicles (I guess when they are held up on the tramline and in the way of an oncoming tram-
dangerous and scary of course!) but it would be great to have a way to enable pedestrians to cross more
easily in that area however in busy times traffic could get super held up so it would be good to have some
kind of compromise when each gets a turn and it is communicated in a clear and consistent way. Clarity and
consistency.
170. I think that a reduction in speed limits coupled with traffic restrictions in the shared zones would greatly
enhance pedestrian safety and public amenity. The restriction of private traffic through the shared zone on
Colley Tce/Jetty Rd west of Moseley Street would also reduce a lot of 'through' traffic. It seems that a
substantial proportion of the traffic that comes through that section is not local. Many of those vehicles are
using it as a thoroughfare with no intention of stopping to patronise local businesses. On particularly busy
evenings during peak times of year, many of these vehicles are merely 'cruising' Jetty Road, again with no
intention of stopping and bringing benefit to local businesses. On the contrary, they contribute to nuisance,
anti-social behaviour, noise pollution, reduction in amenity and threaten the safety of pedestrians. This
reduction in amenity and safety disincentivises visitors who actually do patronise local businesses and spend
their money here.
171. I think the 40kph limit needs to be extended all the way along colley to the anzac hwy roundabout.
Pedestrian traffic is high in that area due to colley reserve and all the street parking, and vehicles often drive dangerously guidely along this section
dangerously quickly along this section. I'm not sure if 40km down to 30km will do much. 40km is rather safe, and no one is going to be speeding
with high pedestrian usage regardless.
I do think it is super important however to the vibe of glenelg to retain the private vehicle access from jetty
road to colley tce. Glenelg may lose it's heart and soul should private vehicles be forced to do a circle on
colley tce and not able to continue to/from jetty road.
172. I think the council should go back to the drawing board. The traffic in B and C are only diverting the
traffic down Augusta Street and then onto the side streets.
Leave it alone. Reduce the speed and have a traffic/pedestrian crossing on Colley Tce. The tram can control
the lights the same as the ambos.
173. I think the opinion of those that live in Durham Street are the most important.
174. I think the speed limit changes are necessary

175. i think the speed limits are correct
176. I think there needs to be consistency of speed limits. It's rare to do 40km in peak times anyway so don't
believe it needs to be lowered.
177. I thoroughly support reduced speed limits. My reservation about the shared zone is because I am not a
bus or tram driver, therefore I do not know how much visibility there is to see children or pedestrians in
wheelchairs walking within the space. If bus and tram drivers need to give way to pedestrians within this
shared space, I would like further reassurance that they can see them from the many angles that they could
be entering the space from. Otherwise, I like option C without the shared zone. Option B with the bus
changes and retaining the 30 speed limit would be brilliant.
178. I totally support prioritising pedestrian safety - although I don't think speed limits are the answer - and
multiple different speed limits just confuses and frustrates drivers more.
I believe one way traffic would be a better concept - narrowing the road for car travel would naturally
increase the pedestrian and parking space in addition to cafe and shopping enjoyment.
179. I understand that a no car / shared zone at the end of Jetty Road / Colley Terrace would be a big change
for drivers and would take some getting used to, however I think the benefits of making this a pedestrian
focused space out weight these concerns. This shared space would allow for increased event and community
use of Mosley Square this space and turn it into a space you wanted to visit and use rather than just pass
through.
180. I visit the area often as a pedestrian, cyclist and car driver. 40km/hr limit is OK. Please don't reduce the
accessibility for cars, as it is important to make it easy for people to visit, and park nearby. Especially at peak
times, but also in winter, having car parks close by will increase convenience.
181. I was confused about where the shared access part was, as I thought proposal meant there is no car
access at the end of Durham St
182. I would be if there is consideration for how large truck eg rubbish, delivery etc will navigate along and out of the street
183. I would like to see 30 km speed limit along Jetty road for all vehicles and thi should also be extended to
roads leading into jetty road for at least 1km. EG up Mosely and Partridge too.
184. I would love to know the stats on how many people have had a stoush with a car along jetty road
I dont know of any that I can recall apart from cyclists getting their tyres caught in tram tracks.
I am fine with the speed limit lowering but people who regularly use Jetty Rd know you can only drive at snail
pace most of the time anyway so reducing the speed limit is no biggy
185. I would only support a reduction in speeds if there was no traffic lights at Moseley st
186. I would prefer all buses to take a different route away from the Mosley St, Colley Tce area.
187. I wouldn't say i have seen excessive speeding down there.
Traffic is slow enough and predictable, the only thing that isnt is the mosely intersection.
Another speed change means more signs and costs for NO benefit.
188. I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to be built
around the mall.
189. I'm happy for there to be a 30 km/hr limit west of Gordon/Partridge St - and the other bit is so short it's
not much more than 30 now anyway!! By the way, I don't consider "shared zone" to be an accurate
descriptor of plans B & C: the only vehicles in the area would be public transport vehicles. A true "shared
zone" would include private vehicles and taxis. Clarity of language is important in documents like these.
190. I'm not supporting the changes at all
191. I'm amazed that in the messaging about these areas, there is no mention of whether cyclists will be
allowed. Have you forgotten that cyclists exist?
192. if a share zone on Durham St intersetion - this should also be 10km/hr zone. (I see this has been
suggested further on 11.
193. If Jetty Rd speed limit is to be 30km I consider 20 km/h to be ideal for Moseley/Colley junction to Hope St
194. If Jetty Road is designated as a 30 km/h zone, I strongly advocate for reducing the speed limits on
surrounding streets to match this level. This change would create a low-noise and low-speed environment,

answing consistent actions of consistenced deceleration
ensuring consistent patterns of acceleration and deceleration.
Additionally, clower encode would encourage more fact traffic henefiting level by increase, the elderly
Additionally, slower speeds would encourage more foot traffic, benefiting local businesses, the elderly,
families and promoting active transportation such as walking and cycling.
195. If people follow the speed limit then it will help with the flow of traffic and it will improve pedestrian
safety.
196. if speed limits are too low may cause more risk taking.
197. if the average speed of vehicle traffics is 28km/h while do we need to mandate it to 30km/h
198. If there is to be a safe pedestrian area that is closed off the vehicles, there is no point in reducing the
speed limit for the entire road. This just causes frustration for drivers
199. If vehicles are to be allowed on Jetty Road they should be preceded by a person carrying a red flag.
200. If you reduce any further the bikes and pedestrians will run amok. I've seen this in large cities like Lyon
where reducing the limit to one where a well pedalled bike can exceed it creates chaos as the bike riders
think they can disobey all signs and restrictions.pedestrians perceive that the cars are going slowly so they
blithely cross roads without looking.
201. If you want to bring people back to Jetty Rd they need clear safe access .
202. If you want to stop traffic from going down colley terrace from Jetty road, you should open up Durham
street to 2 way traffic. This would allow traffic to cross jetty road going North, instead of going down Colley
Terrace.
I do agree the walk way for pedestrians crossing into and from the Square is not good, and something needs
to be done. But I strongly disagree with talking away all those car parking spaces. The traders will be
severley impacted, it's hard enough getting a park as a local as it is to do grocery shopping let alone
clothes/gift etc shopping. And I'm sorry but the laneway that you closed by sportsgirl and the church is a
waste of space, time, and rate payers money! It is barely used, the Squirt statue is a joke and all you did was
 lose car parking spaces and access to and from Jetty road. 203. If you wish / hope for more pedestrians through this possible "up grade" then for pedestrian safety
especially on wider footpaths and consequently narrower Jetty Road it will be a must.
204. In compliance with the Australian Road Rules a shared zone speed limit is 10km/h
205. In concept C you can't have buses giving way to pedestrians. Buses will end up stationary for long
periods wa for pedestrians
206. Instead of removing the vehicles, just put a couple big zebra crossing in. Like in Henley Beach. They work
and Jetty road would be much safer to cross if we had more of them, all along the strip.
207. Introducing another speed limit change is not necessary and confusing. The traffic is generally conjested
anyway and controlled by the naturarl flow.
208. Is is impractical to drive at 30kpm and slower and is likely to add to congestion. I'd like to see evidence
that there is any practical benefit to reducing the speed limit, rather than 'theoretical modelling'.
209. Is the long term plan (by HBCC) to make Jetty Road Glenelg a Mall ???
210. It is already difficult to drive through this area, so it would be best to give pedestrians right of way and
reduce speed limits to discourage (but not disable) vehicles to move through the area
211. It is drilled into the population - or at least it was - that pedestrians give way to vehicles. And you want
to upend that rule for one street. And pedestrian behaviors then spread to normal roads and people WILL
be killed. Vehicles already exhibit common sense habits of giving way to pedestrians when safe to do so.
212. It is imperative that traffic can flow, car park numbers are at least minted if not increased. And practical
spend with some fiscal responsibility to rate payers.
I'd suggest better management of retail variety would best serve the community and tourists.
213. It is important to priortize pedestrians & make this a safe & attractive place to be. It will attract business
to cafes in this area.
214. It is impossible to travel much above 20k in the general area of Moseley sq and Jetty road anyway, so
lowering speed limits as suggested are meaningless.

- 215. It is ludicrous to put forth 40km as the current Jetty Rd speed limit. Most often it is 10km/hr anyway. There is no regular traffic flow of 30 km/hr either. You will need state support to give Pedestrians a right-of-way over vehicles. It is not in SA's mindset to respect that. (In the US it is and it is religiously adhered to). I do not see any of these ideas as visionary for a real and lasting upgrade of Jetty Road. These are 'busy work' proposals that will not re-invigorate Jetty Rd.
- **216.** It is more difficult for a driver to maintain a 10kp/h speed limit than 25 or 30 kp/h speed limits in car parks are often exceeded
- **217.** It is my view that Jetty Road Glenelg should operate like a mall like Bourke St mall in Melbourne or Rundle mall in the city. Any vehicles that need access for deliveries as an example need to be out of the area before 7am (or something early) so that shops can get their supplies but the area is set up for pedestrians, shopping, events, restaurants etc
- **218.** It is very hard to drive at 10kph even without your foot on the pedal, cars often go faster than that. But in theory, I like the idea.
- **219.** It is virtually impossible to do any speed over 10 kph as is. Possibly 20 at times. I'm surprised this is even an issue to be addressed.
- **220.** It will certainly enhance the aesthetic for guests entering/coming out of The George but it is too small an area to be of any real benefit for the wider community. I would support it being pedestrianised but it does not require extensive landscaping.
- **221.** It would be good to remove cars from as much of Jetty Road as possible. Even from as far back as Byron Street. But if we can't do that, then slow down the traffic as much as you can.

222. It would be great to have this area safe for children to be able to cycle safely around the area

223. It would be preferable for these spaces to just have space for pubblic transport, a bike lane and pedestrians. Bourke Street in Melbourne for example has a very active tramline that shares space with pedestrians.

224. It would stop motorbikes driving very noisily up and down Jetty Road

225. It's going to be a nightmare getting into Glenelg. People will just go elsewhere, like Brighton, cause it is too hard to get there.

You think those bikie gangs that constantly blaze through Colley Terrace every weekend is going to slow down to 10km/h?

226. It's hard to speed down there, anything that prevents the showy cars and improves the crossing and clarity crossing colley into Moseley Square is key.

227. It's actually ridiculous that you don't even know the correct speed limit on Colley terrace. It's been a 50km/h zone for literal years. Pull yourselves together. If you're going to force tax payers to cough up for this absolute joke of a project at least have the decency to do the bare minimum. We all know you're just wasting our dollars anyway.

228. It's almost impossible to drive a vehicle a 10kph . 25kph is more appropriate

229. It's great to make the area attractive to pedestrians but they need to get to the area and that is via cars. If you make it too difficult people won't come.

230. its good to have slow speed traffice movement.

231. Its hard to go 40 klm/hr currently, so no concern

232. its self governing do not introduce view hazards, trees, mounds etc.

will this mean digging it all up again? again?

233. Jetty Rd is not that long so reducing speed to day 30km/hr would in my view not have much impact.

234. Jetty road is fine as is and the costs to do these improvements are not necessary

235. Jetty road is one of the very very few good pedestrian streets in the city and therefore should be prioritise making it a nice, quiet and safe pedestrian space and this is an important part, making life slightly more inconvenient to a few cars to make the entire space much better for hundreds of people actually doing the shopping and eating there.

236. Jetty Road is, first and foremost, a destination for tourists, shoppers, and diners. I am extremely supportive of all measures that prioritise pedestrians and improve amenity for visitors. There is plenty of

nar	king in carparks and surrounding streets for visitors. Additionally, Jetty Road must be treated as a
•	destrian-first precinct that is a safe, welcoming, and comfortable space for visitors. Businesses will benefit
-	m a pedestrian-friendly focus, even if they lament the loss of car parks at first. Please adopt concept C.
237.	Jetty Road speed limit 30km/h
237.	
	just make it like george street or rundle mall, 10 km shared zones is a joke
239.	Keep colley terrace street open. Partridge street alrready carries too much traffic.
	us locals, we like to deive through the green area of Colley Reserve each morning to get to Anzac
240.	hway Keep the side streets out of this mess. The side streets are narrow & cannot take more traffic. They are
	idential areas for the most part & should not have increased traffic.
	gree with a reduced speed limit but many pedestrians will run across in front of traffic cos they will think
-	y have extra time to cross with slower traffic.
241.	Keep the through traffic from Durham St - maybe reduce to one lane exit onto Jetty Rd and therefore
	owing shared space for deliveries and greening/ pedestrian
242.	Keep them as low as possible or have no vehicles at all down Jetty Road !!
243.	Leace Durham st as it is. We do not need anymore blockedoff streets. You have already made the street
	ar sportsgirl a pedestrian only area. Stop taking our streets.
244.	Leave the speed limit at 40. We need more policing of the idiots on loud motorbikes revving their
	gines for no reason and speeding down Jetty Rd and Colley Terrace.
245.	Leave them alone no history of accidents
246.	less bitumen - more greenery
247.	Like I said previously should remove vehicle access completely.
248.	Limit cars on jetty Rd. Trams should be a safe speed
249.	low 40
250.	lower is better
251.	Lower speed limit would be beneficial
252.	Lower speed limits are definitely needed. Would prefer to see Jetty rd a one way street
253.	lower speed limits are important. there are crazy drivers particularly on Colley terrace.
254.	Lower speed limits will only be effective if they are policed, particularly on weekends when the car and
	e parade is at its busiest.
255.	Lowering speed limits doesn't change pedestrian behaviour, if anything it will encourage them to walk in
	nt of cars more often
256.	Lowering speed limits is a sensible approach to improving pedestrian safety - currently pedestrians dash
	oss Jetty Rd at any time - a reduced speed limit will lower the risk of accidents involving pedestrians and
-	lists. In reality it is rare to be able to drive particularly quickly along Jetty Rd due to congestion and public
	nsport movement however formally lowering the speed limit will provide added safety particularly in
-	ard to weekend speedsters seeking to parade along Jetty Rd. The key will be to ensure any limit is ively enforced.
257.	Lowering speed limits is totally fine. I think 30 km an hour is totally fine. Most of the people that are
	velling down through Glenelg are there to experience Glenelg for whatever it is and also the people that are
	ve very nice vehicles and cars that go cruising on the weekends like the cruise really slowly down there too
	cause they want their cars to be looked at so lowering the speed limit to 20 or 30 km an hour is totally
	e. Do not put traffic lights in this seems like an absolute ridiculous thing to do.
Jus	t put more paving in and make it more pedestrian friendly. This will slow the cars down anyway.
Put	more zebra crossings in the eastern states have zebra crossing everywhere and it's time South Australia
	rn how to use zebra crossings in highly built-up pedestrian areas

258. Lowering speed limits to walking pace wont work. Why even allow cars if thats the case. These concept
plans and ideas are very poorly made by people who obviously dont spend time at glenelg and have only
observed a small view of certain streets
259. Lowering the speed limit along Jetty Rd to 30km/h or even 25km/h will create greater time for
pedestrians to cross Jetty Rd.
260. Lowering the speed limit infuriates drivers more and incentives pedestrians to do whatever they want
thinking they own the road. And that is the major word there, "road".
Residents on Durham street will be very angry if their road is now two way and so will become more of a
thoroughfare. I would be angry if I bought in a quiet little street only for this to happen.
261. Make entire Jetty Road 10km/h.
262. Make most of Jetty road pedestrian and just tram
263. Make the area only accessible for residential vehicles and vehicles delivering products to local
businesses.
264. Makes sense. But i do enjoy seeing the nicer cars doing laps
265. Max efforts should be made to improve VARIOUS TRAFFIC CALMING strategies attracting visitors to Jetty
Road precinct is determined to rate payers of this area. Council planning/management should place
citizens FIRST not LAST in list of Stake holders this is
266. Most vehicles travel at less than 30 kmh currently, and imposing a speed limit would only have people
watching their speedometers instead of their surroundings which creates a hazard in itself. I use this route
daily and 5 - 10 kmh per hour is the norm currently in certain sections for all traffic.
267. My preference would be to cut all traffic, short of that any traffic calming.
268. Ned to keep traffic diverted away from residential streets, Moseley Street will become a nightmare. Keep
traffic on established Colley terrace and Anzac Highway.
269. Needs to be sensible comprenise
270. Never ever give pedestrians "right of way" on roads that are trafficked by vehicles. This alone is
dangerous. Pedestrians must be responsible for their own safety, dont tell them they have "right of way".
10 KPH is totally ridiculously slow.
271. Never give pedestrians right of way on roads. They will automatically think they can cross anytime "with
right of way". They will be hit by vehicles and be injured just as much but having a strange feeling " welll had
right of way". Pedestrians must have some responsibility when walking on roads. 10 Koh is too slow.
272. No
273. no 5 - No-one would stick to 10KM they dont do 40km now! So who would police?
274. No one follows the road rules anyway
275. No reduction in carparks. No reduction of traffic flow on Durham st
276. No shared zone. Having classic cars be able to drive down past jetty road like it is now is a huge bit of the
culture here, not just in glenelg but in Adelaide. It brings atmosphere and attracts people. If you turn it into a
shared zone the. It would be boring and you will knock out a lot of atmosphere through summer.
It's unnecessary to block that area off from local traffic, especially when Glenelg is Very quite through winter,
it will be wasted space. I know because I have lived here for 30years and go down Jetty road almost daily.
You need to focus on more parking, and keeping shops open. It's sad seeing empty shops and not a good for
tourists.
277. Normally don't use Durnham St so don't know how much impact it has
278. Not easy to enter/exit Glenelg. Its already terrible
279. Not needed. Already it's a slow drive through the area and people drive to what's happening around
them. Not needed
280. Not supportive of options B or C proposals.

281. Not sure if we need to mollycoddle pedestrians this much, 40km per hour is sufficient. If pedestrians
can't look both ways and cross the road safely this is a good educational opportunity.
282. Not sure of the consequences for residents of the apartment block currently under construction on
Colley Tce ,Jetty rd corner
283. Not sure what the reasoning is behind this proposal. The loss of carparking spaces is a concern. I think
what is missing in this whole concept is thinking of how all of this impacts the regular shoppers, local
residents and not just the tourists.
284. Obviously a positive. I was shocked at how unpleasant Jetty Road currently is when I first visited in the
evening, this will go a long way in making it a place that I want to visit
285. On weekends it is often very difficult to cross Jetty road. Cars don't slow down to let anyone cross. For a
shopping and tourist area this priority is all wrong. Fully support these changes.
286. One of the core reasons to visit jetty road is accessibility and easy access to the beach.
Removing traffic access and parking will destroy all businesses along the beachfront
287. Option D, please leave it how it is.
288. our experience is that speed limits are not policed anyway, for example The Broadway, 40km, is not
policed and is ignored, as well as no turn at Ramsgate St, so why would Jetty Road be any different.
289. Pedestrian priority areas are known to improve safety and liveability while increasing profitability for
businesses. Combined with the fact that this will have little to no impacts on overall journey time, I am very
supportive of lowering speed limits.
290. Pedestrians having priority is a nightmare
291. Pedestrians must be given priority. I am a local but clearly tourists are the life blood of Jetty Road.
292. People are able drive safely at 40kph and if the traffic conditions are such, they will reduce their speed
naturally to 30 km or whatever speed conditions dictate.
Having used jetty Road for more than 40 years on virtually a daily basis, the 40 km H speed limit is fine with
ample gaps in traffic to cross Jetty Road at numerous locations
293. People regulate their speed in that area. most of the time it is almost impossible to more than 20km/h so
why regulate. if you are travelling at night with very few pedestrians or cars, why should you do 10 - 20
km/h? We need to stop trying to regulate people all of the time. People in that area are mostly respectful of
each other.
294. People will cross the roads anywhere at any time. If the speed limit was lowered further it would make it
safer for all.
295. Please consider removing all private vehicle traffic along this zone, and along jetty road. It's a much
better and safer place to be when the streets are closed to card.
Designs need to include protected bike lanes if private vehicles are allowed on the street.
296. Please define a shared lane in Chittleborough Lane? Shared lane with what, cars, pedestrians. I do not
understand.
297. Please do not close off Jetty Rd/Colley Tce to vehicle or bus traffic. Reduce the speed if that is deemed
necessary.
Not everyone has easy access to buses or trams to visit Glenelg, so they must drive.
I live on the tram line, yet still drive to/thru Jetty Rd often as it is the first, or last, stop on my car journey.
I would have thought that making it easy for visitors to come to Glenelg, for activation and economic
reasons, would have been high on your priority list - but it isn't even there !!
298. Please go the extra step and remove the bus movements as well, no vehicles from jetty rd onto colley!
have moesley square extend into Jetty rd
299. Prefer the slower cars to make it safer when crossing the road
300. present speed limit of 40kph is sufficient - it is rare that this speed in actually reached in the area at most
times of day - thus the speed is limited by traffic movement (not law) In driving from Moseley St left on to
Jetty Rd then right onto Colley Tce (& vice versa) the distances barely allow for a vehicle to exceed 30kph.

301. Presently turning into Jetty Road from Durham can be risky with cars suudenly approaching from Colley lower spoeed limit would be safer	а
302. Quite happy with a 10km/h speed limit. My problem is with the closing of Jetty Road to private vehicles.	
303. Rarely can you go faster down Jetty road, so the 30km speed limit would be fine. I have no idea why you	
are flagging Durham street as important. There has been building there for years now and because its a dog	
leg and difficult to get to seems to be not a priority.	
304. Reduce speed limits and increase walkability. Promote cycling and remove all car parking. Jetty road	
should be similar to Rundle mall. Right now it is a terrible spot, there is too much traffic and cars. It's not a	
nice area. It needs to be completely redone. Removal of cars would increase retail.	
305. Reduce the vehicle pedestrian mix as much as possible	
306. Reduced speed applies to buses and trams.	
307. reduced speed limit on jetty road, if policed, may send through traffic back to brighton road where it is	
more appropriate. will improve safety for pedestrians as in peak hours it can be quite risky trying to cross	
jetty road what with people speeding through as if it is a freeway	
308. Reduced speed limit provides pedestrian safety without gridlocks	
309. reduced speed limits in heavy pedestrian ares is a good idea.	
CONCEPT C IS NOT!	
310. Reduced Speed Limits is always a great idea as long as :	
WE RETAIN ALL PARKING AND	
KEEP DURHAM OPEN TO A 1-WAY	
311. Reduces the risk to pedestrians	
312. reducing it to 30km /hr is just going to be a revenue raising exercise for the police.	
313. Reducing speed limit will increase frustration for drivers who need to access this section of jetty road an	d
Durham st and may encourage these frustrated drivers to speed or act recklessly which can be a detriment t	
pedestrian safety.	
314. Reducing speed limits in such a congested area is a great idea	
315. Reducing speed limits is an awesome idea because it means that pedestrians won't get absolutely	
smashed if a vehicle were to hit them. This applies most to RAM and other light trucks. They are so hostile to)
pedestrians, it's not even funny.	
316. Reducing speed limits to 30km/h - this is too slow. People will not abide by this .	
317. Reducing speed limits will benefit pedestrians, but a greater problem is the flow of traffic at peak times	
across jetty road. At peak times the Brighton Road junction, and the Partridge / Gordon st crossing, as well a	S
the Moseley st thoroughfare, are all backed up for several blocks (5-6pm). Closing Colley to private traffic wi	II
make this worse.	
318. Reducing the speed limit to 10km/h - you might as well get out and walk.	
319. Reducing vehicles around this area will be great for pedestrians	
320. Reduction in speed limits will do wonders for air quality as well as improve pedestrian safety	
321. Reduction to 30km/hr is too much. Other councils only have limit to 40km/hr. The 30km/hr will cause	
additional congestion.	
322. Reductions on Colley Terrace most welcome	
323. Remove buses and shut this section of road. Make it tram and pedesterian only	
324. Research has shown that even at 50km/h, a crash can be incredibly destructive and can hurt pedestrians	;
greatly. Slowing drivers down is a great way to keep people safe and to discourage people to drive through,	
which will encourage people to use alternative modes of transportation and can move through the space at	а
slower pace.	
325. Responses from residents of Durham street should be given extra weighting as they will be most	
impacted	

326.	Restricting traffic on Jetty Road is worthwhile, however there will be a need to give alternative routes,
i.e.	more use of Anzac Highway. Motorist will need clear guidelines on which routes are best to take to avoid
Jet	ty Road.
327.	Safety for pedestrians is paramount here.
328.	service vehicles trucks limited ability to turn
mc	ove significant shard zone.
329.	Shared spaces will actively reduce traffic speed to increase pedestrian safety. Buses driving at 40km/h is
	arey.
330.	Shared zone speed limits need to be actively enforced.
331.	Shared zones don't work , they just cause chaos
332.	Shared zones have been shown to be more dangerous to pedestrians as they become complacent until a
	s hits them
333.	shared zones with 10 km/hr speed limit is a safety disaster waiting to happen as difficult to be sure
	velling at below that speed and an idiot will totally ignore and travel at 50 kms and then there would be a
ma	ajor "accident"
chr	anges to speed while already in most congested area adds to confusion drivers are supposed to focussed
	pedestrians and other drivers actions rather than watching for speed changes - easily missed then.
334.	Should be entirely pedestrianised, so no need for speed limits.
335.	Should be lowered to 25km/h
336.	-
	Should only allow for large vehicles such as buses, garbage trucks & trams
337.	side street coming off Jetty Road (from north) should also be reduced to 30 km/h
338.	Side streets North of Jetty Road should be limited to 30 km/hour to prevent redirection of traffic through
	sidential areas.
339.	Slower speeds are safer and more pleasant for people walking and thus better for business!
340.	Slower speeds in these areas are essential for the safety of all
341.	Some motorists would not adhere to 10 kms
342.	Speed along this corridor is an ongoing serious issue. People screaming down Anzac Highway on to
	lley Terrace, revving cars and speeding along to Jetty Road. Safety is prominent and a speed zone is
	udent.
343.	Speed is not an issue, its the traffic restriction and bottle neck, traffic jam you will cause if you plement any of these changes. Leave it alone!
344.	Speed less the issue, noise is more of an issue.
	tively patrol noise violation vehicles!
345.	Speed limit change is irrelivent as the traffic only moves slowly. It is rare I notice someone going fast. I
	ow it happens but these drivers won't do the speed limit regardless. I want to see Durham street one way
	jetty red. Anything that filters traffic off jetty rd is good. Please don't block Durham st off.
346.	Speed limit is fine as it is.
347.	Speed limit isn't the priority. Sounds like creating more traffic jam with the plan
348.	Speed limit reductions on Moseley street which is one of the main streets traffic will be redirect has had
	thought or consideration. For the safety of our street and residents speed limits on Moseley must be
	creased or the plans are rediculous as they have not considered any safety of local residents- we will have
	ilt up traffic speeding down our street from jetty road with absolutely no consideration given!
349.	Speed limits are not a primary traffic management tool, and are an indication of a failed traffic
ma	nagement plan. The traffic management plan should generate an appropriate speed environment.
350.	Speed limits are not a problem. Without a traffic management plan all streets including side streets will
be	come a car park.
Thi	is plan is ill concieved
351.	Speed limits are not the problem

 352. Speed limits are sensible where pedestrians are concerned, however if the shared zone doesn't include cars, is a Plaza, it is a meaningless question 353. Speed limits aren't the problem, it's the amount of cars itself. I live in the area and didn't even know it was a 40km speed and usd noise that they scare everyone and ruin the atmosphere. There's too much traffic and not enough space, so remove the traffic and increase the use of public transport to the area, lowering greenhouse gas emissions, improving air quality, noise pollution and customer/tourist experience 354. Speed limits do not need to be changed because it is very difficult to travel at any speed in this area anyway. 355. Speed limits do not need to be changed because it is very difficult to travel at any speed in this area anyway. 356. Speed limits do not need to be changed because it is very difficult to travel at any speed in this area anyway. 357. Speed limits for the people speeding down these side streets. Consideration needs to be thought through that the changes to jetty road doesn't make this worse along with parking. Why doesn't the Coles carpark do a few levels to allow for more parking for example. There have been 2 accidents on Rose st recently both speed limits should only apply to public transport as all personal vechals on jetty road should be prohibited 359. Speed limits will make this area for tourists and visitors and locals which are elderly mostly. 360. Speed limits will make this area for tourists and visitors and locals which are elderly mostly. 361. Stop making problem that dont exist 362. Stop end king problem that dont exist 363. Supportive of changing from 40 km/h to 30 km/h, although not sure how much difference it would make, since often, especially in busy times, it is rare to be travelling at 40 km/h anyway. Nevertheless, I think this is a good means to achieve larcerase dpedestrian asfety. 364. Supportive	
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Realistically it's seldom possible to drive at a higher speed due to the volume of vehicles and pedestrians.	
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372. The balance is adequate as it stands. Shared zones with pedestrians creates an environment with the
potential for accidents and injuries and fatalities. Council is creating unnecessary expenditure and opening
avenues for litigation.
373. The concept of a mini plaza at the end of Durham Street into Jetty Road should be a pedestrian plaza
only, with alfresco dining and pedestrian safety the highest priority. The Durham Street entry/exit with Jetty
Road is one of the main elements contributing to traffic confusion at that intersection.
374. The congestion on JETTY RD as a result of the significant increase in housing infill in the area plus the
increase in tourism have already resulted in a reduction in the speed of traffic.
If it's not broke don't break it!
375. The crossing on Colley terrace between the St Louis cafe and Moseley square is quite dangerous at the
moment. If private vehicles can't access anymore I'd be worried that people won't look for buses anymore
when crossing the road. I'd like to see this section of Colley terrace become a part of the square.
376. The current speed limits seem to lead to a safe environment for all.
377. The idea for a plaza is fantastic, however whilst durham street was closed due to work on the new
George building there was a significant increase in congestion. If Durham street and colley terrace are closed
getting to the other side of jetty road will be a nightmare and will turn partige street and potentially Mosley
street into main roads, traffic which they cannot handle. These roads are already heavily congested and the
flow on effect is evident through all back streets
378. The Jetty Road area offers a great opportunity to make a pedestrian first space and improve the
accessibility of the area and enjoyment of locals and visitors. These changes would support that under
particularly Concept C but also Concept B. Concept A seems to make minimal changes in this regard.
379. The lower the better :)
380. The lower the better.
Jetty Rd is a health hazard for pedestrians.
Especially during summer with the influx of tourists.
Personally I would like to see it become closed completely to cars.
Buses and trams only and a designated cycle track to get bikes off the footpath as they are way too narrow
and congested.
381. The lower the better.
382. The more reduction of traffic noise the better . Especially the high powered cars and bikes
383. The only thing that I am amenable to is Concept A with vehicle access into Durham St from Jetty Rd.
384. The proposed 30km zones are sensible in creating a far safer, calmer zone for pedestrians. 10km in a
pedestrian-prioritsed zone is perfect. I strongly support both.
385. The proposed changes of reducing speed limits in these areas are fine, as they should make the area
more pedestrian friendly. In an ideal scenario, I would make the tram line end at stop 16, and close off Jetty
Road to all vehicles from Waterloo Street to Hope Street.
386. The proposed mini plaza is not needed and will likely not be utilized given Moseley Square is across the
road. Closing Durham street and Colley Tce at Jetty road end and making it two way traffic will be confusing
and unnecessarily increase traffic. Designs B and C will severely impact businesses in the area making them
less accessible as only way would be to park further away and walk. Minority groups, including mobility
impaired people will have trouble accessing library / community centre / beach etc. concepts B and C will
also make it more difficult for current residents to access their properties due to increased traffic and likely
gridlock and make parking even more of a nightmare.
387. The proposed reduction in speed limits are sensible and I am happy to observe them when I am driving
and I will appreciate them as a pedestrian.
388. The shared zone west of Jetty Rd/Moseley St mentions private vehicles and trams and buses. What
about commercial vehicles - are these included in private vehicles?
389. The slower the better. Would prefer no private cars in jetty road to maximise safety for pedestrians and efficiency for the tram

390. The speed limit is restricted by traffic extent currently varying with the time of day cars are accessing	
and leaving ranked parking bays so that any imposed speed limit is pointless and impossible to police .	
Drivers are better observing the pedestrian activity than focusing on the speedometers	
391. The speed limit on the Broadway is 40 km/hr in one section and it is not adhered to and not policed s	С
lowering speed limits is pretty useless.	
392. The speed limit reduction is essential, but there needs to be traffic calming measures installed to ach	eve
the reduction, not just sign posted reductions.	
393. The speed limit should be progressively reduced to put the squeeze on vehicular traffic and send out	
message that Jetty Rd and surrounding streets are prioritised for pedestrians. The number & size of vehic	es
just keep in increasing.	
394. the speed limits already in place around the precent seem reasonable - I have not heard of any	
pedestrian accidents	
only the cyclist that speed down Jetty Road and get their bikes caught in the tram lines	
395. The speed limits are a great idea, but the best idea is to reduce cars on Jetty road.	
396. The speed limits make sense in summer. In winter, when it is much quieter, it may be less necessary	
397. The speed limits right now are fine and 10km is way too slow	
398. The speed limits should be changed even lower to 20kmph on Jetty Road for easier crossing for	
pedestrians and improved safety for pedestrians.	
399. the speed should be completely eliminated	
400. The status quo works fine. What problem are you trying to fix. There isnt one.	
401. The street design should dictate the traffic speeds by creating a sense of friction. Changing the speed	
limits will have little effect on driver behavior and needs to be achieved through good design. The street	
current configuration calms traffic speeds sufficiently but I'm sure that could be improved further.	
402. The thing I worry about with pedestrians taking priority over trams and buses is how the trams/buses	will
get through in busy pedestrian times. It seems like this could get messy, and dangerous, and frustrating for	r
the tram/bus drivers and pedestrians alike.	
403. The traffic already is very slow along Jetty Road so lowering it won't make much difference.	
Closing Colley Street will stop through traffic and move it to Sussex Street, This will probably cause local	
retailers to aske for it to be closed - this will then cascade into more problems. Colley Street is relatively v	/ide
so is appropriate for through traffic. It will also restrict coastal drive along the coast - a very sad	
consequence. I think it will also make Jetty Road less appealing place o visit as it will be harder to access.	
404. The traffic is already slow enough!	
405. The traffic moves slow enough in the area most of the time without having to further reduce the spec	ed.
limit. You're lucky to be able to drive over 40km/hr.	
On busy days the traffic already moves at a snail pace!!! No need to waste money reducing speed limits a	ind
changing signage etc.	
And the suggestion of 10km/hr what a joke!!!!!	
406. The war on speed limits are ridiculous. Differences in injuries with the suggested 10km lowering are	
negligible and don't stop the real problem which is people driving like idiots and ignoring the rules anywa Save the cash	y.
407. There are currently no problems with speed limits , vehicles do not race down jetty rd, precinct durin	~
week is used mainly by locals shopping	5
408. There are many elderly people living in Durham St. A 10km/ph zone would be of assistance to these	
residents.	
409. There are no issues with speed along Colley Tce, in busy times traffic naturally slows around the Jetty	
rd/colley tce corner, if speed is to be reducd it should only be to the Augusta street intersection with colle	۰v
tce.	.,
410. There are so many people and kids, the speed limit should be lower	
411. There could be an option of some crossing light options here - if pedestrians have total priority with r	0
option to let vehicles through in peak summer periods it would come to complete standstill	0
option to let venicles through in peak summer periods it would come to complete standstill	

442	These is the budgets are an encoded and the instance of the second second set of the second
412.	There is absolutely no reason to reduce speed limits in the areas mentioned other than to provide an
	portunity to enhance revenue raising. At almost any time of day, particularly between 7.30am and 8pm it
-	virtually impossible to exceed 10km/hr anyway because of traffic density.
413.	There is already a very slow traffic, otherwise pedestrians will be endangered. The same for bike traffic
414.	There need to be better enforcement measures in place for speed as well. Hoon type cars and
	otorcycles may drive slowly with traffic in front of them, but as soon as they see a gap in traffic they'll
	celerate, as they already do.
415.	These areas should be off limits to cars. And hence have no need for speed limit.
416.	These changes are more for tourists than the residents who live here & pay rates
417.	These reduced speed limits make sense if we prioritise safety.
418.	These zones should only allow for large vehicle access ie buses, garbage trucks and trams
419.	They only remind honest people about what they should be doing and don't work for drivers who don't
са	re!!!
420.	This area should be closed to private vehicles, with bus traffic reduced and pedestrians having priority.
421.	This intersection being so close to Moseley square has a lot of foot traffic and so I believe that vehicles
	ould not have priority when passing through Durham st so as to improve public safety
422.	This is a highly pedestrianised area, cars going fast reduces amenity for the area (noise, smells &
	nissions) and effectively acts as a barrier from one side of the road to the other.
Str	rongly support reductions in speeds for less noise, smells and emissions, and for pedestrian safety.
	-
Gr	eater focus on safety may also reduce th3 number of people driving by at night revving car engines too.
423.	This is a pedestrian area- if we want traders to be profitable we need to maximise pedestrian safety and
	joyment. It's really important.
424.	This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and
	ncreting is a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. You
	ight have buckets of personal money, but the rest of the community is struggling.
425.	This question requires clarity so i have answered based on the assumption "safe zone" has traffic access.
	y confusion is in reference to concepts B & C which indicates a plaza in this area with turnaround traffic
	us no thought traffic to Jetty Road so how can there be a safe zone in this area?
426.	This whole area should prioritise pedestrians over vehicles.
427.	Through traffic 10kph too slow
428.	To be honest, I haven't found speed limits to be a big issue.
429.	To bring the Glenelg waterfront up to date a traffic bypass is essential with options to park and ride
	ward city
430.	To make the area more pedestrian friendly, reduced speed is required for safety
431.	Too many speed zone causes confusion. I don't see the benefit of reducing speed from 40 to 30. Just
	creases signs and cost.
432.	Traffic flow is very important to me
433.	Traffic is slow already as vehicles look for parks and pedestrians walk in front of vehicles as if Jetty Road
	a mall and they disregard approaching vehicles - rarely drive over 25km per hour along Jetty Road
434.	Traffic needs to be able to flow.
435.	Traffic needs to be re-routed/dissuaded from usage.
436.	Traffic seems to mostly stick to 40 at the moment along Jetty road but there are revheads who like to
	ake a lot of noise. This detracts from the enjoyment of sitting outside a cafe. Perhaps 30 kph mike help
	duce this?
437.	Traffic should be banned from Hope St along Colley Tce to Moseley St intersection, buses included. Shift
-	e tram stop West of Moseley intersection but not entering Moseley Square.
438.	Traffic speed is fairly slow anyway when there are lots of people. 30kmph mandated is too slow.

439.	Travel generally in Jetty road seems to self regulate speed usually below 40 so why change?
440.	Two slow can be a problem
441.	Valuable parking in that street. Keep it a 1 way
442.	Varying speed limits result in drivers not knowing the speed and ugly speed signs being installed. If
spe	eed limit is too low it just means more traffic jams and pollution. Pedestrians are old enough to look out
for	traffic when crossing the road and shared zones are not required.
443.	Vehicle access is important to all vehicles. Pedistrians would continue to cause issues regardless of speed
res	strictions
rec are NE the yea	We are NOT supportive of any redevelopment of Jetty Road Brighton. The last redevelopment should ve seen have seen to any future scoping. What a waste of money. There are more important things quired in the city of holdfast bay - how about street cleaners on a more regular basis around the Brighton ea? How are you dealing with homelessness? No doubt you will increase our rates and we get what? We VER visit Jetty Road unless to take our kids/grandkids to ride on the ferris wheel or ice skating. Even then e facilities are poorly prepared. Jetty Road Brighton does very well without a redevelopment every 10 ars. Locals don't visit Jetty Road Glenelg and won't even with this upgrade. What are the tourist numbers? creased or decreased? We haven't seen any figures to justify the redevelopment except the words "world ss". Singapore is world class, Glenelg is not. See you at the council meetings.
445.	We are supportive of further limits to vehicle access along Jetty Road in addition to a reduction in the
spe	eed limit. We would support one-way traffic, or week-day only traffic along Jetty Road.
446.	We don't need another plaza here
447.	We have lots of community areas already - this shared zone is unnecessary
448.	We should open up spaces to create a European style Piazza in Moseley Square
449.	Weekend traffic wont move faster than this, noise is greater issue. Too many speed limits, creates
cor	nfusion
450.	Well done Andrew Taplin change the street direction and not get the street
451.	When events are on and the end of Colley Terrace is closed off then traffic gets diverted down Durham
	where would traffic be diverted if this becomes a pedestrian area
452.	Where does the traffic go that usually comes that way? Will it have a negative impact on businesses on
	zac Highway? Will it have a negative impact on back streets? Are we making one small area safer to make
453.	ners less safe and more overcrowded on the already small streets. While I 100% agree with the installation of traffic lights on Moseley street, as a local resident I notice that
	ere is a lots of superfluous car traffic up Jetty road, especially on weekends where there is the continuous
	w of "posers". In my opinion the traffic lights sequences on Brighton/Jetty road need to be changed to
	ake it less convenient to access Jetty road, ie longer wait times turning right into Jetty road. This will keep
	e traffic flow moving on Brighton road which at the moment banks up from Jetty road to over Anzac
hig	hway in peak times. There are many other access points to Jetty road for parking and shopping etc.
454.	While I like the idea of traffic free zones (excluding busses), I am concerned about vehicle access for
exi	sting homes and businesses, particularly when it comes to business deliveries, moving vans for residences,
and	d residents being able to park their car in their own driveways. And what about aged or disabled family
	embers wanting to visit family who live on these blocked roads? A blanket rule of no private vehicles
	build not work, and providing a permit for residents/businesses is just another tax on them when the cost
	living continue to skyrocket. A balance needs to be found - eg perhaps delivery or postal vans are allowed
	cess for businesses between certain hours of the morning and afternoon. Perhaps residences can register
-	to 2 car regos with the council (their own and a family member) so they can access the homes - or set up ite like a car park booking system where residents can register a car to be visiting them during set hours. It
	eds some thought. Currently none of the plans seem to take the car access needs of residents or
	sinesses into account.
455.	Whilst I am very supportive of pedestrian safety, I'm not sure about people having priority over buses
	d trams. Children still need to learn to look out for traffic, as they won't have right of way anywhere else
	the area.

Appendix C -

Q9. comments regarding mountable kerbs

1. 2nd best option

Get rid of kerbside parking if traders want kerbside parking then no out door dining - it's not just about them Other ratepayers who get NO financial benefit are also contributing to the cost of upgrade

- Ok with extra outdoor dining so long as Pedestrian area increases especially at East End
- 2. A flexible solution.
- **3.** A reasonable alternative to what is currently in place.
- 4. A recipe for disaster drivers having to accelerate to mount the kerb is fraught with unnecessary dangers.
- **5.** Accessibility need to be improved for all
- **6.** Aesthetically pleasing for sure
- 7. after working in Hyde perk and King William road, what a nightmare, a big NO
- 8. agree with this
- **9.** All kerbing needs to be kept at a distance from shop front awnings. Awnings and verandah signage all along the street are continuously damaged by high vehicles parking too close to the kerb.
- **10.** All parking should be removed from lower jetty road, this is proven to be better for businesses in there is a better pedestrian zone. Parking should be turned into dedicated bike lanes.
- 11. Allow walking frames to access the footpath at any point
- 12. Also improves accessibility for users of mobility aids
- **13.** Although this seems a good idea in theory, my experience of a similar streetscape in King William Road, Hyde Park is that it is an absolute disaster. Parking spaces have been reduced and access and egress is difficult. An absolute waste of money.
- **14.** Another hazard in my view. Jetty Rd has such a mix of ages, many very vulnerable, whether it be parents with prams and young children or older residents with mobility aids.
 - The less parking the better. Get cars off the road there.
- 15. Any measure that retains or improves carparking in Glenelg is welcome
- **16.** Any thing to increase parking. If you reduce parking shoppers will go to Marion Shopping Centre or Harbour Town. (free parking)
- **17.** as log as there is some sort of line marking of indication of parking spaces available for a vehicle otherwise a car could take up more than one parking space
- **18.** As long as bollards clearly distinguish the parking area from the pedestrian path.
- 19. As long as cars are fully out the way of cars seems good idea
- **20.** As long as the number of carparks is not reduced then this is a great idea.
- **21.** As long as there are still lines showing where to park what ever.
- **22.** As long as they are clearly marked and identifiable as parking spaces when not in use for other activities.
- **23.** As long as they are not too high. I think the King William Rd example is too high making reverse parking difficult for some people.
- 24. As long as they are safe for pedestrians especially people with mobility issues
- **25.** As long as they are wide enough to correctly park. King William road in Hyde park look fantastic but would be great to be slightly wider
- 26. As long as they don't encourage traffic to park over the pavements
- **27.** As long as they don't take away any car parking spaces, and are safe for mobility scooters, I'm fine with them.

28. As long as they remain as parks except for when festivals/pageant/ Tour Down under type events happen.

29. as long as they're clearly marked, especially regarding how far on vehicles are allowed, this makes sense; it also improves access options for prams, cyclists, scooters etc.

30. As long as you don't loose street parking. Looks better as well.

31. As somebody that has cycled down jetty Rd, the mountable kerbs have been the spots where cars seem to not be completely in the park which is a hazard for myself and other cyclists. **32.** Assuming this to replace current normal parks, I am supportive as it partially disincentives parking without taking away functionality 33. Based on experience on King William Road I think mountable kerbs can be difficult to park close to other vehicles/obstacles - would need to minimize the use of bollards etc. around the parking areas. 34. Better for pedestrians and events **35.** better than steps. **36.** Better to make the roadway narrower and support a lower speed environment. Careful urban design will be needed to prevent people accidentally parking on the footpath thinking it's a parking space. 37. Bollards are a must between parking like this and pedestrian areas. **38.** Businesses need to be easily accessible and more parking spaces are needed. Make it difficult for residents to shop and access local businesses, then they will go elsewhere. **39.** Can be dangerous for pedestrians when no barrier kerbing.... I have been a victim of the dangers! 40. Car parking at Glenelg is already a nightmare and the main reason I don;t visit Glenelg. Anything to increase parking options is great. **41.** Cars should not be able to park here. There are other places to park. 42. Cause even more congestion 43. Close mid section jetty. Tram only add parking surrounding 44. Conceptually I like this idea. My only concern is how steep the curb would be with regard to accessibility and ease of drivers being able to get in and out of their cars. I have seen it work well elsewhere as long as the mountable curb isn't too high. 45. Consider what is best for Glenelg local traders, also the time controls along Jetty Road and surround areas of 1 hour barely allows enough time to shop or get a coffee, 90 minutes would be better, if 2 hours is not enough. 46. Consideration should be given to the actions of drivers with mountable kerbs. If you spend some time driving up and down King William Road you'll come across some terrible parking where people just drive in. Quite often traffic on the road is forced to drive around (often on the opposite side) parked cars who haven't considered how their car is positioned. Consideration should also be given to the use of bollards and how they impact the ability of drivers to park, I believe this also causes carless parking in these spaces. 47. Council should maintain footpaths and kerbs in areas where people live. Instead, the council mandates that all ratepayers chip in to pay for a 700 m of road stretch that ratepayers don't want, investing 40M in it. In the meantime, with tens of km of footpaths in the council area, the council only estimates to spend 9M over a financial year. Who's agenda in council this project is fulfilling? **48.** Creating some flexibility for the street makes sense. **49.** Current parking to remain as is. It is a critical component for the life of the retailers along Jetty road. Ackland Street, Melbourne - Some traders are down 30% in trade due mainly to the removal of parking. **50.** Current set up is safe and supported and no change required. 51. Danger for cyclists 52. Dangerous 53. Definitely need improved parking in the area 54. Difficult for wheelchairs 55. difficulty in parking, particularly for older drivers. Chapel parking currently results in cars sticking out into Jetty Road. 56. Do not make same mistake that City of Unley did when it provided large gap when drivers alight from vehicles. 57. Do not touch this area - there are better mountable kerbs anyway - there are seamless models that are far superior, cost the same and are multi-functional e.g. can take a restaurant table

	Don't let the parking bays end up like King William Road - awkward
	Don't think it's that important. King William Road, Unley have them and I'm told they are not a success.
	dont like them, just repave the street and then try to keep it clean!
	Drivers are not using them properly now.(seems to confuse them) Reduces parking spaces.
	Drivers aren't good at parking, this makes it more difficult and would hold traffic up more.
63.	Ease of access for all.
64.	Ensure parking clarity. Learn from the mistakes on Unley Road
65.	Excellent idea.
66.	Flexible use
67.	flexible use.
68.	For Jetty Road to continue to thrive as a premier retail and dining precinct you need to provide ample
	parking or people just wont come. No one wants to walk a mile to their car or have to catch public
	transport to visit Jetty Road. You need to support all the small business on the street and entice more or it
	will become a ghost town filled with rubbish shops like massage places and 7-11's.
69.	Glenelg caters to a wide demographic and this will improve accessibility for those in wheelchairs or using
70	walking frames or prams. It provides flexible, multi-purpose spaces with no loss of amenity. God please no. So hard to park
	Good
	Good for small volume only
	good idea
	Good idea
	Good idea as i assume it will maximise on street parking
76.	Good idea but maybe limited timed parking along jetty Road and computerised charges like other states. Have at least two drop off zone near the see for elderly and people with disabilities
77	Good idea. Like the idea of flexibility. More cafe outdoor eating and entertaining in the summer and more
//.	parking in winter when locals don't want to walk in the rain
78.	Great for accessibility for prams, walkers, bikes, wheelchairs etc
	Great idea
80.	great idea
	Great idea as can be flexible without permanently removing parking
	Great idea but need to be consistent along the whole of Jetty Road so as not to create problems for people
	with poorer vision.
83.	Great idea to ensure the space can transition.
84.	Great idea, but make sure there are clear markings to show parking is permitted. Looking at the image
	supplied, I wouldn't know that.
85.	Great idea, but unsure how the 'flexibility' will work in practice. Is the default position that they are
	carparks (i.e. for the majority of the time) and only not on the odd-occassion. Or will some, e.g. restaurants
86	use their kerb for dining on a regular basis? Great idea!
	Great idea!
	Great idea.
	Great idea.
	Great idea. Great idea. And remove all the trees along Jetty Rdand get rid of that "art" monstrosity in the NOT re-
90.	activated Chapel St that blocks emergency vehicle access to St Mary's Memorial School. (which should be
	on your non-feasance register)
91.	Great suggestion and differ to the high ones in king William road
	Hasn't worked v well in King William St

93. Have moveable bollards to allow footpaths use in function	
94. Have seen & used these on King William Road, Wayville. They are difficult for cars to use, & have no use f	or
pedestrians either. Will clog up traffic flow.	
95. Have you closely inspected King William Rd Hyde Park???	
The mountable kerbs there are hopeless, hard to park in, only ever reluctantly used by most shoppers.	
Backing into them is dangerous because of bollards that cannot be seen, rubbish bins, too little space,	
holding up traffic in process. Jetty Road will be worse.	
If you are trying to increase the risk of sidewalk accidents, this is the surefire way of doing that.	
96. Have you got feedback from the parks on King William Rd Hyde Park????? everyone despises them and h	alf
the people can't even park on them properly.	
Again another unnecessary waste of money.	
Anyway when a big event happens in Glenelg the whole street is closed down not just some kerb parks.	
Use Mosely Square more for events and keep the simple kerb parking	
97. Have you seem the King William Rd debacle?? Too high, too awkward, traffic held up for ages as people t	ry
to get in to the parks. Also too much acceleration required to mount the kerb.	
98. Have you seen King William road and how crap that is to park. I will no longer shop in that suburb or stre	et
because i can't get a park, and half the parker are hanging into the road because they cant park on those	
areas properly.	
Coriously if you trying to get more tourist and people to Clanels this is not how you do it. Loss park you	
Seriously if you trying to get more tourist and people to Glenelg this is not how you do it. Less park you can't meet your friends for lunch your always on a time limit, no time to get nails done or any shopping	
either.	
99. Have you tried to park on the mountable kerbs on King William Rd Hyde Park? Have you monitored the	
driving skills of the aging population still driving around Glenelg? 30kms is overkill and this requires	
parking skills not many have	
100. Have you tried to park your car on King William Road, Hyde Park it is a nightmare.	
101. Helps disabled move more freely across Jetty Road, eliminates trip hazhard, obviously I don't care	
about motorists, they shouldn't be there.	
102. How about we spend money on important things other than parking	
103. I am neither here nor there, people always complain about the amount of parking however I RARELY see Partridge Street Car Park or The Grand car park full. Keeping some free parking will help eliminate	
congestion on side streets so it would be a good idea to have some flexibility.	
104. I am not supportive of having the footpath meeting the road without a gutter. In heavy rainfall this	
would cause flooding of the entire road	
105. I am not sure the benefit outweights the cost - would depend on how many times/year you envisage	
needing the extra space, among other things. It may be more beneficial to allocate spending to greening	
and heat reduction.	
106. I am supportive of mountable kerbs as long as bollards are in place also to protect pedestrians or	
outdoor diners.	
107. I believe the ability for Jetty Road to be a lot more flexible (ie outdoor dining) is an absolute must	
108. I believe they are dangerous as 'traditional footpaths with kerbs' deliniate where pedestrians can safe	vlد
walk & vehicles belong on roads! Blurring these 'spaces' is not a good idea. (Children are also present)	,
109. I do not think private cars need to park directly on Jetty road. As long as these kurbs are used for	
loading zones and not parking I am happy with them.	
110. I do not understand mountable kerbs. The same on King William Road. If yes, they are a nightmare to	
try and park. Leave as it is. Do not get rid of any car parking space on Jetty Road. Do not plant any more	
trees that drop leaves and debri on Jetty Road.	
You could do something better than this.	
111. I don't think the mountable curbs need to exend all the wat to Gordon/Partridge Street. They make in	
more difficult to park.	

- **112.** I don't think these adequately protect pedestrians. Pedestrians attempting to cross the road, and standing in these spaces will be at risk of being hit by cars attempting to park.
- **113.** I don't like it on King William Rd. I think closing street for events is more fun & better than making street a hybrid.

114. I don't want carparks taken but if this is to add to parking then I would be supportive

115. I feel parking bays can already be used for event spaces. Similar spaces at Unley are difficult for some people to manoeuvre in and out of.

- **116.** I find mountable kerbs very confusing. I never use them on king William road. I think it is a safety issue as well with more chance to run over pedestrians on the footpath
- **117.** I find them difficult to park on and a potential hazzard when exiting the drivers seat ie fall, trip or roll your ankle and into traffic
- **118.** i find these really difficult to access upon king william rd where they are always in place therefore not keen for these at all along jetty rd
- **119.** I hate this style of parking as used on King William Road.
- **120.** I have seen them on King William Road and very few drivers like them.
- 121. I have seen them work well in places like Unley Road allowing easy patrking near resraurants
- **122.** I like the bollards and parking space and as long as publicised as a special event I can choose to stay away when used as on street dining as there would be no near parking.
- **123.** I like the flexibility and the increase in ways the space can be used. It would be great to have more welcoming and inviting spaces for people eg markets and other events that provide spaces for people to meet and gather throughout the year.

There are not enough trees and greenery in Glenelg and I would LOVE to see more TREES please!! They breath life into the place and provide shade, coolness and SA needs more green, especially GLENELG!!

- **124.** I like the idea for the outdoor dining and retail but not for parking as would prefer reduction in cars along Jetty Road. These would only be useful for delivery drivers
- **125.** I like the look of the mountable kerbs.

126. I support mountable kerbs so long as they aren't as high as the ones used on King William Road

- 127. I support the inclusion of mountable kerbs on Jetty Road
- **128.** I support this element for the reasons outlined in the proposal. They provide flexibility for alternative uses of the space other than parking.
- **129.** I think Jetty Road should be closed to parking. Only trams should be allowed down Jetty Road. I think installing another 2 hr parking stations are better. When events are on increasing it to 4 hourly

130. I think mountable kerbs can confuse people as they look like the footpath - so people will either think they can't park there, or they won't park appropriately. I don't think you should be able to park along Jetty Road at all. Waiting for people to reverse parallel along Jetty Road is what causes a lot of delay.

131. I think that they would not be a good idea

132. I think the push should be for as little parking on jetty road as possible. Would prefer more multi level parking if additional parking is required

133. I think these mountable kerbs would add to the aesthetics of the tourist area but I hope they would NOT decrease the amount of parking spaces available

134. I think these were introduced on King William Rd by Unley council and I actually find them quite difficult to use. I think it would be a whole load of costs for not much benefit.

135. I think they are great and I am very supportive of this

136. I think this may be hazardous for pedestrians who are standing close by

137. I understand that you're probably gonna have to get rid of some of the car parks in this area to make it a little bit more pedestrian friendly and make it more open, etc

I think one of the best things that Glenelg needs to adapt is allowing motorcycles and scooters and e-bikes

to park wherever they want to down there without any repercussions of fines this way people who have bikes, scooters and bikes can choose not to bring their vehicles down to the area Without having to congest the area with more cars
The objective is to reduce vehicle activity down there and the best way to do that is finally allowing motorcycles scooters and bikes to park anywhere on the curb without having to take up an entire car parking space for a single one meter bike
Come on guys let's start using our brains here. I know a lot of you are probably from universities but I really hope someone here has some common sense and has travelled to eastern states to see exactly how they've done this.
138. I wonder why the bollards have been installed in the photo above at the front of the church. Because car drive up these "mountable " kerbs.
139. I would find parking very different on a mountable kerb
140. I would like to see no parking on Jetty Road aside from potentially loading zones. Other modes of transportation need to be encouraged and there can be much better uses of the space rather than dead space for parking.
141. I would much rather the pavement were widened here permanently, with improved pedestrian and dining areas.
142. I would prefer less parking on Jetty Road and more emphasis on green space.
143. I would prefer permanent dining installations without parking provisions given that there are several nearby off-street carparks, but this question seems to ask of my preference of mountable parking bays over traditional non-mountable parking bays. In this case, I would prefer mountable parking bays.
144. I would rather the space was dedicated to pedestrians, as many businesses along the coastal zone rely on pedestrians.
145. I would support this venture more if the Council provided confirmation that none of the existing parking spaces will be lost. Parking is already difficult enough, if theer are to be parking spaces removed as part of this suggestion I would not support it.
146. I'd prefer no parking at all along Jetty road.
147. I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to be built around the mall.
148. I'd rather the space be reserved for people walking/dining all the time
149. I'd still trip up them so don't really have an opinion.
150. I'm not super sure about still being able to park cars on Jetty Road, but I like the concept of flexibility.
151. I've seen these mountable kerbs elsewhere and feel they are an asset.
152. I'd rather see more off street parking solutions. This space can be better used for pedestrian areas, bike
lanes, businesses, green space, etc.
153. If cars are to be allowed parking should be a flexible and accessable space for all persons and events
154. If concept C should be implemented there will be a huge increase in heavy vehicles in Jetty Rd and parking would become more impractical
155. If done nicely like in front of the church, it could give a fresh and relaxed look to jetty road
156. If it can help with parking and give a little more room driving down jetty rd that would be good. It seems to work on King William St Unley.
157. If it doesn't make the footpath narrower, Its a good idea.
158. If it's cheaper to keep the normal kerb in this section then do the cheaper one.
159. If mountable kerbs for on-street parking are installed then ugly bollards need to be installed, they are a
necessity however are visually not appealing. Imagine those ugly bollards along both sides of the road! A
lot of cost for not much benefit.

160.	If mountable kerbs means the type of kerbs used on King William Road at Hyde Park then I am not in
f	avour. It is very difficult to know where the parking places start and the footpath ends and people could
e	easily get caught out with parking in the wrong place.

161. If no parking is lost with this concept, it's supported.

162. If public safety is one of the key issues the confusion of drivers if they can or can't use these will cause angst. When / how will anyone know when parking is permitted.

163. If these mountable kerbs are the same as those on King William Street Hyde Park then they are a ridiculous idea. They are not conducive to easy parking at all and seating on sloped areas is asking for trouble.

164. If they are going to be the same layout as those in King William Street, Hyde Park, this is an extremely very negative idea. The planter boxes and bollards on King William road make using the mountable kerbs for parking unless you are riding a motor bike or driving a smart car.

165. If they are similar to the parking on King William Road Shopping Precinct, very difficult to use.

166. If this involves reduced parking - NOT SUPPORTIVE.

167. if you are thinking of doing anything like what they have done to King William road FORGET it .. they are terrible to park in. there is not enough room ... OH HELL NO do not do what KW road did.... bloody terrible place to park .

this pic you have as an example works ok as its one long strip... KW road is a park here a park there bollards everywhere .. its rubbish also this pictured curb has a gentle rise like a driveway ...the KW road ones are like a like mediam strip edges

a lot of elderly people shop down Jetty road and will struggle with the concept of driving up on to the footpath to park...

bloody dangerous too should one of them press the accelerator too much to reverse park up the slope.

168. If you're using space that's already there then that's fine.

169. Important to keep and provide as much parking on jetty road for all the businesses. There are no parks in this area at all as it is. How could ppl be so stupid to take away parking and cars on jetty rd.

170. Increasing the amount/changing the parking on jetty road is a temporary fix. Adding these won't accommodate the larger amount of tourists which will be visiting the area in the coming years. Moving to and promoting active transport that's based around pedestrians is the best idea

171. Introduction of these 'mountable curbs' could in my view lead to limited or complete withdrawal of parking down the track.

172. Is it proposed to install safety bollards as in the picture for pedestrian and shop patron safety? It would appear a necessary requirement given the ease of encroaching the footpath and dining area when attempting to park given the varying skills of some drivers.

173. It destroyed unley road for over a year

174. It does not work in King William road just ask the traders.

175. It has worked well on King William Road Unley so if we have to have cars at all, then mountable kerbs work well.

176. it is terrible on king william road impossible to park. hate it so unless it is greatly improved from them its a no

but i feel parking at glenelg is the most important thing that needs to be adressed.

177. It needs to be made clear as to what is/isn't allowed in these locations, possible park rectangles could be marked.

178. It provides a lot more options for our businesses

179. It will make it easier for people in wheelchairs/bicycles/prams etc to get across the road, but may be there need to be more pedestrian crossings?

180. It works on King William Street so it will work here once people get used to it. Although I still think we dont need parking on Jetty Road at all.

181.	It would be a great idea for the disabled and also for events
182.	It would seem this is good for wheelchairs and prams
183.	It's a good idea
184.	It's fine. Ascetically pleasing and increases the vibe/look when vehicles are not parked there as well.
185.	It's the only way to go. King William Road Unley has put these kerbs in place so much smarter and
	fer for Pedestrians.
186.	It's easier for parking
187.	Its a good idea
188.	Jetty road is fine as is and the costs to do these improvements are not necessary
189.	just dont make it ugly and modern. match it to the church building. add colour through beautiful old
	es like portguese tiles or red bricks. please refer to old designs and make it feel warm and inviting get rid
	the modern crap ITS UGLY. refer to hahndorf if you must
190.	Just let people park. By reducing the parking in the area all you are doing is making people park in the iet little residential streets around the area which is super frustrating to residents and means that you
	ve to park very far away which is a HUGE deterrent.
191.	Just provide more off-street parking and get SUVs off the pavement. Lazy drivers can walk an extra
50	
192.	keep traffic out of jetty rd
193.	Keep vehicles away from pedestrians as much as possible ! And bike riders off the footpaths! Walkers
	ve almost nowhere safe any more 😫
194.	keeping as many of existing parking spaces would be the preference - if 'we' (as a community) wish to
hav	ve prospering businesses (that pay their rates & taxes) in the area - accesible parking & ease of parking is
ess	sential. If it's too hard or there is a lack of parks available - customers will go elsewhere & business will
no	t prosper.
195.	Kerb slopes need to be reasonable angles to assist with safe parking (less angle than King William Rd
	odifications)
196.	King William Rd Unley/Hyde Park has dangerous mountable kerbs. Design needs careful consideration
197.	King William road is the perfect example of a really bad idea and mountable keens. Our elderly
	mmunity will not find this easy and will cause even more problems.
198.	less objects to fall over. Therefore, good for pedestrians of all ages.
199.	Less parking = more open space for businesses and pedestrians.
200	
200.	Looks fairly attractive howeve not sure this is a necessary expense for all parking bays and events are
no	t frequent enough to justify this design. The example in front of St Andrew's is an open area so can be
no [.] jus	t frequent enough to justify this design. The example in front of St Andrew's is an open area so can be stified as a flexible space. For other parking bays this raised kerb could be a trip hazard for people getting
no jus in a	t frequent enough to justify this design. The example in front of St Andrew's is an open area so can be stified as a flexible space. For other parking bays this raised kerb could be a trip hazard for people getting and out of vehicles or crossing the road due to the raised level.
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no jus in a 201. 202. 203. 204. Hy 205. to 206.	t frequent enough to justify this design. The example in front of St Andrew's is an open area so can be stified as a flexible space. For other parking bays this raised kerb could be a trip hazard for people getting and out of vehicles or crossing the road due to the raised level. Looks more modern than bitumen or concrete Looks nicer but apart from that don't really see the difference Love to see 45 degree curbs throughout whole of council area Main concern is separation of cars from pedestrians. Although the proposed are not as steep at KW Rd, de Park, some drivers will have difficulty without the confidence of touch parking using the kerb Maintain the current car parking on Jetty Road. It is not convenient for everyone to walk some distance access the shops and services on jetty Road
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no jus in a 201. 202. 203. 204. Hy 205. to 206. Gle	t frequent enough to justify this design. The example in front of St Andrew's is an open area so can be tified as a flexible space. For other parking bays this raised kerb could be a trip hazard for people getting and out of vehicles or crossing the road due to the raised level. Looks more modern than bitumen or concrete Looks nicer but apart from that don't really see the difference Love to see 45 degree curbs throughout whole of council area Main concern is separation of cars from pedestrians. Although the proposed are not as steep at KW Rd, de Park, some drivers will have difficulty without the confidence of touch parking using the kerb Maintain the current car parking on Jetty Road. It is not convenient for everyone to walk some distance access the shops and services on jetty Road Make absolutely clear as to what is parking space and what is not. If you are not a regular visitor to enelg and are in traffic it can be hard to decipher designated parks in the few seconds you have before ssing. Make Jetty Rd pedestrian access only. Get rid of the hoons and drongos.
no jus in a 201. 202. 203. 204. Hy 205. to 206. Gle pas	t frequent enough to justify this design. The example in front of St Andrew's is an open area so can be tified as a flexible space. For other parking bays this raised kerb could be a trip hazard for people getting and out of vehicles or crossing the road due to the raised level. Looks more modern than bitumen or concrete Looks nicer but apart from that don't really see the difference Love to see 45 degree curbs throughout whole of council area Main concern is separation of cars from pedestrians. Although the proposed are not as steep at KW Rd, de Park, some drivers will have difficulty without the confidence of touch parking using the kerb Maintain the current car parking on Jetty Road. It is not convenient for everyone to walk some distance access the shops and services on jetty Road Make absolutely clear as to what is parking space and what is not. If you are not a regular visitor to enelg and are in traffic it can be hard to decipher designated parks in the few seconds you have before essing.

210. Makes it harder to park.	
Doesn't work at King William Road and that's without the tram.	
211. Makes parking a bit harder for cars. Eg. King William Road. I never drive in Jetty Road, so not fussed	
212. Makes sense if do not become slippery and OH& S issue when raining or mildew as becomes another	r i
insurance claim	
213. Many drivers can't park in such properly and it is already painful. Extreme version is King William Rd	@
Hyde Park	
214. Many shops along Jetty road suffer damage to signage from delivery trucks. Bollards or similar to lim	it
how close they can get would be useful	
215. May help with drop off into area and safety	
216. Messy Encourage people to use to use carparks like Norwood.	
We need shopping Mall (tram only)	
217. Minimal benefit.	
218. more free car parking off jetty road, longer than a couple of hours, would be safer. its difficult to cross	SS
jetty road what with increased traffic and the large vehicles used today	
219. More the merrier with Carpark spaces, added flexibility with these and good concept.	
One added benefit of this is that trucks will angle away from awnings and not damage them all the time.	
220. most car that are lower cant park on mountable kerbs	
221. Mountable curbs are a great idea and have worked well in other precincts around Adelaide.	
222. Mountable curbs are confusing for many drivers - eg King William Road experience.	
223. Mountable curbs are great, but I don't think the area is clearly defined. There should be raised garde	n
bed, or a more contrasting colour to the papers to mark the edges.	
224. Mountable curbs could be useful as long as they're not at a too different height to the foot path.	
Mountable kerbs like those on King William Rd (Hyde Pk) are incredibly difficult to use. It really is a	
deterrent to parking.	
225. Mountable curbs on King William Rd have made parking very difficult and also holds up traffic while	
drivers negotiate verandah posts oncoming traffic etc	
226. Mountable curbs usually seem to result in reduced street parking but are neater and effective. I like the	the
concept.	
227. Mountable herbs are so much easier for anyone using a walker, wheelchair, bike, trolley etc	
Also less of a trip hazard for older people, of which there are many in Glenelg!	
Definitely a good idea -	
228. Mountable kerbs are a great idea especially for the elderly with walking frames as they don't have to)
lift them over gutters. They would reduce trip hazards for the majority of people.	
229. Mountable kerbs are extremely difficult to negotiate especially for older people. They have been	
installed on King William road and are rarely if ever used for anything other than parking. Better to not	
have parking at all than this type of parking.	
230. Mountable kerbs are nice but introducing them onto Jetty Road is just NOT a consideration. Placing	
them on Jetty Road requires the removal of VALUABLE PARKING SPACES. Parking spaces are MORE	
IMPORTANT TO RESIDENTS AND RATEPAYERS than mountable kerbs	
231. Mountable kerbs are no longer suitable for areas being designed for people first and motor vehicles.	It
is very likely that during the life of the assets the use of kerbs in these areas will be looked back on as an	
antiquated construction used in a bygone era. Let's face it; in many parts for the world they already are.	
The only difficulty that would need resolving is how to provide dda compliant facilities for trams and; if the vision is to retain hus stops: dda facilities. With the wider areas for foot traffic by people the inclusion of	
vision is to retain bus stops; dda facilities. With the wider areas for foot traffic by people the inclusion of generous public transport sky cover and provailing wind protection is a must	
generous public transport sky cover and prevailing wind protection is a must.232. Mountable kerbs are not necessary, the cost benefit is not there. There is already plenty of options for the statement of the st	or
	JI
outdoor dining on Jetty Road and the Holdfast shores.	
Unfortunately more outdoor dining will result in more pigeons and unsavoury characters begging for	

money or disrupting diners, a reason why I now prefer to head to Jetty Road Brighton or the Broadway with
my young family instead of Glenelg even though I live in Glenelg.
233. Mountable kerbs are not safe for pedestrians or cyclists. I'm amazed the council has engaged such a
ludicrous idea in a modern design plan.
234. Mountable kerbs are problematic for parking as bollards installed hinder space and ease of parking.
King William Road, Hyde Park, is an example of a terrible design of mountable kerbs. Do not support.
235. Mountable kerbs exist on Hyde Park Rd and are a disaster, as it is unclear where vehicles are allowed. Do NOT repeat the mistakes made elsewhere.
236. Mountable kerbs have been tried in various places and have been rejected by users. They can be
dangerous to back onto, causing traffic flow problems. Just ask users of King William Rd Hyde Park.
237. Mountable kerbs have flexibility and have worked well along King William Road, however I would not
dine outside on a mountable curb as accidents happen - regardless of the speed limit.
238. Mountable kerbs look good and would be useful at times of event driven Jetty Road closures but the
cost would outweigh the benefits
239. Mountable kerbs need to have the lines marked on them. People's ability to park is pretty poor and
without lines it will be mess with lots of wasted space (which happens regularly now in front of the church
[pictured]).
240. Mountable kerbs would probably address trip zone dangers for Pedestrians and thus be safer.
241. Multi-purpose use great
242. My only concern is that people might not understand how they operate
243. my preference is for no private vehicle traffic on Jetty Roadjust trams and essential buses, making
parking bays redundant
244. Need clear instructions regarding parking
245. need more easy parking in Glenelg are also not have to pay for parking - more people would support
and go to Glenelg/community if parking wasn't such an issue
246. need seperation between road & footpath. More people "recognise" tradditional kerbing rather than
mountable.
247. Need to be strategically located to maximise use e.g outside cafes, restaurants etc.
248. Need to ensure delineation occurs between pedestrians and vehicles.
249. need to ensure that there is adequate marking to ensure that people know how much space each car
should use. With the proposed paver set-up, car park spacing is not very visual, so people use more space
than they should have - limiting parking spaces for others.
250. Needs to be clear to pedestrians of parking areas.
251. No issue here
252. no necessary - jetty road parking is suitable-just keep all the parking available for use
253. No need for additional parking. The aim should be to reduce private vehicle usage, additional parking
encourages the opposite.
254. No we already have streets parking please dont waste our money changing the kerbs
255. No. King William Rd has done this and it is ugly and distracts from the amenity of the street. Car parking should be off the side street or in purpose built car parks
256. Not a fan of the mountable kerbs, lets use the King William Road (Unley) as an example, not popular
with locals and more expensive than flat parking kerbs.
257. Not necessary
258. not really necessary
259. Not safe
260. Not supporting any of the concepts
261 Not supportive of these because it takes longer to enter & exit them. King William Rd at Hyde Park has
261. Not supportive of these because it takes longer to enter & exit them. King William Rd at Hyde Park has been a bit of a disaster in this regard - although maybe because those parks are too parrow and too short?
261. Not supportive of these because it takes longer to enter & exit them. King William Rd at Hyde Park has been a bit of a disaster in this regard - although maybe because those parks are too narrow and too short? Also need curved run in & run out kerbs, no single rectangle parks because cars can't stop alongside a park

then horizontally shift into said rectangle park. In the photo example above, the bollards on the left mean
that passengers on the left side of the car won't easily be able to get in or out of cars without the doors
smashing into the bollards or preventing them from opening at all. Not a good design.
262. Not sure I see any point. On King William Road at Unley/Hyde Park they just seem to slow things down -
a lot of drivers look uneasy or confused by them.
263. Not sure on this one but I totally am against it if it is like the kerbs on King William Road.
264. Not sure, it seems like yet another obstacle for pedestrians to negotiate and to dodge skateboards,
scooters, e-bikes popping up out of everywhere between any vehicles that might dare to venture there.
265. Offer park and ride service elsewhere. Consider disabled access
266. On condition that bollards are included next to the pedestrian walkways to prevent pedestrians being
struck
267. On-street dining and activations spaces are highly valuable for the precinct. Unfortunately, flexible
spaces can be confusing for people visiting unsure of whether their usual parks will be available or not. I
propose the removal of on-street parking for the length of Jetty Road to promote on-street dining,
activations, and potentially a cycle lane.
268. Once again I can only imagine the cost. Your already spending money doing up East of Gordon street
corner and what your going to do it again.
269. One way traffic on jetty Rd would allow for additional on road parking while improving pedestrian
safety, shopping and cafe enjoyment
270. Only if it creates more room for outdoor dining, not for gardens
271. Only in areas where the shop canopies are of sufficient height to avoid trucks hitting shop signs on the
verandahs
272. our home, the local streets are where WE LIVE NOT USE.
We have seen the disaster that Hindley St has become with anti social behavior ++ 'hoon' disruption of
peace + amenity of locals. The noise/disturbance of peace throughout this area MUST be managed.
PROHIBIT m.bikes/cars with
273. PARKING BAYS ARE ALREADY AT A PREMIUM SO DON'T REMOVE ANY HOPEFULLY.
274. Parking is difficult now and the public are avoiding Glenelg because of difficulty getting free on street
parking. Especially as more people have disabled parking permits.
275. Parking is fine as it is needs to be less paid and restricted on time.
276. Pedestrian protection like bollards would need to be included in a mountable kerb design where
vehicles and pedestrians mix
277. Pedestrians and tram only west of Gordon/Partridge means no street parking with all that extra space
going to use for better activities.
going to use for better activities.
Partridge St parking lots to extend free parking allowances for car users and the Jetty road tram stops could
even be tweaked to help pedestrians further. A lot is possible once you remove the needs of cars on what is
a relatively small section of road
278. People can't park in normal spaces properly, throw a raised curve in and the will be parked half on the
road
279. People don't know how to use them correctly - just look at King William Rd
280. Perhaps parking on Jetty road should be totally restricted as this causes delays when cars trying to
reverse park and hold up traffic.
But then if you reduce parking on Jetty Road it pita more presume on parka in side streets
281. Please consider allocating additional spaces for motorcycle parking
282. Please do not allow private vehicle parking on the street. This is entirely counter intuitive to creating
enjoyable pedestrian areas. If there is reduced parking, people will use active and public transport more
frequently.
283. Pls maintain maximum parking. King william Road mountable pathway is a disaster

 284. Prefer minimal parking on a main street 285. Prefer no cars or car spaces at all on this street. Given designs include cars, this is the best option allowing for flexibility. 286. probably provide increased flexibility of use. 287. Provide bike lanes instead of mountable kerbs. 288. Provide flexibility without permant loss of car parking spaces 289. Provided that it is very clear about the size of the car parks. 290. Provided the drainage is adequate I see no disadvantages but perhaps I am missing something. The would be less chance of people tripping and that has to be a good thing. 291. provides a flexible footpath, public realm space. Fully supported 292. provides flexibility. 293. Provides versatility of space 294. Providing pedestrians are protected, but I imagine they will decrease parking spaces, which will magood thing for shoppers or retailers. 295. Re outdoor dining - properties do not put tables & chairs close to kerb which can stop passengers disembarking from vehicles 296. Redcuing cars in jetty road will get people walking and improve business for the traders 297. Reduces convenience of parking. As a local we park and shop daily along Jetty Road, and to have less or more difficult parking for occa convenience will be detrimental for retailers and residents. King William Road is hideous and having that area for 25 years we stopped frequenting. 	here not be s from
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that area for 25 years we stopped inequenting.	lived in
298. Reduces separation between the pedestrians and vehicles	
299. Removes fall hazard that kerbs present. Keeping parking flexible is good	
300. Removing all parking on Jetty road would be a better idea.	
301. Ripping up footpaths just for car access? Ridiculous. You realise it's the residents' rates you are	
spending, not your own money? Selfish and not world class thinking at all.	
302. Safety could be an issue. Do not like how it is in Hyde Park	
303. seems like a good idea provided it isn't dedicated parking all the time.	
304. Seems like a sensible and more productive use of the space. A great idea.	
305. Sensible idea provided the times allocated for vehicles versus other are reasonable.	
306. Should be just parking always	
307. Should be limited	
308. Should make parking easier and perhaps help compensate for loss of spaces (which I don't mind)	
309. So long as it is absolutely clear that these are parking bays for cars, not a problem.	
310. So long as you can still park there as is King William Rd	
311. spend the money on bulting restaurunds and pubs this is a time waste	
312. Stop wasteful spending	
313. Street parking should be entirely prohibited on jetty road. This would allow for an almost flat street	eet
with no kerb.	
314. Support this change for ease of access for pedestrians.	
315. Supportive as long as you do not get rid of ANY car parks	
316. Supportive of the design is right. Too many bollards create a narrow space for people to navigate	and in
turn take up/leave more space so they don't ha age their car. They will need to have parking lines to	
indicate the number of spaces. Unlike St Andrew's which is supposed to accomodate three vehicles it	t is
more often taken up by just two	
317. Supportive of this idea but find similar parking bays on King William Road very difficult to park in	

318.	Tables and chairs don't sit level on graded surfaces. Storm water is over a much wider surface area and
wi	Il require pedestrians to jump further over the wider strips of water.
319.	Take a look at the disaster that is King william rd and the resulting damage done to vehicles and
Co	uncil infrastucture due to bollards and the almost impossible ability to park a car within the confines of a
	olification of bollards that are not easily sited . I think you need to do a survey of how many older
	ople utilize the one hour parks as they currently stand on Jetty rd to do shopping. It will destroy many
-	sinesses if that abilitty to get a park that is easy to enter and exit close to a shop disappears under your
	signs as it will.
320.	The bollards are likely to cause an issues for passenger doors whereas kerbs do not. The current design
(m	aterials used) of these areas does not provide obvious visual cues that these are dedicated parking bays.
Th	is could be improved.
321.	the current one works well - seem to work well in King William St as well.
322.	The free parking time in this zone shall be limited.
323.	The last thing we need is more parking for private vehicles. There's a tram service. There are busses.
Th	ere is a bike way. Priority should be given to active transit and the creation of more car parks is just a
hu	ge waste of public money and space that could be better spent on improving infrastructure for PEOPLE
no	t for CARS
324.	The more features Jetty Road has to incorporate outdoor dining or events, the better it will be. One just
ha	s to take a walk down Rundle Street during Fringe time to realise the potential of Jetty Road and see that
	s currently a wasted space. It is so far behind most major high streets and beachside locations in
	elaide, despite being arguably the second biggest pedestrian thoroughfare outside of the CBD.
325.	The more parking for the public the better.
326.	The mountable kerbs along King William Road, Hyde Park are a debacle.
lt i	s difficult for pedestrians to see road traffic as the parked cars are higher - this is a safety issue.
Cle	ear demarcation between the footpath and the roadway becomes uncertain - especially for children and
-	
vis	ually impaired.
327.	The mountable kerbs increase accessibility in the street, so that is a great change to implement!
327. 328.	The mountable kerbs increase accessibility in the street, so that is a great change to implement! The numbers of allowed spaces per mounted curb needs to be identified - currently the one pictured is
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327. 328. off 329. frc 330. 331. 332. ov 333. 334. 335. ed 336. pe If t 337. 338. 339. 340. maximum constants associated and a stated and a	The mountable kerbs increase accessibility in the street, so that is a great change to implement! The numbers of allowed spaces per mounted curb needs to be identified - currently the one pictured is ten taken up by only two vehicles poorly parked as there are no line markings or obvious delineation. The precedent use of these on King William Road are not ideally set up for full usage so good to learn om some of the issues there The St. Andrews Church area seems to work ok The way some park it might save tyres The whole of Jetty Rd should have mountable kerbs for on street parking. This would improve the erall look and uniformity of the Rd. There are much better ways to spend money on jetty Road. There is no value - stop wasting taxpayer limited resources There will need to be clear demarcation/ consideration of those with poor vision need to be safe near the ges There will need to be very STRONG bollards/posts (ie not just aesthetic) to stop vehicles coming into destrian spaces & also to stop shops & buildings being ram raided. there's room for angle parking that would be good to allow more parking spaces. These already look good and work well by the church. These are a great idea and have worked well in other council areas. These are a very practical and visually pleasing inclusion and maximise flexibility of Jetty Road.

244	These are OK for a bigles to drive even because and estring still have to lister even lithout Fore the
341. ex	These are OK for vehicles to drive over however pedestrians still have to "step over" them. Even the isting ones are a bit too steep for wheel chairs.
342.	These do not work on King William Road at Unley. It is very unclear what is a carpark and what is a
fo	otpath. If this proposal goes ahead it would need to be very clear - suggest coloured line markings. Again
	n not sure what this concept gains over the current parking structure?
343.	These have been used in King William road and make it more difficult and slower to park. You changed
th	e parks a few years ago to larger spots to that we could drive straight in so it didn't disrupt the tram. Car
sp	aces were removed then
344.	These havent worked in Kingwilliam st Hyde park. They are hard to reverse park for most people, the
bo	llards are the wrong colour, i see cars hit them all the time and it looks messy with cars half parked on
	em.
345.	These kerbs will need to be protected by attractive and in some cases, removable for events.
346.	These mountable kerbs are much more flexible for outdoor dining and other events.
347.	These should be carefully planned - the parking space needs to be sufficiently wide so that
dr	ivers/passengers do not fall on the edges of the mountable slopes when alighting from their cars.
348.	these types of car parks are not user friendly and will likely cause more congestion and parking trouble
349.	They appear to be less practical for parking safely and do not cater as well to people with disabilities or
th	e diversity in car sizes.
350.	They are confusing for visitors
351.	They are difficult to park on
352.	They are not easy to park on
Ha	ave seen the effect they have had on King William Rd
M	any drivers struggle to park on mountable kerbs
353.	they are okay, work on king william road i guess , but why change what isn"t broken now
354.	They are really hard to park your car. Not a good idea at all. Dont DO IT.
355.	They are so dangerous - car drivers and monster truck drivers don't see pedestrians. Or if they do they
do	on't care. It's so dangerous to have no distinction between the car park and the pavement as car drivers
	Il pull into the car park regardless of whether a pedestrian is walking. It's awful.
356.	They can be a problem when it is not clear if cars can park there or not and making sure the car space is
	arked out.
357.	They can be difficult to parallel park in
358.	They didn't work well on King William Road. They are confusing for people who don't know the area.
359.	they don't work on King William Road at Hyde Park, just takes away more parking spaces.
360.	They haven't worked on King William Road. Makes parking more difficult
361.	they look terrible and don't work and will create fewer parking spaces as they are difficult to maneuver
int	to especially for the elderly and those not rich enough to have modern cars but still want to enjoy glenelg
362.	They need to allow for prams and walkers - without any kerb
363.	They need to be clearly marked as parking spaces. In other suburbs/ areas it is difficult to identify
sir	nilar concepts as parking spaces.
364.	They provide flexibility for parking and shop front general use
365.	They seem to work well in other areas
366.	They should be used for events more than half the weekends/public holidays and all school holidays.
367.	They work well elsewhere in Adelaide to make the environment feel more like a pedestrian space.
368.	They work will for vehicles, pedestrian trip hazard!
369.	This aesthetic will add to Jetty Rd charm.
	owever, whichever concept people prefer I'm sure the option of increased parking somewhere in Glenelg
	necessary if the parks on Jetty Rd are reduced.
	hy is there no parking area subsidized by Taplin + all the new businesses .

370. This appears a sensible suggestion.

370.	This appears a sensible suggestion.
371.	This appears to work well in other places such as King William Rd Hyde Park. Good alternative if the
int	ent is to utilise this space for other purposes that parking - e.g dining, markets. Having said that, parking
in	and around Jetty road is a premium, and so the current level of parking MUST be maintained. The flow
of	people into Glenelg is not going to change - unless there is a disincentive to come to Glenelg. Tourists,
da	y-trippers, and above all locals need somewhere to park. While Jetty Rd itself only has a modest amount
of	parking, there needs to be parking close to destinations for quick in/out shopping and elderly and
dis	sabled etc. But if this parking was to be removed, then people will swamp the back streets either side of
Jet	tty RD
372. str	this assists greatly for accessibility, there are so many older people within Glenelg and they seem to ruggle with current kurbing
373.	This concept is counter intuitive to ensuring pedestrian safety; doesn't create more spaces and
th	erefore is wasteful spend of rate payer money
374.	This creates parking spaces when dining/events are being held and makes sense.
375.	This experiment has been tried and failed massively at Unley on King William Rd. The business
	perators and shoppers have complained to the the lack of parking and accessibility.
376.	This has not worked on King William Rd and they have less people staying and shopping
377.	This has occurred in Hyde park, and has killed the street. It worked far better previously.
378.	This is a good idea
379.	This is a great way to be able to adapt the space for events.
380.	This is a more attractive option for the area. If there was the possibility to close off parking areas like
	ng William road in Hyde Park, that could provide more flexibility of spaces.
381.	This is a waste of both time and rate payer money for little if any benefit.
382.	This is especially wise for the elderly & disabled.
383.	This is essential to improve wheelchair access and reduce the tripping hazard for older people and even
уо	unger who just want to relax.
384.	This is good for assessing when you need to get wheelchairs or prams up the kerb
385.	This makes it easier to host events that attract people & business to the area.
386.	This makes the most sense.
387.	This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and
	ncreting is a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. You
	ight have buckets of personal money, but the rest of the community is struggling.
388.	This should be the standard in tourist/commercial areas
389.	This sounds like a great idea for events
390.	This system doesn't appear to have been very successful on King William Rd, Hyde Park
391.	This type of kerbing makes access by wheelchairs and mobility aids much easier. Combined with slower
	affic speeds this will improve ease of crossing Jetty Road by elderly residents and visitors.
392.	This was done on unley road, resulting in less parking spots and difficult to park vehicle and as is there
	t enough parking in side streets limited due to residents parking and parking restrictions
393.	This will be a debacle and ugly eyesore
394.	This will make more space accessible and available.
395.	This will minimise trip hazards for all pedestrians and mobility aids.
396.	This would be suitable for jetty road
397.	Total flexibility is key to providing a zone for multiple use and gaining the most for the precinct and it's
	ers.
US	
	Total waste of money like most of the project
us 398. 399.	Total waste of money like most of the project Unnecessary cost. Not sure how drainage would be effected. Also do not like the idea of bollards along

400.	Until people get used to them I can foresee accidents with pedestrians happening
401.	use are consistent kerb length of Jetty Rd outside St Andrews ok other areas no.
402.	Vehicles may intrude onto footpaths too much. Could be dangerous.
402.	very handy
404.	Very handy and multi-use.
405.	Very supportive assuming barrier delineation for pedestrian safety per the existing example in front of
	church
406.	Waste of money
	g William street parking is so difficult because of changes made there.
	ep Glenelg as it is
407.	Watch the cars drive up them
408.	We don't need parking on Jetty road but if this is what is required to be acceptable to driver than it is
bet	ter than dedicated on street parking
409.	We don't need parking on that section of jetty road
410.	We need less cars down jetty road and more pedestrian friendly areas.
411.	We need less cars on Jetty Road - not more.
412.	What about cycling safety?
413.	When used for parking these start to look old and dirty very quickly due to car tires, oils, etc. they
wo	uld also be less safe when used for events/dining, if there is also vehicle access as there are no bollard
pro	tection. It is also not always clear where parking can take place in these areas and there are no
-	ks/line marking so people don't park courteously of others ie one vehicle takes up two spaces when two
	nicles could actually park there
414.	While the bollards are rather unsightly, these kerbs are more attractive than the hard edge, and
	courages multiple uses. Reference the Dutch woonwerf.
415. ma	why use the space for cars that are parked not doing anything? do they have car parks along rundle II?
416.	Will the mountable kerbs have adequate access to unblocked storm water drains when it rains?
Cur	rent kerb/gutter drains don't drain
417.	Will this create more free parking? Henley has plenty of free parking.
418.	With all your designs there is a reduction of car park spaces on jetty road. That is fine, but where are
γοι	a providing the extra car parks, so people can still drive to the area?
419.	With consideration to pedestrian safety with regard to intoxicated drivers being able to mount foot
pat	
420.	With the introduction of mountable kerbs for on-street parking bays, safety bollards must also be an
	ential installation for pedestrian/retail/dining safety,
421.	Works well on King William Road Would appear useful for street closures i.e. public events.
422.	
423.	Would be better if lines marked for car parking spaces to be clearly defined
424.	Would be dangerous for young families
425.	Would be nice to have this option if achievable and not increasing proprietors rent too much as there is
	Ily no where that nice to eat at Glenelg due to high rent prices. It would be nice to achieve a vibe like nley along with some nice places to eat.
426.	Would it also be easier for some drivers to actually mount and park partially on footpaths or
	identally do so and consequently cause harm or concern to pedestrians?
427.	Would look ugly
428.	Would this mean ease of access for people with walking frames, wheelchairs, and prams, shopping
429.	Yes for when Jetty Road is closed to traffic for events
tro	Ileys crossing Jetty Rd?

430. Yes!!! We need more car parks in Glenelg. I know many people won't come to Glenleg as it's hard to find a park.

431. you already have existing parking.

This doesnt increase the parking at the sacrifice of the footpath.

Its another cost to go put these in, as a rate payer dont think its worthwhile.

432. You are mirroring the King William Rd upgrade.

You need to get feedback from the constituents in that area.

Get an understanding of what works and what doesn't.

433. You need a barrier to protect pedestrians from cars, you need kerbs to do this. Leave it alone!

434. You really want to encourage vehicles and pedestrians to get even closer?

Appendix D -

Q14. comments regarding Durham Street

- 1. 10 km/h shared zones do not work as far as I have seen them in Lennox Head NSW. Cars go too fast and Pedestrians are in danger.
- 2. 10km/hr is ridiculously slow, would not be fooled and would never be enforced. Make it something reasonable like 15 to 20km/hr.
- **3.** A halfway solution would not work. People would still think they can drive so they would bring there cars and get frustrated at the lack of parking. Driving needs to be eliminated as an option. But public transport needs to also be improved. You can't just remove driving as an option without a better alternative. Right now the trams and buses are too slow. They need to come much more frequently. Adelaide also had a huge culture of driving. Public transport in general needs to be invested in much more. The trains need to be improved first before you try to force a walkable city. Right now people still need to drive everywhere. This will fail if public transport isn't also vastly improved to the point where it is cheaper and easier than driving. It's too expensive right now. People can pay for parking for \$10 and the tram is 10 a day. It should be free.
- 4. A mini plaza ? What is the concept in a narrow side street trying to achieve?
- **5.** A plaza is unnecessary in that area. Improve Mosely Sq and the beachfront areas for the public to use. Keep this area moving with traffic and pedestrians
- 6. Access from Durham street to Jetty road is not necessary
- 7. Access is essential for services
- **8.** Access one way into Durham Street would allow for deliveries and locals
- 9. access to Durham St. from Jetty Rd. is a cause of some confusion to pedestrians .
- 10. Additional plazas will be a great meeting and gathering space for users of the space.
- **11.** Again changes that make the space more welcoming and inviting people both locals, visitors and tourists to gather, mingle, socialise, shop, eat etc and a space where events or live music could be played I'm all for it!!
- **12.** Again, locals will not attend cafes on Jetty Road Glenelg. You'd be better off building low level office towers or shared office spaces to support small local businesses. No one in their right mind wants to access these areas.
- **13.** Again, zero accomodation for active modes of transport including cyclists.
- **14.** Against the Jetty Rd project
- **15.** All a waste of council rated
- **16.** All the proposed pedestrian areas seem to improve the amenity for the new construction at the corner of Jetty & Colley roads. I would be interested to know of cost differentials for these options and who is to pay for them? Is this yet another cash grab from local council ratepayers for a council member with interests in this building?
- **17.** All three concepts are not well founded, do nothing to improve the economic viability of Glenelg and will create more congestion creating a nightmare for business owners. All 3 proposals will worsen the appeal of people to Glenelg
- **18.** All vehicles should be phased out of the Mosley street end of Jetty Road. Full stop.
- **19.** Alternate option should not be available.
 - Just make the mini plaza inaccessible to vehicles.
 - If you are going to the effort of this upgrade, it should be done fully, as I don't see when you will get another opportunity to do this.
- **20.** Alternative: make Durham the primary access for private vehicles travelling north from Moseley, with a paved slow area either side on jetty road. Colley could then be closed to private traffic.
- **21.** ALTHOUGH I AM ALL IN FAVOUR OF STOPPING THE HOONS IN COLLEY TCE/JETTY ROAD I DON'T SEE HOW DURHAM ST CAN BECOME TWO WAY

- **22.** any nearby closures/restrictions may turn this street into a "rat run" with too much traffic. This should be avoided as the street is to narrow to safely handle any traffic volume
- **23.** Any outdoor dining areas and plazas would benefit budinesses greatly, they are who should be paying for these upgrades not the rate payers

24. any reduction in car parking spaces means less pedestrians visiting.

25. Anything that helps pedestrians regain public space with safety as a priority should be a priority.

26. Anything that removes car parking spaces will turn Jetty Road into a ghost town.

27. Area is too congested for left turnign traffic from Jetty Road.

28. As Durham Street has not been easy to access from Jetty Road, a plaza would be good

- **29.** As I have said I am in favour of limiting cars on Jetty Rd discouraging them is my option. If vehicles must be allowed then I opt for Jetty Rd to be a one way Rd.
- **30.** As long as Colley Terrace is not shut to traffic causing ALL traffic to divert to Durham street which is primarily residential and has a high proportion of elderly residents due to the retirement units
- **31.** As long as not stopping vehicles in Jetty Road and Colley Tce in Concept A then this makes sense otherwise just pushing even more traffic down smaller streets

32. As mentioned closing the street to traffic will only push cars/trucks into another street which is pointless

- **33.** As parking of vehicles, especially for the disabled and elderly is also important, I think this area should be prioritised for disabled and elderly parking.
- **34.** As per previous comment confused by need for a speed limit of 10 km/h shared zone when there is a Plaza between Jetty Rd and Chittleborough Lane so no vehicle traffic?
- **35.** Best option for safety is for the total closure of Durham Street from Jetty Road
- **36.** better ti keep traffic flowing, already there will be pedestrian lights
- **37.** Block off and make plaza

38. But your diagram A states 'Mini Plaza' but now you are saying, one way street.
There is not enough parking spaces in Glenelg as it is and you want to get rid of 29 of them.
The problem is, the mini plaza will be a haven for the homeless and the indigenous.
Has someone from the council or a consultant been to Bouchee Walk, Glenelg around 4 pm and after.

39. Can you please include event power in the mini plaza? 10amp 15amp and 3 phase. This will eliminate the use of generators which are sometimes loud and smelly. Mains power will also reduce costs.

40. Car accessibility is still important. I don't agree with closing off roads.

41. Car parks are a premium in the area and any reduction is not acceptable. Services will need to be maintained for rubbish collection and overhead concepts for pergola type structure would prevent access for emergency vehicles ie Fire Trucks with Ladders for the high rise apartments.

42. Cars are large and heavy and drivers are unlikely to abide restrictions like 10km/h due to difficulties in enforcement. Removing cars where possible is the best solution.

43. Cars would be doing a right turn and then a quick left turn to access Durham St. Too dangerous.

44. Close durham street and make the fancy plaza. It should only be used for local traffic anyway, better to improve pedestrian access and local traffic can access from the northern end of durham.

45. Closing it is great if the space is well utilised year-round and not just during major events. It should have rotating pop-ups throughout the year with music, food/drink, fire pits, buskers - people should be curious about what will be there next. Chapel St feels underutilised which is disappointing.

46. Closing movement between Jetty Road and Durham Street will improve safety and public amenity.

47. Closing off Durham Road would have no impact on me personally. I don't use the road or live near it.

48. Closing street will stop us shopping in this area.

49. Closure of Durham St will change the traffic flow. Where is the traffic management plan?

50. Colley on to jetty to Mosley one way only

51. Colley Tce closed from traffic(other than buses and tram) from Moseley Street to the roundabout on the
Augusta Street corner.
Durham Street and Moserley Street are both two way. and no vehicles west of Durham Street. Only if
lights are installed they to incorporate both Durham Street and Moseley Street
52. Comment re Abor, and Mosley Square as there was no where else to leave comment - The open design
means shelter from wind/sun is reduced for the outdoor eating spaces, which is not ideal.
53. Concept "A" is the only acceptable one!
54. Concept A is a great option for Durham Street - it has been one way for quite some time and has worked
well with traffic
55. Concept A is supported
56. Concept A is the best idea for this area apart from the 10km/h shared section.
57. Concept A is the ONLY choice if
1. you live, shop and drive in Glenelg (or want to in the future). REMEMBER it is the ratepayers who are
paying for the bulk of these works and live here. I haven't seen ANY payment from shop-owners,
visitors, party-goers on NYE etc. Pedestrians are not the key to everything; and
2. if you live in Durham st (or know someone who does).
58. Concept A option seems like it provides much less amenity to visitors of the precinct and makes traffic
much worse. The significant decrease in traffic throughput would seem to make any reduction in
parking availability secondary to the traffic issues it will cause
59. Concept C is the best - Durham Street is too dangerous as is!
60. Concept c is the best overall so I would prefer this solution
61. Couldn't care less what you do to Durham Street
62. creating a small pedestrian plaza is a good idea
traffis can access durham street from augusta street
63. Currently, drivers who head west on Jetty Road, and wanting to turn into Durham Street, queue up over
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73.	Durham st is NOT the issue - the only issue is Mosley st - stop letting cars turn right from jetty road on to
	mosley - even if that is as follows:
	Mon to Fri - NO RIGHT TURN 4pm until 10pm
	Sat - Sun - NO RIGHT TURN 10am until 10pm
	** Possibly buses can be an exception
-	Durham st must remain open to one way northerly traffic to reduce bottlenecks and traffic congestion
75.	Durham St now has a large number of apartments - for older people and short stay accommodation -
	how would this all work?
76.	Durham St remaining accessible to traffic defeats the purpose of making the area more pedestrian
	friendly
//.	Durham st should be pedestrian only, as it would make the area more encouraging for pedestrians, and
70	a better place to dine and socialise. Durham St traffic currently is one way north -south and services residences and businesses.c
70.	Footpaths are in place for pedestrians.
79	Durham St traffic use is limited and so is reason for pedestrians to use it; if traffic retained a left-turn
75.	only onto Jetty Rd makes some sense
80.	Durham Street needs to be a through road as it could become a bittleneck if several large vehicles or
	trucks enter at the same time. ie rubbish trucks, ambulances, remic\val or delivery triucks. Add private
	vehicles and you have a re3cipre for a possible jam
81.	Durham street should stay one way.
82.	Durham Street a back up to units
83.	Durham street and jetty road should be entirely pedestrianised
84.	Durham Street has always been a disaster
	Durham street has been a source of traffic confusion for a number of years. Cars are constantly going
	the wrong way. There should be no traffic entering Durham street from Jetty rd. Entry to vehicles should
	be via Augusta street end and only for residents and people using the new car park.
86.	Durham Street is a great place to park your car if you can find a carpark therefore seems like a good
	idea.
87.	Durham Street is far too narrow for 2 way traffic. I am totally infavour of Concept A with the variation
	leaving Durham open to traffic driving north one way to Augusta Street.
88.	Durham Street is narrow and with the opening of the new hotel increased traffic can be expected.
	Currently traffic coming from Durham Street onto Jetty Road only adds to the level of congestion and
	confusion at the Jetty Road / Colley Terrace neck (particularly as trams enter and leave).
89.	Durham Street is operating well enough as it is. With all the proposed changes, it will not remain so.??
	Emergency vehicles/Rubbish collection large vehicles etc.
	Durham Street is quite narrow and pedestrian unfriendly etc.
91.	Durham Street is too narrow for cars to do a U Turn. They will likely need to do a 3 or 4 point turn. There
02	will need to be clear "No Through Road" signage at the Augusta Street end of Durham. Durham Street is too narrow to be a two-way street and the idea that all vehicles, especially large ones,
92.	would have to veer left and right around parked vehicles on both sides of the street to accommodate
	oncoming traffic is a ridiculous plan. Furthermore, the proposed turnaround area is totally inadequate.
	As you should be aware, the motel is to be demolished and an accommodation tower built. So, at least
	18 months to 2 years of constant truck traffic. The empty block next door.will also be built on at some
	stage. Returning Durham Street to a northerly direction one-way street is the only acceptable decision.
93.	Durham Street is very narrow and with the increase in service vehicles for the George - there will be
	rubbish, linen and when the restaurant opens, food deliveries every day. At least 2 rubbish - general &
	recycle per day, linen every day and multiple catering deliveries every day. How will these large vehicles
	turn in the proposed plans? Do we want multiple 3 point turns on this very narrow street especially
	with aged care along this street?
94.	Durham street isnt a main route, more a lane for access to the houses/businesses. Keep it as it is.

95. Durham Street mini plaza is a better idea - promoting retail/dining and supportive of local business
96. Durham Street should be blocked off to all vehicles
97. Durham Street should not be accessed at all from Jetty Road as it should be a mini plaza for pedestrians
only and green space/events.
98. During construction over the last year it has been closed. This improved safety and traffic flow on Jetty
Road & Moseley Street.
99. Facilitate residential use
100. Filtering traffic off jetty rd down Durham is needed.
101. Fiscally irresponsible. I am not in favour of the huge debt that will incur and be up to rate others to
fund - noting that these projects have a habit of 'unexpectedly' going well over budget.
102. Flow of traffic is still important and accessibility for services
103. For goodness sake who are your consultants, include the images of what you're proposing in the
survey so it's easy to follow along
104. For the sake of making Jetty Road more pedestrian friendly, Durham St should be closed
105. Fully support the closure and mini plaza. Keeping open for a left hand turn would seriously impact
traffic flow from Moseley street and interior pedestrian movement. Mini plazas are an excellent concept
particularly if green and outdoor space and dining could be integrated.
106. get rid of cars. make it like rundle
107. get rid of the cars!!
108. Given the construction of the new hotel a plaza would provide continuity between the frontage on
Durham St and Moseley Square. A much more open feeling would be created.
109. Go all the way with Concept C. This is about bringing foot traffic to a larger space overall and this
will support local businesses as people linger longer in the inviting (and safer) surrounds.
110. has anyone thought of the extra traffic Augusta St intersections.
If needed temp. closure of the jetty rd and Durham St for events.
What about increased traffic Sussex St111. Has this road been blocked off/had limited or alternate access for the past 18+ months (or how ever
long the development of the George has been going on)?
112. Having a 'mini mall' in Durham Street is a waste of money - similar to the Chapel St Plaza, no one will
use it and it restricts access for locals.
113. having the street just one way into jetty road with help with traffic and assist with the hotel -
probably a good idea - and the traffic lights with Concept A is good
114. hotels/homeowners best for this question
115. How will this impact traffic and parking in the broader area of Glenelg and side streets
116. I am extremely supportive of cutting traffic.
117. I am highly concerned about removal of parking spaces in total, reduction in free parking spaces and
reduction of movement of traffic. I well remember the disaster of reducing traffic flow along the
esplanade in glenelg south/ somerton park. That slow zone was an expensive disaster that got ripped
out because it significantly interrupted traffic flow. The council needs to provide details behind how the
proposed changes will materially enhance pedestrian safety and traffic flow for all - not just a select
few- users of the space. More free parking is a higher priority to enable easier access for those with
impaired mobility and younger families. Everything is expensive enough at the moment, reduction of
free parking spaces without replacement of those space only further marginalises those most vulnerable
and deserve more care in our communities.
118. I am leaning toward being supportive of the idea. However, I wonder about the impact on residents
of Durham Street. 119. I am not as familiar with this street so am not as invested in the decision.
120. I am supportive of the small plaza concept and think it would be undermined by any traffic access. I
am not supportive of Concept A in general

121.	I am worried about traffic flow. If Colley Terrace is closed off (and I think there is a good argument
f	or this) then closing off Durham Street too is encouraging more traffic to turn left at Mosely Street. The
t	raffic situation between the beach and Partridge Street is already chaotic. Cars trying to get to Brighton
R	Road via Pier Street are often in long queues. There are schools in Pier Street and High Street which also
ii	ncrease traffic as does the growing density of housing. I live on St Johns Row and two new apartment
b	locks will be finished soon. New Year's Eve is a warning of possible outcomes - traffic can be gridlocked
f	or over an hour. somehow easy access to Brighton Road and Anzac Highway needs to be maximised.
L	oss of car parks will also make these southern streets busier where parking is already causing problems
b	by narrowing traffic lanes and long term street parking spaces.

122. I believe Durham Street access from/to Jetty Road causes most of the traffic and pedestrian issues at the western end of Jetty Road. closing it as outlined would negate the need for much of the other changes listed.

changes listed.	
123. I believe we must as much access as possible for vehicles	
124. I can't see any real benefits in closing Durham and making it a plaza as the Colley square is so clos	e
and could be better utilised all the plans will cause is more congestion around the Jetty Road/Colley	
terrace corner	
125. I do not support any concept in which we cannot continue to drive down Jetty Roads and Colley	
Terrace	
126. I do not want Durham street closed off to vehicles	
127. I don't believe a pedestrian space at the Durham intersection would be well used, given the other	
more attractive options	
128. I don't believe car access is required.	
129. I don't believe there is a need for a plaza at that location at all. There are various small plaza's that	it
are underutilised along Jetty Road already.	
130. I don't often use Durham Street so I'm not sure how this would affect the flow of traffic or	
pedestrians	
131. I don't support Concept A	
132. I don't support Durham Street being turned into a mini plaza, we have a mini plaza in Chapel Street	et,
resulted in less parking, more traffic down Milton Street, drunks and homeless people hanging around	ł
the area and as I female I feel less secure parking in that area. It is not really used for anything that it	
couldn't be used for prior to turning it into a plaza, all that was previously required was the street to b)e
block at times it needed to be used for other purposes.	
133. I don't think another plaza space is necessary.	
134. I don't think there need to be access to Durham street from Jetty Road - especially if the plan is to	I
stop traffic to/from Colley Terrace from Jetty Road.	
135. I don't support Concept A	
136. I dont mind Durham street being closed as it causes the most issue when navigating the jetty rd	
Mosley St junction. Instead of a Plaza why not turn it into parking most of the year round. Then at	
special times close it and use it as a plaza and have the best of both worlds.	
137. I dont think vehicles need to be able to turn into it and my preference would be that there is no	
vehicle access/	
138. I dont think we need a plaza there when we have Moseley square available. It will further reduce	
traffic flow.	
139. I feel that this will create a traffic flow issue as it will be a busy street with pedestrians and then ca	ars
banking up to turn left. May as well just close it off.	
140. I feel this might be unnecessary do we need to keep it open to traffic. Will it just obstruct or get	
congested and be difficult for residents if cars keep turning down there.	
141. I generally support pedestrian-friendly concepts. However, since I do not often visit this street, I d	0
not have any specific comments or insights to share.	

142.	I go back to vehicles turning right off Jetty Road into Durham, it creates a build up of traffic and
	destrians. get rid of the option to turn into it and the problem goes away.
143.	I gotta be honest. I think you just take it back to what it used to be where you just turn left off jetty
Ro	ad switching out the way you had it during that construction just didn't really work.
144.	I have a family member living in coley court and am very familiar with Durham street. Entering and
exi	iting to and from Jetty road is difficult and dangerous for pedestrians . Therefore I'm $$ in favour of
clo	sing Durham Street from Jetty road
145.	I have been to many places in Europe that preference cars over people. It creates a great vibe.
146.	I hope consideration has been given to how traffic will be impacted and flow along other streets
147.	I like the concept of a small pedestrian plaza in Durham st
148.	I like the idea of a plaza that's closed to traffic, so long as it does not negatively impact access to
pri	vate homes for residents.
149.	I LOVE the idea of another mini-plaze area around Durham St. More pedestrian areas to hang
arc	ound!
150.	I note you do not allow comments on step 5. If you go ahead with doing away with the covered
	tdoor eating areas then noone will use the outside areas during cooler months or on windy days. I go
	coffee with my dog regularly but will not if there is no protection from the weather. I also go there to
	ne and appreciate being able to take the dog. That won't happen without protection from the weather
	nilar to what exists now. You will send cafes broke because their outside customers will evaporate.
	oving the footpath away from shopfronts means people have limited access to buy ice creams etc like
car 151.	n happen now. I strongly oppose the Durham St plaza and believe Durham St should remain open thereby enabling
	bre traffic movement/management.
	plaza for businesses and events, in addition to pedestrians who have alternatives, is not necessary
	d potentially compounds a current problem of groups demonstrating inappropriate behaviour
	gularly congregating in similar areas
152.	I support concept B and C with the closure to traffic from Colley terrace to jetty road
153.	I think both of these ideas would work.
154.	I think cars would be waiting forever to turn into Durham St. It would cause a massive backlog of
	iffic. Best to have no vehicle access.
155.	I think Durham Street is part of plan "C" and I agree with the new configeration which I think is very
	prkable and again, good for shoppers & tourists
156.	I think it needs to be a plaza and pedestrianised to make the space safer and easier to navigate. It
wo	ould also create additional outdoor seating options for the shops further east
157.	I think it would also help with the confusion of traffic flow as well and like the retention of parking
158.	I think it would be best if you close off access to the street altogether that way it is safer for
pe	destrians
159.	I think keeping cars away from the precinct would make it a much better destination
160.	I think removing on street parking on Durham Street would decrease congestion (we don't want a
Ha	hndorf main street situation)
161.	I think there could be a much more inovative solution than those suggested to improve traffic flow
an	d pedestrian safety in this area.
162.	I think this whole project is a complete waste of money. You are constantly 'upgrading' jetty road
	d it makes no difference either way. Leave jetty road alone and save the cash!
163.	I think where you want to increase foot traffic then you have to reduce car traffic for safety.
164.	I think: It would be much better to close Colley Street to most traffic.
	t least: because unbroken pedestrian access from the sea, to Colley Reserve would make the wider
	ea, much more attractive, to pedestrians.
165.	I would support only one way traffic in part of Durham street

166. I would think consideration for traffic to move thru Moseley into Durham, but not from Durham into
Moseley perhaps
167. I'd prefer it to remain as it is. It has not long been reconstructed anyway and the proposed changes
only add more complexity and limitations.
168. I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to be
built around the mall.
169. I'd prefer the mini plaza, but don't have any strong objections to Concept A
170. I'm more supportive of closing the intersection of Durham st and jetty Rd off to vehicles completely
as this would ensure pedestrian safety and especially to young children
171. I'm curious whether Durham Street would be better served as a two way north south connection to
Moseley Street. Then colley terrace can be closed to traffic and pedestrianised.
172. I'm unsure - I don't use this street much. I'm not sure what impact this will have.
I am fully supportive of closing any of the streets for events. It's just the normal day to day traffic I don't
want to interfere with.
173. If access is provided from Jetty Rd to Durham St, there is a high risk it will be over-used as a through-
way. More traffic flow creates a safety threat to pedestrians and the pleasant ambiance of a traffic-free
mall could not be achieved.
174. If it means that Jetty Rd and Colley Ice remain open for all transport movements then yes. Traffic
and parking has become a nightmare since the upgrade so thats a fair indication of what will happen if
Jetty rd and Colley Tce are closed for traffic. It will get pushed to the other renaming open roads that are
already busy. Not to mention two school crossings in the mix.
175. If my concept of Right hand turn only for cars, Buses excepted from Moseley Street into Jetty Road
is accepted. Right hand turning traffic from Durham causes congestion in this busy area.
176. If one way how will garbage trucks collect kerb-side bins?
177. If the council and businesses are able to activate the plaza space well (e.g. al fresco dining, pop up
bars/displays, extra event space), than I am all for it. If it becomes 'dead space', than the changes are
somewhat unecessary.
178. If the Jetty to Durham left hand turn is maintained it would need another phasing of traffic lights -
and pending pedestrian movements in the plaza at the time traffic heading east from Colley to Jetty
would be banked up around the corner
179. If this is turned into a pedestrian access only area tourism and visitation will increase as well as
spending.
180. If this street is closed off, how will large waste bins be collected from the businesses & retirement
village?
181. If you block access to Colley Tce and Durham Street where does all the traffic coming down Moseley
Street go??? Jetty Road is the only choice, a road that already is at capacity in peak times. Doesn't
make sense to me. All you are doing is transferring the problem to Partridge St/Jetty Road intersection.
182. If you close it, you need to provide a designated drop off area for cars to drop off elderly and
disabled people without fines or penalty, as the elderly and disabled cannot walk huge distances to
attend the facilities or events at Glenelg from the very limited car park options you now propose. The
new design needs to be accessible to ALL people.
183. If you're having a plaza, have a proper one. However, top point for me is that Taplins financially
contributes to this aspect of the redevelopment. His building will now have lovely open space and feel,
rather than a road. This considerably enhances its aesthetic and makes it less hemmed in. Don't give
him a free goal. (Or whomever, if it is owned by someone else)
184. In line with prior comments, this is the best opportunity for stimulating pedestrian shopping and
time spent in Jetty Road
185. Installing a new small plaza comes at a great cost, in loss of car parking spaces, accessibility, aswell
as the establishment and maintenance costs. There is a huge Plaza/Square approx 20 steps away that
pedestrians can use to rest, sit, play etc.

I also noticed there is very little art/sculpture installations proposed in the Upgrade apart from at this
proposed Plaza Entrance. Why?
Why is the council creating and spending on this new proposed Plaza when existing precincts in dire
need of improvements are not being included in the Big Upgrade? Moseley Square needs a revamp
urgently! Greening of Moseley Square, offering interesting shaded seating, fun beachside appropriate
art installations, etc The Moseley Square precinct would collect the highest \$\$ rates and levies
compared to the entire precinct, yet being totally neglected in this major upgrade (apart from the small
area South side) . I was told that it's because it's not technically Jetty Road and it didn't fit in the mega
budget, and could be looked at at a later period. This upgrade is putting the council into such big long
term debt, so it's obvious that 'later' means in years and years time. So it's my opinion that new
priorities need to be established. Being at the end of the tram line, Moseley Square gives tourists and
visitors their first impression of Glenelg. Tourist brochures, advertising etc are all done in Moseley
Square. Why not maintain it accordingly? Currently it's a hot, dull, beige under utilised Public Space.
Scrap the Durham Plaza, and redirect into some Moseley Square improvements.
186. Is the new hotel having its guest entrance and goods entrance in Durham Street? Vehicle access
north via Durham Street at a reduced traffic speed would be very useful in traffic management.
187. It is a narrow St and to widen it o.k. but parking is another problem
188. It is difficult to imagine a Plaza at the intersection with Jetty Road to Chittleborough Lane with traffic
having access , even at 10 kph. I suspect that now the George Hotel is completed there would be a
need for reasonable access to the only Entrance which is at Durham Street.
189. It is important to leave Durham street open to traffic with left hand turn
190. It is very important to traders that the Council maintains car park spaces such as those on Durham
St that are close to Moseley square for access for young families and the elderly that cannot walk very
far.
191. It very easy to just drive one street up if you are a car, residents can still access the street but the
change makes the entire street much better for the people actually using it.
192. It will become busier due to new hotel entrance and the adjoining car park entrance ramp
193. It will only provide futher delays on Jetty road to be kept as is.
194. It works fine - as it is
195. It would be much safer for pedestrians especially during the peak summer periods to have the
junction at Durham st incorporated into the prmdestrianised zone. A 10k zone would also make it safer.
ON street parking on Durham st is not essential given the no of parking bays on colley terrace and at
magic monutain.
196. It would be useful to know how many vehicle movements there are currently for the options
identified i.e. how many left hand turns etc - it's difficult to make a judgement without the data to
understand the impact of changes, and therefore support a decision.
197. It's a busy narrow space, I won't use it because of the size of my car.
198. It's been manageable since it's closure for The George construction. It allows a smooth passage of
traffic
199. It's not a pretty street so parking further down is a good use and mini plaza at the top is an
improvement
200. It's not widely used because of the construction so a perfect time to change it
201. It's very awkward to drive down keep it 'one way' and perhaps keep it no so much as a bottleneck
with parked cars.
202. Jetty rd requires vehicle accessibility to keep it viable especially in winter when there's cold and
rainy conditions. People need to be able to park close to where they need to get to. More parking
spaces equals more people.
203. Jetty Rd should be one way traffic - this would reduce , control and smooth the flow and movement
of cars - while allowing good access to all the side streets
204. joke of an idea to take parks away that use all the take away shops

205.	Just a waste of our money - just like the waste of past decisions with ridiculous art intallations
206.	Just cannot really back any changes other than Durham St access and egress with jetty Rd - leave it
-	one
207.	Just close it, as it's a constant safety issue.
208.	Just creating a place for drunks and drug users to use.
209. pa	Just leave it as it is it is working for everyone. At least concept A is the least impact to residents rticularly Sussex/Soal street residents
210.	Just leave it you will only push more traffic onto sussex street how is that fair for people who live
the	
211.	Just make Durham street one way with left turn off Jetty road.
212.	Keep as a one way street for safety. A very narrow 2 way traffic street
213.	keep Durham Open to a 1-Way
214.	Keep proposed pedestrian area for commercial and other events
215.	Keep the parking spaces and why do we need another plaza. The plaza next to St Andrew's Church is
un	der used.
216.	keep traffic out of the whole area
217.	Keeping traffic to a minimum, stopping through traffic
218.	largely irrelevant to the overall vision for change in my opinion.
219.	Leave as is
220.	Leave as is.
221.	leave Durham Street as it is now
222.	Leave Durham Street as it is. As locals you are making it harder n harder to drive in our local area to
	op and to enjoy our beach. Leave our access to jetty road and moseley square as is. Give us more free rking to access our beach and library it's becoming near impossible to do so. So disappointing
223.	Leave it alone. Who is going to use the space? Look at the space you created by the Uniting Church,
no	one uses it!
224.	LEAVE IT AS IS!!
225.	Leave it as it is mow
226.	Leave the road access as is. As mentioned in previous comment about shared zone.
227.	Leave the side streets out of this.
Th	ere is not room for 2-way traffic nor for a U-turn area in Durham Street.
Pri	vate residences do not want their properties encroached upon by traffic
	decrease parking in any form is counter productive. PARKING IS THE BIGGEST ISSUE in the Glenelg
	ea currently. There is NO point making the area beautiful/aesthetic/wonderful IF NO ONE COMES cos ey can't get a park.
228.	Leave things the way they are.
229.	Less cars please!
230.	Less reduction in parking spaces with this concept
231.	Like the idea of having a raised traffic island for cars to drive over at Durham st
232.	Loss of parking around Jetty Rd will be a disaster for retail outlets. Focus on this as people will not
	ppily use trams or buses to get them, family and all their beach stuff (eg large items like beach
	brellas etc) to Glenelg.
233.	Loss of parking spaces is a concern and the lack of disability parks needs serious consideration
234.	Love that you're trying to create more spaces within jetty road. I think this will work great, but we
	ed to make sure that pedestrians are truly prioritised within this design, otherwise it can become
	other mediocre car heavy area
235.	Low speed shared areas is what the future of high pedestrian areas will be, extremely supportive

236.	Make it safer for bikes to ride
237.	make more puiblic space
238.	Making no entry from Colley into Jetty Rd would reduce traffic congestion at the new Moseley Jetty
	lights.
	rs and buses travelling from Moseley into Colley would only need single carriage way, broadening the
	otpath on the northeastern corner merging with the new Durham st plaza.
	owing cars to move northerly into Colley will allow the residents in the South western corner of
	enelg bounded by Moseley and the Esplanade to move into Anzac Hwy and avoid congesting the Pier
239.	/ Partridge St exits. MAXIMUM Parking should be retained for the benefit of the traders and shoppers.
240.	More in favour of another free parking station 2 hour daily and 4 hourly when events are on than rs parked on streets. Cars and pedestrians don't mix.
241 .	More outdoor dining space would be available without vehicle access.
242.	More pedestrian areas everywhere is beneficial for business and tourism. Durham street is not used
	ich as it is so blocking access to jetty road makes total sense.
243.	My main support for Durham Street is as it is now, with traffic from North to South with left hand
	n only to Moseley St.
244.	My mother lives in that street and even though it would be easier for pick up I still think closing the
str	eet off from jetty rd is a good idea. Great place to enjoy dinner out
245.	My rear driveway and back entrance is opposite Chittlebrough Lance directly next to the new plaza.
	nink making Durham Street two way would greatly decrease congestion with all the new
	velopments being built on it.
246.	Need access from Jetty Rd to minimise traffic going down Sussex St & Nile St.Both these streets
	ve enough traffic flow.
247.	Need to consider inconvenience to residents of the street and the loss of parking spaces
248.	Need to consider the residents on Durham St.
249.	Need to keep left hand turn for trucks.
250.	New plaza should include much parking space
251.	No access for for tine now. All good
252.	No access into Durham street from jetty rd would promote safer access for pedestrians.
253.	No compromise if you do this you are saying vehicles have priority over pedestrians
	hicles = congestion = danger to pedestrians = another loop for morons to display lead foots and noisy
	hicles = family unfriendly place = no real transformation of Jetty Rd / Mosley square
254.	No need for more shops.
255.	sting residents in Durham would likely prefer it to remain quiet No need for this. The chapel street plaza isn't used often and thus is so close to Moseley square- not
	quired!
256.	No need to have durham street access to Jetty Road other than for pedestrians. I assume the new
	orge hotel will have its entrance off durham, but if good access from Augusta street it will still be
	cessible for visitors/cabs etc.
257.	No need to make Durham street accessible to vehicles
258.	No need to vehicles to access i feel, vehicle access to Moseley st the most importnat factor.
The	e closed off Plaza seems a great idea
259.	no opinion its a street for local traffic keeping it flowing would stop general gridlock
260.	No to any restriction of traffic flow or parking in Durham Street please.
261.	Nobody will use this space. Also you did not give room for comment on previous page. The idea is
stu	pid. Where is the protection for diners in sun and rain. IN the winter we dine down there to keep the
bu	sinesses alive. You do that and the business will die and so will jetty road.
262.	Not a fan of shared zones. Durham St isway to North + frequently it works ok

262	Not in foucur of core near nodestrians near lustic Dood
263.	Not in favour of cars near pedestrians near Juetty Road.
264.	Not losing parking spaces is preferred
265.	Not needed. Waste of money
266. m	Not really sure of the benefit of a very short pedestrian plaza is, especially off the main drag. No nain pedestrian attractions or destinations north of here so not likely to get much foot traffic.
tł e	Not supporting taking away the blinds and covers around mamma mia and the restaurants. What appens in winter? you wont be able to eat outside as it will be freezing and the wind will howl right arough there. No one will go out to eat there when its cold. Even on rainy days you wont be able to at there. The restaurants already struggle during the winter and cold days. A complete idiot or designer yould recommend this with no thought what so ever of how this actually will not work!!
268.	Not supportive of any reduction in parking spacesGlenelg does not have enough parking spaces
a	nd it is presently very difficult for local Holdfast Bay residents. There is still unknown consequences of
	igh rise apartment vehicle and pedestrian access to Durham St
269.	Not supportive of forcing all users of Durham Street to need to access Jetty Road to enter the street.
270.	Not sure how this would affect the locals. Best to ask them.
271.	Not sure what purpose a plaza on Durham Street would provide other than to provide a nice
	ntrance to the new Hotel.
272.	option c is a good option you just need to put free parking else where
-	eople wont go if they cant park the car close and the paid carparks at the moment are way too
	xpensive.
273.	Option C is the best solution to improve pedestrian safety, particularly those people who are nobility challenges, with walking frames, gophers and also those with young children, particularly those
	ith pushers and prams.
	here needs to be a way for large vehicles such as garbage trucks and delivery vans to enter Jetty Road
	cross the plaza - maybe with permits to unlock bollards for their access, rather than backing up with
	eepers throughout the day, particularly in early mornings.
274.	Over all I dont want to see any reduction in car parking spaces, consequently I dont want to loose
р	arking spaces in Durham street to facilitate "out door dining" or "more greening " at the expense of
-	arking spaces.
275.	Parking in Glenelg is hard enough as it is and is enforced heavily by inspectors or CCTV cameras.
276. h	Parking should remain to service the retirement village to allow for visitors. Plus people wanting to ave a short term park to access Jetty Rd.
277.	Parking spaces and the grubby appearance of Jetty Road are the main things that need
ir	nprovement. Any option to reduce parking spaces is destined to increase the rate of distain for
G	lenelg's Jetty Road.
278.	Parking spaces are already in short supply. No residents want to see a reduction in Parking spaces nywhere within the Jetty Rd precinct.
279.	Pedestrian and accessible access should be prioritised in this day and age
280.	Pedestrian only areas should be maximized.
281.	Pedestrian plaza sound better. No need to reduce parking spaces.
282.	Plaza please
283.	Please consider my earlier comments. Thank you.
284.	Please prioritise designs where this road can no longer be used by private vehicles.
285.	Please remove cars from this area.
285.	Please See previous comments, a full time plaza serves no purpose
287.	Prefer plaza, no traffic turning option
288.	Prefer to reduce cars and increase pedestrian access.
289.	Prioritise pedestrians over cars . This is good for us all . We need to walk more and drive less !

290.	Probably need space for delivery vans.
291.	Ratepayers want value for their rates. Beautifying side streets reduces access to jetty Rd with little
0	or no value to ratepayers.
292.	REDUCED CAR PARKS ESSENTIAL TO ALLOW TWO WAY FLOW OF TRAFFIC ONTO AUGUSTA ST.
293.	Reducing the movement of vehicles in this area will encourage more pedestrian usage and make it a
n	nore pleasant destination to spend time and money.
294.	Refer previous notes.
295.	Referring back to Moseley Sq south side proposal, which gives no space for comment, will
С	afes/restaurants be able to provide cover/shelter for outdoor dining?
296.	Residents will need to be able go both ways if the Jetty Road access is closed. I have no issues with
	his.
297.	
	s better left as one way as it is quite narrow.
298.	See all previous responses relating to traffic. Jetty road would be better with less car, especially
299.	loser to Moseley square SEE EARLIER ANNOTATIONS
300.	See my earlier comments about vehicle access.
	spend a lot of time in Jetty Rd as it is now and I think the vehicle-pedestrian mix is about right.
301.	Seems an odd place to try and create a plaza.
	Vaste of money.
302.	Seems like this is just being done to favour the new hotel development. Very limited benefit to the
	ommunity.
303.	Should be able to turn right into Durham Street as well.
304.	Should be closed to traffic as much as possible
305.	Small traffic free plaza will be fantastic
306.	Suggest to undertake minor upgrade (cheap and cheerful) to beautify Durham Street. There are
a	Iready many activated and shared spaces in this precinct.
307.	Support the closure of Durham street to traffic but will significantly impact residents on that street
(;	and hotel users once that opens).
	Opportunity to use the Durham Street space for end of trip cycle facilities. The plans suggest there are
	no changes for cyclists (in relation to the roads) which is a missed opportunity to highlight and re-
p	prioritise people travelling to Glenelg on foot/bike/public transport.
	lo support for left turn from Durham as I do not support concept A at all.
308.	Supportive of any option that improves the appearance of Durham street and Jetty Road
	ntersection.
If	f Durham street access to jetty road is closed is a turnaround practical for larger vehicles? How will this
ir	mpact rubbish collections?
	Not sure this variation is practical as I assume this means changing the current one way direction and
	herefore residents would only be able to access the street from Jetty Road rather than Augusta Street
	is they do currently. I would have thought options to reduce traffic on colley terrace/jetty road would
	be preferred. Why not leave as north to south direction? Would this also give pedestrians and vehicles
	better visibility of each other?
309.	That area will never be used for community events! No one will go there. It will create another white element like the Heldfart welk between Messley or and the Beachbourg
	white elephant like the Holdfast walk between Moseley sq and the Beachhouse.
ן א	tupid traffic restriction of 10km. You can't go fast along there anyway.

Dr	ive to conditions.
	on't fix it if it ain't broke!
310.	That corner is a nightmare.
311.	the 10 km/hr is too slow
312.	The City should maximise the opportunity to maximise safety for pedestrians.
313. pa	The current parking period in Durham St is too short a period to do anything. Recommend these rking periods are extended to 3 or 4 hours during the day and no restriction after hours.
	The currently Colley Development has had no parking for over 18 months and no one seemed to re, to bring back access and congestion in this space seems like we are going backwards. Utilise the ace for activation and businesses to operate outdoor dining offerings
va ba co pla	The issue i have with the concept of Durham Street is that there is nothing there!! The backside of e new hotel is not an inviting place to be. If this had shop-fronts/restaurants then i could see some lue of the proposed space. Same could be said for the other side of Durham st - a subway and a few rber shops is not very interesting. What is going to draw people to it? The odd market and mmunity event is not enough. This would just create another dull and not well utilised space like the aza on the western side of the church, but at least that is a through area to the streets behind jetty ad.
316.	The less traffic the better.
lf v vic	we are creating an area for people to eat, walk around enjoy the area, we don't need cars in close cinity.
	mentioned before, I think we need to discourage "hoons" showing off their cars.
ре 317.	destrians and cars shouldn't mix The mini plaza idea would work wonderfully
318.	The more pedestrian zones the better, but not that fussed on this particular option.
319. Yo	The moseley traffic lights should break up cars sufficiently for people to get accross. u have a big space in Mosley square where people are drawn to rather than the side street.
ra	bours and greenery might be nice in the summer but in the winter months there is a fari breeze that ces up there, which is why the retailers on that Southern side need to be able to put those nds/windbreaks down.
320.	The only access for refuse is via reversing down the closed lane, daily at 6am x 4-6 trucks will be
	tremely noisy.
	nly one truck can access at a time, this will create havoc for waste removal planning both for council
	d private sector.
Ке	versing trucks pose a huge risk to pedestrians crossing the road.
Ro	sidential off street parking makes the road far too narrow for a dual lane access.
321.	The only concern I have about a two way street for Durham Street is the impact it may have on rbage trucks and their ability to make a U-turn.
	The only thing that will improve this area is outdoor dining with cafes and bars - outdoors means tdoor tables and chairs and tables with umbrellas for some visual atmosphere. e current area is dead and lifeless and uninviting
323.	The option to have a plaza greatly reduces the safety risk for pedestrians. this becomes even more
im	portant as pedestrian traffic will increase even more with the conclusion of the building of the George
	tel and with the apartments just recently built, opposite the Geroge Hotel. Hence i am not supportive
of	the option at all.
324.	The pictures of the concept looks great.
325.	The plaza would be a much more pleasant space, and vehicles would still be able to access through
ot	her routes.

326.	The proposed benefits of the Durham Street Plaza to me just don't stack up. The costs seem to
sig	nificantly out-weigh.
327.	The south end of Durham Street should be for foot traffic only to encourage the public to stay in the
	ecinct
328.	The street is too narrow for two way driving and parking
329.	The street is too narrow to cope with two flows, particularly with the new George Hotel, anticipated
12	storey high rise on Ensenada site and the Karidis Retirement village. Large vehicles, including buses,
rul	obish trucks etc. even cars will struggle to undertake a U turn
330.	The traffic entering/leaving Durham St and pedestrians crossing the intersection with Jetty Rd is a
	ry dangerous mix.
331.	The visitor experience would be further enhanced by closing Durham Street to all traffic during peak
	itor periods. This is easily achieved with electronic bollards that can be lowered for service and
	nergency vehicle access.
332.	There absolutely needs to be multiple exits available off Jetty Rd for the numerous times the traffic
	panked up all along Jetty Rd.
	t alone available car parking.
	e of the beauties of Glenelg was, is the strip-shopping. Pull in, park, dash to the greengrocer, butcher,
	ker, shoe shop etc and go.
333. 	there are a number of streets connecting Jetty Rd and Augusta Street, Durham Street would not be
	ssed There is already not enough parking spaces in Glenelg, we don't need you to get rid of more parking
334.	
•	aces. ition D, just leave it how it is.
335 .	There should not be any traffic through this perfect potential pedestrian only zone
336.	Things to consider:
	t a reality that vehicles will be able to turn around in Durham Street? I think this will cause more
	ues unfortunately.
	ss of more carparking
	hat is the purpose of the plaza in Durham Street? It's not a destination, there aren't shops or
	staurants.
	st versus return doesn't seem worth it to me.
337.	This is a good idea and will not impact parking or traffic flow substatially in any way, creating both a
	od space and supporting local rate payers with continued access and parking.
338.	This is a highly pedestrianised area. Less vehicle movements will make the area a nicer place to be at
	ytime and nighttime hours. Less noise next to apartments would also be preferable.
339.	This is the best option out of all the options for Durham street. Again I think a Plaza is a waste of
spa	ace, money and resources. I do feel you need an option to close off Jetty road west of Mosely and
int	o Colley tce, IF you make Durham 2 ways, and have Moseley/Durham a continuous road, albeit
	glegged.
340.	This is what it should be
341.	This option could be implemented first as a transition phase.
	cess needs to be maintained for (refuse vehicles) smaller more agile ones, emergency vehicles,
sei	rvice & repair vehicles, access to on-site parking areas. Speed reduction is essential. Pedestrians are
<u>"B</u>	OSS!"
342.	This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and
со	ncreting is a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. You
mi	ght have buckets of personal money, but the rest of the community is struggling.
343.	This restricts traffic flow, reduces parking spaces and 10 mph is too slow. What can't be done in
Mo	oseley Sq that closing Durham Street will fix?

344.	This seems to be an odd concept as there is no retail or commerce on this street. Why drag people				
aw	away from active retail areas? This design seems pointless and a waste of money.				
345.	This should be the blueprint for all roads west of Gordon/Partridge				
346.	This will cause minimum disruption and maintain traffic flow as much as possible.				
347.	this works				
348.	Those crossing from Moseley to Durham cause traffic delay at times.				
349.	To farcilitate residential dwelling access				
350.	Too much congestion				
351.	Too narrow for service vehicles to Hotel to turn around.				
352.	Traffic should flow and cannot with a closed street.				
353.	Traffic should have an unimpeded flow when Moseley traffic lights are green .if left turning vehicles				
are	e held up by pedestrians which have priority this will hold up the whole intersection - bad idea				
354.	Traffics got to go somewhere. Not sure if people with houses there would agree.				
355.	Unnecessary and importantly a waste of rate payers money.				
356.	Use of this road appears to me to be limited as it is now. Not sure how it impacts the locals living				
the	ere though.				
357.	Vehicle access is already a major issue. Directing more vehicles down Sussex St and Nile St (and				
	ners) is very unfair to long-term residents of those streets. Will significantly reduce house values and				
	ety for the residents of nearby streets which will be forced to take all the extra traffic from closing				
358.	lley Tce and Durham St. Vehicles to Durham street can enter from Anzac highway and Augusta street.				
359.	Vehicular access should remain as is and parking too.				
360.	Very concerned about the loss of parking				
361.	Very dark dingy space - not much sunlight. So not sure how beautiful it will be.				
362.	Waste of money to close and create a plaza. Parking is hard enough for locals and visitors without ving to go down blind roads to turn. This will just funnel more traffic into local streets and endanger				
	destrians.				
363.	Waste of ratepayers money				
364.	We already have Moseley Square. Do not need Durham Plaza as well.				
365.	We enter our carpark from Durham South. If Durham becomes one way north we would alwatys				
	ve to drive to Jetty Road to get into our residence at 16 Durham / Colley. At present we have to leave				
	r resiudence and drive north ton Durham to Jetty Road so making Durham 2 way would be much				
	ued				
366.	We need to keep the flow of traffic				
367.	We should limit its use as a through road of jetty rd. Durham st should only service people visiting				
jet	ty rd not people driving through jetty rd				
368.	What about the option of changing it back to what it was fro 70 years.				
369.	Whatever concept, please ensure that it doesn't become a substitute high speed run				
370.	While I like the idea of a more pedestrian focussed west end of jetty road, you need to address how				
-	u will deal with the car traffic implications that come with it. There is a natural traffic path from				
	oseley st along colley tce - where is this traffic moving to?				
371.	Why build a mall when you dont have proper parking like who will come all that way to the mall				
and can;t get around Jetty Road or part.					
372.	esn't matter because all the parks are time restricted so there is no time to shop or brose Jetty Road. Why spending budget on a plaza here when a huge plaza is steps away at Moseley Square? Address				
	sting requirements and don't create more that are unnecessary.				
373.	why would you need to turn left here from jetty road? unless you are just doing a rat run through				
	melg?				

- **374.** With all concepts the safety of all visitors, drivers, store owners etc are at a total risk is there is a fire or any other emergency because most of the access roads that leave Jetty Road have been gradually closed off. Can you imagine a stampede if a fire broke out??? Disaster.
- 375. with this proposal there may possibly be more pedestrian traffic from Durham St to Colley Tce & crossing over to Moseley Square. there doesn't seem to be anything in the proposals (other than a 10kph shared zone) to improve the pedestrian crossing over Colley Tce to Moseley Sq. at present this is a bit of a mess pedestrians & drivers ignore the 'vehicles have right of way' signage & as such traffic banks up in both directions when a driver or pedestrian 'thinks' that it is a pedestrian crossing . Added comment on previous item -- Outdoor dining area & arbor near Mama Camela's (no area for comments in this question) at present the restaurants/cafe's along this strip have 'all weather blinds' to accomodate outdoor seating in inclemant weather / cooler months this should also be a requirement in the new proposal to encourage more outdoor dining just having the overhead verandah eaves would not be sufficient.
- **376.** wont work

377. WORKS WELL NOW. SHOULD'NT TAKE AWAY BUSINESS AND PEDESTRIANS FROM JETTY RD.

378. Yes - highly agree that Durham street should remain a one way street as "mini plaza" is not required and not likely to be used.

- **379.** You cant turn left into Durham Street as it is a one way street in a south direction. Durham Street is not wide enough for a turnaround area, and trucks and vans will not be able to turn around there when delivering items.
- **380.** You didn't provide space for Moseley St comment if you take away sheltered outdoor dining or Moseley Sq the cafes / restaurants will lose winter + summer trade that isn't fair. A tram needs a barrier in a very busy area.

Appe	ndix E -
Q20. (comments on parking
1.	'Parking' & 'traffic flow' is extremely important! Do not close off Colley Tce to private cars,
	buses, etc as this area + Jetty Rd will become very congested + more dangerous. Also, people
	will stop servicing cafe's +shops in Glenelg
2.	60 lost parks is ridiculous and whoever came up with the idea should be sacked
	a loss of up to 60 car parks is bad news for retailers and will force even more traffic into side
•	streets / coles / woolworths etc - which are already congested
	The two hour free parking on partridge street car parks MUST be retained
4.	A solution, ie a multi storey car park needs to be considered before any of the other proposed
	cosmopolitan upgrades. The proposals have value but not at the cost of car parks- the whole
	reason even though I live locally, we rarely shop or dine down Jetty Road.
5.	Across the entire Jetty Road precinct this is not a significant loss, particularly when you
	consider parking at Partridge Street etc. I would encourage Council to better consider how
	they can promote parking availabilities. I am all for encouraging less vehicles and more use of
	public transport etc.
6.	Add more parks and remember it's not your money it's ratepayers
7.	After traveling extensively in The Netherlands recently, I have learned that prioritising
	pedestrians and bicycles over vehicles in city centres can be done efficiently and successfully
	to achieve a calm and pleasant ambiance that encourages people to linger in the space and
	enjoy the more community-friendly atmosphere.
8.	Against the Jetty Road project. Council has been hiding information from the 2024
	consultation, information regarding the project is kept confidential form rate payers, those
	who finance the project.
9.	All the concepts are poor
10.	Alternate additional parking would need to be provided. This parking would need to be FREE
	for 1-2 hours, as is the current case on Jetty Rd
	The councils greedy push for paid parking discourages the use of spaces (eg the playground
	near the marina) so replacing free short term parking with paid parking is counter productive
11.	Alternative car parking should be opened up, maybe extending current parking opportunities
12.	Alternative modes of transport need to promoted to educate the community rather than rely
	on vehicles and parking.
13.	Alternative parking options must be presented
14.	Although it would be preferable not to lose any parking spaces, I believe the benefits of
	updating the street and making it easier and safer to get around as a pedestrian outweighs
	the parking loss.
15.	ANDREW TAPLIN I FEEL IS PRESSURING HIS TENNANTS TO VOTE WHAT ANDREW WANTS. IF I
	DON'T DO WHAT HE WANTS I FEEL I WO'T GET A NEW LEASE. SHAME SHAME SHAME
16.	Any loss of car parking in the precinct is unacceptable. Much of the appeal of Jetty rd is on
	street parking which adds to the vitality of the strip. Lose parks along the strip and you will
	make the side streets even more congested
17.	Any loss of parking is a stupid idea and a waste of council rates
18.	any loss of parking needs to be put somewhere else that is free
	wont go to glenelg if i cant park my car
19.	Any loss of parking spaces is a loss to the businesses in the area. Our local businesses are
	already in strife. If there is no parking, Glenelg will become a ghost town. The place can be
	beautiful, but if there is no place to park, then there will be no visitors. If people do come,

	then they will have to park along the side streets, making these streets more dangerous. The loss of parking spaces must be minimal.
20	Are you clear why you'd want to loose any parking given parking spaces are already hard to
20.	find during weekends? Are you trying to attract tourists? Then keep the parking spaces! Are
	you trying to please residents? Also, keep the parking spaces so they don't have to drive
	around to find a park next to Jetty Road. Why make things worse for everyone?
21	Are you crazy. As a Local I can't get a park now to shop. You do that and Jetty road will die.
	As a local resident ability to drive and park is important to continue to support and shop
22.	locally
	The changes will make it more difficult to access Jetty road from the south and will result in us
	moving our shopping to Marion
23	As a local resident we I would support increasing parking spaces not reducing them. The loss
23.	of parking will impact on people visiting the area. The local streets are full with people
	parking to catch the tram. The cars are parked for the whole day preventing shorter term
	visitors & tourists from being able to park there
24	As a local resident, parking is paramount to daily life and business in Jetty Road.
	Of the aim is to attract tourists and greater Adelaide to Jetty Road, where are people to park?
	Side street parking is already at capacity.
25	As a percentage, this is not many car spaces to lose for positive advantages.
	As a resident of Glenelg, I feel that removing too many parking spaces would increase traffic
20.	in side streets. We already have drivers constantly doing three point turns in front of our
	house searching for car parks.
27	As a resident there is limited parking in the precinct. Reducing the parks by 60 will impact
	heavily and may influence our decision to travel to Brighton or Westfield instead of jetty rd
	thus having an impact on local businesses
28.	As if you haven't had complaints from locals and business owners for years about the lack of
	parking available. Your whole thing is based on wanting to bring more people to Glenelg yet
	you're significantly reducing free parking zones. Absolute criminals.
29.	As locals know, there are under-utilised off street parking either side of Partridge Street.
	More exposure via signage or other means to visitors would be of benefit?
30.	As long as car parking is considered elsewhere. Underground etc. Also let's ease up on the
	fines. We want tourists going home having had a good time. Warnings work.
31.	As mentioned, the more private vehicles are deterred, the better overall experience for all.
32.	As per previous
33.	As previous comment, would prefer no car/motorcycle access in Jetty Road
34.	As previously mentioned PARKING IS EXTREMELY IMPORTANT TO PEOPLE AND BUSINESS.
	REMOVING PARKING SPACES = LOSS OF PEOPLE + LOSS OF BUSINESS = LOSS OF \$\$\$\$\$. Ask
	the businesses on King William Rd .
35.	As said before, parking is a premium in and around Jetty rd. Any reduction in parking will
	cause more people to park in side-streets. This is already becoming a problem. But i think
	the real concern/impact is the traffic flow around jetty road. Again, any restriction of the
	bottom corner of jetty road will only mean people will cut-through back streets and that will
	congestion and other issues. This i am opposed too. As alternative, i would be in favour of
	narrowing turning Jetty road into a 1-way street, but admit that this will have its own issues.
	The flow of traffic south along colley terrace (from Anzac hwy) and then east along jetty road
	is the primary concern. If blocked, this will go east along Augusta street, and then most likely
	south along Sussex street. It is bad enough for a few cars to turn into jetty road due to
	pedestrians. More cars waiting will cause congestion. Not in favour of this.

36.	At a community meeting a Holdfast Bay person said there are 96 parks on Jetty Road. Any reduction will be a nail in the coffin of local retailes which rely on quick parking/shopping.
	Caruso's, Chemist etc
37.	At minimum retain ALL current carpark or better, come up with plans that create car parks
	and increase efforts to manage Jetty road as a retail precinct that offers variety rather than
	tatty souvenir shops, tobacco stores, and nail salons.
38.	Being a local resident I mainly use Jetty Road for the services provided and it is becoming
	increasingly difficult to 'pop' down to Jetty Road especially during summer. I also have an
	elderly parent who relies on a walker and if I can not get a park on Jetty Road I will be unable
	to use the services on Jetty Road for her appointments.
	build a high-rise carpark
40.	Build a paid parking station at. Coles
41.	By reducing car parking, you are killing Jetty Road. It's virtually impossible already to ever find
	a park. Why would anyone visit when they know they have no chance of parking. At least
	build a car park somewhere close so that you don't turn away so many extra visitors. No point
	having a lovely place to visit if no one can visit because of no parking.
	Car access required. Least Carpark loss better
43.	Car Parking in any retail precinct has to be adequate and convenient to patrons.
	Loss of parking would be most detrimental to traders.
	Note: Ackland Street Melbourne - traders reporting being 30% down in turnover since
	removal of car parking.
44.	Car parking is a massive issue at Jetty Rd, reducing it will just make it worse. If we want Jetty
	rd to look nice we need to make it as easy as possible for people to get a free carpark close to
	Jetty Rd so it is easy for them to visit the restaurants and shops so the area can make money
45	to pay for the nice things not increasing rates and taxes on everybody.
45.	Car parking is precious and you need to consider consumer behaviour of local Glenelg
	community making purchases and utilising local traders along Jetty Road (ie, they like to move
	in and out of parks, and also spend if they can easily access Jetty Road traders). Whereas tourists or visitors will use trams, Ubers, buses, taxis etc, or paid parking facilities which could
	be better promoted.
46	Car parks are essential to visiting the strip and their removal should only be due to
-101	compliance reasons. Retaining car parks is the number one priority. For this reason I would
	vote for Concept A with Durham St variation and no requirement for Greening but a couple of
	spots for outdoor dining. This would mean the minimum number of car parks lost. Perhaps it
	would only be 13-16. This concept would mean car and bus traffic flow remains the same,
	lights are installed and the pavers are upgraded.
47.	Car parks should always be a secondary consideration to greening, ambiance &
	pedestrian/dog access
48.	Carpark are at such a premium, removing ANY is a problem. The less removed the better. If
	you're going to remove street parks then make the carpark behind Cheap as Chip free for
	THREE hours rather than just 2.
49.	Carparking is absolutely critical for the survival of the Jetty Rd precinct. Don't plan for the 10%
	of times when the Bay is frantically busy. Plan for the majority of the time when it is peaceful
	and quiet and retailers require as much support as possible.
50.	Carparks have a turn over every 30 minutes. Even using those figures the loss of 60 carparks
	times 16 turnovers per hour is 960 per day.
	That means 960 people won't be able to park per day. That's 6,720 per week. All that so we
	can have a few dining areas and some trees. I dont think the businesses would like that either.
51.	Cars cursing looking for parking is a bigger issue
	Anzac Hwy signage needs identify where you will find a park

52.	Cars just provide clutter, all studies overseas and interstate have proven than car parks do not
	equate to economic benefit. The Colley Corner has already been without parking for over 18
	months, why would be reintroduce them, know one has miss the parks. Plenty of empty car parks across the precinct.
52	cars on average carry 1.2-1.3 people 60x1.3 =78, 78 people that's only slightly more then the
55.	sitting capacity of 1 tram. plus the car will spend 99% of the time parked doing nothing being
	an annoyance and a waste of space. get rid of all the car space it's so inefficient and
	unpleasant to be around big loud dirty metal boxes.
E <i>1</i>	Cars should move to the 2 storey car parks
	Causing traffic congestion. Too many buses on other options.
56.	Coles carpark is used by beach goers in nice weather. Makes it hard for shoppers. This
	reduction in parking will put even more people in this carpark and I'm not sure that's
	sustainable for Coles.
57.	Come on! step into the future, we can't keep listening to people who complain that parking
	places will be lost. Those commercial people don't even know that they will sell more stuff if
	Jetty road becomes pedestrian only. It will be a buzzing area where a lot of people will walk
	around, a lot more than now.
58.	Concept B & Concept C have much greater improvements on the specific use of the area for
50	pedestrians, so the loss of parking is inevitable here but for the most benefit.
	Concept B and C are far better for pedestrian safety and pedestrian enjoyment
60.	Concept C is arguably the best option, as it future-proofs the upgrades. There's no reason to
	half-ass the upgrade when you're spending so much time and money on it, only to appease
	some people for a short period and then have the spaces again need refurbishing in 10 or so
	years. Do it properly now, improve pedestrian experience, safety and save money and time in
	the long run
	Concept C is crap
	Concept C is the best concept
	Concept C is the best option, stop the idiots on noisy motorbikes
	Concept C thank you.
65.	Concept C with additional parking station 2 hr daily for residents and 4 hourly visitors when
	events are on. I think the tram should be the only vehicle down Jetty Road. Buses should stop
	on Brighton road.
	Consideration needs to be given for disability parking
67.	Consideration should be given to a public parking structure somewhere in Glenelg as a
	substitute for this parking. A prominent reason people are turned off this area is because
	there is very limited parking around and the balance of visitor parking/resident streets has
60	reached its limit.
	Council are shortsighted re car parking.
69.	Council have increased my rates to propose a loss of carparking spaces. What a disgrace!
	Current works have achieved no benefits for residents are are running behind schedule and
	just causing disruption to pedestrians.
70.	Council needs to back off on the paid parking and parking fines. If carparks are taken away
74	then they need to provide alternative parking and not ping people for using it.
/1.	Council to build off street Parking building away from Jetty Rd and make some \$
	Alternatively get private developer in - there is old disused building with Jetty Rd frontage
	that could be car accessed think from Milton st
	I don't want short term parking on Maxwell Tec near Jetty Rd tampered with - as local
	resident I use this a lot for Woolies, CBA Bank, Physio and Dentist access rather than using
	Jetty Rd and parking over the road in Woolies or Cole's car park

72.	Create more space for pedestrians and green space
73.	Creating a world class class destination requires some sacrifices.
74.	Currently with the work that is in progress I have been unable to find parking so have
	stopped doing shopping in Glenelg
75.	DO NOT CHANGE BUS ROUTES !!
	COLLEY TERRACE INTERCHANGE BRINGS PEOPLE TO THE BEACH.
	MOSELEY ST AND GORDON ST ARE INCONVENIENT
	TOILETS ARE NEARBY FOR THE DRIVERS.
76.	Do not remove parking, you could add more disabled parking bays
77.	Do not support any loss of parking spaces.
78.	Do not support the loss of any parking as being a resident of Moseley Street with a no
	standing zone at front of property
	this is often ignored by people and choose to park especially on weekend at night time when
	they realise they probably wont
	receive a parking ticket and this makes it very hard to see traffic when trying to get out our
	driveway and with reduced parking on Jetty road this will only make things worse not just
	around us but in other side streets as well. I dont remember any one getting a ticket for
	parking there.
	Do not under any circumstances reduce free parking in and around Jetty Road.
80.	Each year there has been a reduction of carparks in the Beachside precinct. 3 here, 4 there,
	and now a proposed 60, majority of which are in this precinct once again. The issue of parkir
	has been on the agenda for many many years, it's not new. Everyone can also see that over
	the past 5-8 years Glenelg has lost out visitors to neighbouring seaside suburbs due to this.
	Currently a 3 hour paid carpark visit to Glenelg, enough time to take the family for lunch, sho
	and some beach fun, costs \$30+ (Wilson's). So they don't come anymore. They can get free of
	minimal cost parking at the other main beaches. Those 60 car parks sounds bad enough, but
	I'm sure what many don't consider is that each one of those carparks is utilised multiple time
	a day. Let's say @10 times a daythat means a potential loss of 600 people being able to pa in the precinct for some quick shopping, banking or eating for one day! So yes, I am extreme
	against any more loss of car parking! It would be of great detriment to all traders and visitors
	to the precinct. PLEASE DONT DO THIS!
81	Every effort should be made to provide close off street parking (a 2-3 level parking facility
01.	near by should be considered
82.	Every single park that can be saved needs to be considered. Jetty road is a High Street not a
	mall and the shops will suffer greatly.
	I particularly don't like the plan to take away the parks near Cibo. These are high turnover
	parks and necessary, espeically for older people. While I like 'greening' generally there is
	plenty of green space nearby and the norfolk pines provide a great natural background
	already.
83.	Everyone needs parking when visting the area
84.	Excessive parking ruins cities.
85.	Expanded footpaths, greenspaces and dining areas invite more foot traffic, bringing more
	customers into the area increasing the seating capacity, attractiveness and profitability of
	local busniesses.
86.	expressing concern here about anticipated massive increase in traffic on Sussex and Augusta
	Streets if Concepts B or C go ahead. These are suburban streets, not main thoroughfares like
	Colley Terrace
87.	extend the free time for parking in the Partridge st carpark to 3 hours to encourage better
	usage.

 Thought should be given to building a multi storey carpark on the Coles carpark site and reduce the parking times allowed on Jetty Road and surrounding streets. 88. Extremely supportive of the loss of on-street parking to supportive more sustainable objectives. Visitors to the area should be using alternative travel options or parking further away and walking to/from the main retail precinct 89. Focus on other areas NOT Jetty Road Brighton. Maybe cleaning the surrounding streets and getting the homeless off the streets and supporting them would be a good start. 90. Focus on pedestrians instead of vehicles, people can park and walk 91. For a destination such as this, removing on-street parking will make it a safer and more pleasant place to spend time and money. Pedestrians must be prioritised over vehicles. 92. For anyone that lives in the Glenel garea you are well aware of how difficult it is to find a carpark at Glenelg especially if there is an event on. If we need to lose carpark to accommodate these changes I would say go with Option A only. 93. For Glenelg to regain its position as best seaside area, free or low cost parking is essential. Suggestion would be to turn Coles car park into 1 or 2 extra levels at Council expense even if on private land. Jetty road traders should be supported as part of this proposal, not punished by loss of parking, it would be ashame to improve the area and have a ghost street instead of traders. 94. Free parking to access library currently 4 free parks. Free parking for locals along colley te at all times. We pay rates and expect to pay for parking. 95. Get rid of al cars from Jetty Rd. Make it another Rundle Mall which would absolutely invigorate the area. The only traffic these days is largely cruisers, hoons and others who want to show off. 96. get rid of the cars, parking on side roads and designated carparks 97. glenelg already has issues with parking and whilst i	
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There are not enough car barks NOW!	

 107. How about creating a Park and Ride Zone? Public transport via trans/mini buses into the heart of this area. People need to use their own legs more, get out of the car and walk! Suggest the free fare zone extend further back along the tramway so cars are parked outside of the pedestrian friendly areas. 108. How about no loss of car parks i shop weekly at Coles and can barely get a part as it is now. Imagine it in the future. further, taking money away form local business where are you going to park to pop into the shops. Isolating Wilsons will ruin the beach house and Glenelg Surf Lifesaving Club. Must not care too much about the volunteers who partol your beach. Nippers, local schools. Lets just cater for visitors - not the people paying for this 109. How do we encourage visitors when the spaces closest to the water are being reduced in these places?? If places must be reduced then do this at the other end of jetty road. 110. I accept a very minimal loss of carparking & only if absolutely necessary eg for extra dining. 111. I am most supportive of concept C (losing the most car parking) to support active transportation (ie walking, bikes), greening the environment and reducing urban heat. 112. I am of the opinion Concept B or C are the best options for the upgrade, hence my support of both above. If Option A was decided upon, I wouldn't be against the loss of car parks. 114. I am prepared to give up some parking spaces (option A) in exchange for the beautification of Jetty Rd. The parking stations are under utilised and perhaps there needs to be some re-education of shoppers. The free parking time limit should be extended in all parking stations - not just the council word, lie: Partridge St, Theatre, behind the Grand, Beachhouse. 113. I am very supportive of the is the liw this thrams and buses were more frequnt. It would be great to see the Council get funding from the state government to increase tram and bus servi		
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is a way to direct traffic this way to ease some of the parking issues		
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122. I cannot understand why Glenelg has to lose 29 parking spaces. Mountable kerbs
should not inflict that loss on the locals which predominantly are the elderly. Older people
cannot walk from Anzac Highway to Jetty Rd. There is no point in having a fab looking tourist
area if there are no parking facilities.
123. I disagree strongly with the argument being put forward by some that any loss of
parking would be to the detriment of local businesses and residents. On the contrary, I
believe that any detriment caused by the loss of these spaces would be far outweighed by the
improvement in amenity created by the greening and outdoor dining opportunities envisaged
in these proposals. Improvements in safety and amenity would bring more visitors to the area
which would benefit local businesses. Any loss of parking could be addressed by improving
public transport options. Reducing reliance on private transport and providing safer, more
walkable spaces is an important objective in general and any upgrades to Jetty Road or the
area in general should be consistent with that.
124. I do not support any loss of carparking at all. We need all current available parking
spaces along Jetty Rd and the surrounding streets.
125. I do not support any of the proposals on basis that road closures will add to traffic
congestion, not create more car parks and that council is going into great debt for no
advantage to residents liveability nor to visitors enjoyment of spaces.
126. I do not support Concepts B & C
127. I don't believe you should be able to park on Jetty Road due to the delays it causes,
the exhaust smells, and the heat that vehicles bring to the area. I am supportive of losing
parking spaces close to the precinct, as then people will be required to park a little further out
and enjoy walking around the precinct instead.
128. I don't drive often and never to Jetty Rd if it can be avoided - partly because parking is
already next-to-impossible. Removing more parking spaces makes no sense at all, unless it
will be replaced in some manner (preferably a manner that doesn't cost the Earth to use)
129. I don't know who owns the Coles carpark but if it were to have another story or two
constructed, you would have more than 60 parking spaces available in the centre of the Jetty
Road precinct. (with a 3 hour limit)
130. I don't want it.
Aim to keep cars away from Jetty Rd and encourage the use of public transport to move up
and down the street
131. I fear that the loss of parking spaces in Jetty Road will simply add to congestion
elsewhere in Glenelg unless comparable additional provision is made.
Please aslo ensure that provision of parknig for motorcycles and bicycles is properly
considered.
132. I feel that the message has to be obvious to vehicle owners that this is going to
gradually head towards a pedestrian priority zone and that alternative rides of transport to be
considered and utilized.
133. I hate Prados
134. I have never had an issue with parking on jetty road or using any of the car parks.
Cheap as Chips always has parks, movie theatre car park and Woolworths. I feel people think
if they can't park on jetty road there is nowhere else to park. Also could be the demographic
of over 70s who may not be able to walk as far?
135. I like the overall concept however we need people to easily be able to come to
Glenelg and find a park, losing potentially 60 parking spaces is not acceptable. Consideration
must be given to alternate parking area outside the busy zone with a free shuttle service to
appropriate parts of Jetty Rd. If we can improve parking along with this great plan we might
even improve the numbers that frequent the area which would be a plus for all especially the
traders. I also think consideration should be given to locals who live in the area; maybe some
sort of sticker could be applied for by locals to have preferential parking or extend time in a

park. Another point would be to do an analysis of current parking in the surrounding area as
there is far to much use of yellow lines and or restricted parking; the entire length of Milton
St is a classic example. Reviewing just Milton street could increase parking buy at least 20
cars, just imagine how many more could be reclaimed in the area to ease parking frustration
and support this great plan. A combination of the above would be even better!
136. I live and work next to Jetty Rd and parking is a nightmare already with nurse and
doctors having to move cars every 2-3 hours. With a loss of more spots, we'll not be able to
retain staff - it is already a huge concern.
137. I mentioned Glenelg has a wide demographic - as long as there is access within a
short walk to key destinations (chemists, banks, library, community centre etc) then loss of
parking is a win. Less traffic means a safer, more people-centred environment with less noise
and air pollution. This is creating a village-vibe which is positive for supporting a sense of
 community and connection.
138. I often choose not to visit Glenelg because there is too much car parking. Reducing
 car parking will bring me back to Glenelg more often.
139. I only support loss of parking spaces in regards to installing traffic lights. I do not
support loss of parking for outdoor dining/greening as I feel this is already substantial. At
present events already close off parking spaces temporarily and I feel, again the loss of
 parking temporarily during an event is enough, it does not need to be permanent.
140.I prefer Concept A so aren't supportive of B or C in any compacitity
141. I prefer more remote parking options for the area with people making use of bus and
tram links
142. I rarely drive down Jetty Road. Walking from the Brighton Road Tram stop is quite
adequate. Just wondering about the community bus service taking the elderly to the library
 and shops. Hopefully that would be considered.
143. I realise this is a sensitive issue, particularly for traders and some locals, but to
maximise this once in a lifetime opportunity, maximising the future of Jetty Road is very much
dependent on attracting safe and enjoyable pedestrian access. Can I suggest considering
more car park access (and promotion of availability east of Brighton Road adjacent of the
 Brighton Road Tram Station) and encourage people to use the tram for access to Jetty Road.
144. I shop down jetty road all the time I dont have time to catch the tram down the
road so its quicker to drive.
getting rid of carparks is a killer for the area you should be focusing on creating more
parking .
not everyone comes to the Bay by tram.
145. I suggest making Jetty road one way west from Partridge Street in conjunction with
Concept A. This would enable the roadway to be less wide and the footpaths to be increased
in width and allow pedestrians more freedom as well as outdoor dining opportunities creating
more of a continuous plaza. It would also avoid the current situation of trucks hitting shop
signs on verandah fascias which currently looks terrible and detracts from the ambience of
what could otherwise be a desirable shopping precinct. I think that by leaving the Coast Zone
two way would enable vehicles to utilise Partridge and Gordon Streets as they currently are
with traffic west of this being one way only
 146. I suggest we allow no parking along jetty road and support its use by non-car options
eg "park and ride" with regular "buggies" (like at Marion/airports) which travel up and down
Jetty Road supporting those who are not able to walk any distance, use the tram etc. I
suggest the tram is free along jetty road.
147. I support Concept A but with no loss of parking
 148. I support one way Durham Street driving north to Augusta Street leaving as many
carparks as possible especially considering the retirement units. Common sense must prevail
 carpains as possible especially considering the retirement units. Common sense must prevail

149.	I support people walking!! I would support parking for disabled people and perhaps
some	e 15 minute zones for temporarily disabled or ill people to dash into a shop or chemist or
even	fruit and veg shop!!
Why	not extend the free tram zone so people can park further along the tram line and walk t
•	Road- this will further support the entire length for dining, shopping etc.
150.	I support taking the 60 parking spaces and giving them back to the public. The
	ence of benefits should be clear on this.
151.	I support the loss of 60 parking spaces for concept C.
152.	I support the loss of on street parking for the above reasons but believe that they
shou	Id be substituted elsewhere. I'd suggest a multi level car park on the existing Coles car
park.	
153.	I support the loss of parking on Jetty Road if parking is provided somewhere else. We
are s	till living in a place where everyone drives their own car, and if we want people to come
	enelg instead of somewhere else, we need to provide parking.
154.	I support the removal of parking spaces on Jetty Road, as long as we provide free
	t-term parking in nearby areas, such as the spaces currently designated for 24-hour paid
•	ng along Colley Terrace. I also recommend maintaining the existing free two-hour
	ng in the multi-level facility. It's important to recognise that some individuals prefer not
	e multi-level parking, so offering both options would create greater convenience for all
	ors. This approach would enhance accessibility to Jetty Road while accommodating
diffe	rent preferences for parking.
155.	I suppose less parking and use of more publicly walkable spaces
156.	I think between the council car parks that are currently available and an abundance of
parki	ng in nearby streets there is sufficient local parking to justify losing more parking spaces
•	ncept c. I always drive to this area and I'm not concerned about finding a park if concept
	es ahead. less on street parking availability won't dissuade me from shopping on jetty
	. Bring on this long overdue change! I know local shop keepers might want to keep more
	reet parking but that is missing the big picture. If concept c goes ahead jetty road will be
	ch nicer place to go to and visitor numbers will increase.
157.	
	I think driving to Glenelg will still be one of if not the easiest way for people to get to
	elg. It doesn't matter how good public transport infrastructure is there if it isn't good
	where else around. It needs to be look at as a state otherwise you'll just be making
	ssibility harder.
158.	I think parking is a necessity for the support of Jetty Rd traders.
l am	aware a lot of people complain about lack of parking on Jetty Rd.
159.	I think parking is vital for the businesses down Jetty Road. Especially in regard to loca
off p	eak. It is not just a tourist destination but home to hundreds of people such as myself. I
think	there is enough pedestrian spaces.
160.	I think that Concept B fulfils the most important concerns (ie pedestrian safety) with
	exception of the landscaping of Durham st junction which I believe is a complete waste o
	ey. The area is too small to be used for 'Events"
Conc	ept C is too much change (especially for the older demographic in Glenelg) There are to
	y parking spaces being removed. I also think sending more buses down Jeety Rd is
	cessary and I don't believe that the junction at Jetty Rd/Gordon st is wide enough to
	mmodate turning buses. My gut feel is also that the "Incremental" costs of going from
	ept B to C would not justify the incremental benefit. Changing bus routes will involve
-	tiation with other parties (transport depts) which could add another layer of delays to
the p	project.

161. I think that the loss of parking spaces will create the eventual closure of businesses
such as Caruso's Fruit and Nut Barn, the Barossa Fine Foods, Chemist Warehouse and some
others as locals patronise these businesses. If locals can't readily access these businesses,
they'll go elsewhere. Those north of Jetty Rd will still have easy access to Coles, but those
living south will head to Brighton to do their shopping. If these fine businesses leave the
precinct, there will be even more empty shop fronts. It may also attract 'tourist' type shops of
which there are already too many on Jetty Rd. For example, a once very fine news agency
near the intersection of Jetty Rd and Mosley St has become a 'tourist' shop selling all manner
of junky things. If you want tourists to visit, give them quality shopping opportunities.
162. I think the only required change is a new multi-cross way at the corner of Moseley St
with Jetty Rd, and the reduction in car parks that this may need.
163. I think the parking is ok to go but further work should be done with private or public
solutions to bolster parking off Jetty Rd. More on Pier, Augusta, Bottom of Anzac etc. More
areas like the solution behind the Colley and Grand. Get them off the mainstreet, turn the
bottom of Augusta to diagonal parking to fit more in.
164. I think this whole project is a complete waste of money. You are constantly
'upgrading' jetty road and it makes no difference either way. Leave jetty road alone and save
 the cash!
165. I think we should prioritise green space and out door dining and get ride of the few
unneeded parks in concept A. We do still need to retain some, as vehicle parking does add to
the ambiance of jetty road/colley tce, just like we must retain private vehicle access through
to both.
166. I understand that people do like to park as close as they can to their chosen
destination however I don't think that parking spaces can take priority over people spaces.
There are lots of parking options within a short walking distance of Mosley Square and good
public transport opportunities. I know the tram is free from Brighton Road. Is it possible to
make it free from the next closest tram stop to encourage more people to park and ride?
167. I understand there is likely to be a lot of responses based on the car parking "loss." I
really hope that a decision that has the potential to greatly improve access and safety for
people (pedestrians, which we all are at some point on Jetty Road), and amenity and viability
of the precinct, isn't compromised by the public perception that we can't forgo on-street
parking spaces to achieve better outcomes. We certainly can forgo parking spaces to reap the
benefits of realising the potential of these public spaces. Improving the public realm for
people has been proven to have economic benefits across the precinct that outweigh the
value of a car parking space right out the front of the shop.
168. I use Jetty Road regularly and am always able to find a park utilising the free 2 hour
council car parks.
169. I vote for maximum loss of car spaces and ideally no vehicles with a round about on
colley terrace and only through traffic at patridge street intersection,
170. I wonder if there aren't possible spaces elsewhere in Glenelg to provide additional
parking spaces within close proximity to the tram line near Brighton Road or the Anzac Hwy
roundabout reducing the traffic congestion in residential Glenelg but still providing easy
access to the Beach and Jetty Precinct. From what I observe the parking station to the east of
the Stamford Grand is not fully utilised. Do visitors know it's there?
171. I would be in favour of keeping the same level of on street car parking but having it
flexible to allow out door alfresco dining also.
 172. I would expect parking away from Jetty Road to be maintained/improved and would
hope there would not be an expansion of restricted/paid parking away from Jetty Road.
173. I would like to see Concept C implemented.
174. I would like to see no car traffic on Jetty road.

175. I would like to see the Council address the parking issue before removing what is
there. One way to do this would be multi storey or roof top parking over the Coles shopping
centre, l'm sure others have more ideas.
All the listed changes are going to cause the need for more parking, not less, if you want
pedestrians to use all the facilities you have outlined.
I would also like to raise the issue of prompt emergency vehicle access to this densely
populated area or don't you care?
176. I would much prefer space for greenery and outdoor dining, but in reality, people
need to be able to drive to Glenelg and park here to be able to enjoy those spaces. We live
here so can walk to jetty road, and therefore don't care so much about the parking spaces,
but that said, if people can't park on/near jetty road, they will be pushed back to parking in
the streets a few streets away which will make it harder for people who live nearby and need
street parking for themselves or guests. I wish Adelaide were more of a public transport city,
but it's still very car-dependent, so I think that if car spaces are lost, there should be some
provision to have them elsewhere (eg off street car park).
177. I would no longer go to Jetty Road if I could not find a parking space on the road for
general shopping. It is difficult to carry fruit and veg purchased if my car is a long way away.
In order to go to events at the Glenelg Community Centre that go for more than 2 hours, I
have to park on or near Broadway and walk to the community centre in order to get free
parking
178. I would prefer that a decent number of precinct parking spaces, particularly those on
Jetty Rd itself were shorter time limits and maybe even resident priority parks. Having had
some previous mobility issues, it would help locals looking to make a quick trip to local
traders/services, while encouraging longer term needs & visitors to the car parks off Partridge
Street (I've never seen the "Cheap as Chips" car park with many cars on the rooftop level
179. I'd be happy removing all parking along the length of jetty road, if people are coming
here their decision isn't based on getting that one park out the front of that one shop they
want to go to, street parking really serves the people that run in and leave rather than people
wanting to spend an extended period of time. for example: only one to two customers can
park at Haigh's over Easter and their line up goes to partridge street during easter and
mothers day, so if those 2 spots were not there, there would still be a line that stretches
100m during those periods
180. I'd prefer the full length of Jetty Road to be made into a mall with additional parking
stations to be built around the mall.
If you go with any of your concepts, then additional dedicated parking stations needs to be
built around Jetty Road.
181. I'm not concerned about parking. Think we can create parking bit further out
182. I'm not in favour of Concept C with buses being re-routed and also requiring the
removal of trees, and the maximum number of car spaces.
183. I'm not sure we need a mall if we have an upgrade to Mosley Square. We have so
much pedestrian spaces in the square, along the promenade, colley reserve.
184. I'm surprised so many parks would need to be lost. This makes it hard for
handicapped drivers or parents with children, etc. I'm guessing if this is the case then the side
roads will all become more congested than ever. Parking is already difficult on Jetty Road due to look of any look
to lack of spaces. Side streets are ok depending on the time of day. Lack of parking could be
a big issue and detract people from coming to Glenelg.
Again, I was unable to select an answer to all the questions above??? Not sure why? I'm using
a laptop to answer this.
185. I'm very supportive of a reduction in car parking in general but only if the pay off is
worth it. None of these concepts go anywhere near far enough to truly transform Jetty Road.

	els like the plans tinker with traffic routes and removing on street car parks in an effort to by people enough that they won't bother driving to the Bay - Instead of transforming the
road	into a space where people are willing to use the (mostly empty) off street parking or c transport because it's worth it.
186.	l've already explained my idea
drive	I've noticed that majority of Parker's during school times grab parking facilities and casually to drop off kids. They wish to take kids to exclusive expensive schools they can them to school entrances and do what others do fight for a space. Sick and tired of g the skills of rights from young age.
188.	If concept A is adopted and Sussex street is left alone ie no influx of wxtra traffic -
park impo beer	ing would continue as is. If Concept b or c are adopted there would be gridlock and possible to park on Sussex street so I think the evaluation of parking has not adequately considered. Please think of Sussex Street residents and what this would do to our ty of living in Glenelg.
189. allev	If Concept C loses 60 parking spaces, then the what are Council proposing to replace , iate this reduction?
190.	If Option B or C is to go ahead parking is going to be a deterrent to visitors using
Glen	elg as their preferred visiting option. Whether a Park n Ride system attached to the elg tram line would give some more opportunities for visitors to have access to the hside without the frustration of finding parking.
191. whe	If parking is removed from Jetty Rd and nearby then shoppers will choose to go else e.Many shops and cafes are closing on Jetty Rd now so why make it worse?
192. grou	If parking is required then multi storey of of jetty road should be the preference. nd level on jetty road should not be a priority
193. Conc	If the entire project is to achieve it's maximum effect, Concept C is the only option. epts A & B are only compromises that water down the overall outcome!
194.	If there is a loss of parking spaces due to the Traffic Lights on the corner then the loss
	be the absolute minimum to comply with road traffic and parking near traffic lights that
	nsistent with the rest of the state.
195.	If tram and bus can access the area people can get in from the city. If you are driving
	e are a lot of car parks that don't get used and now they will.eg marina carpark
196.	If you like customers for shops ,you need more, not charged parking eg Harbor Town
	Marion
	If you make sure that people can access jetty road via public transport then this will ne. NIMBYs will get over it
198.	If you make the space attractive, people will come anyway, regardless of parking!
to fir little	If you really want ore people to come to Glenelg the one outstanding issue is lack of ing. When dining out with friends who come from outside the zone, it is always "too hard a park. Let's go somewhere else". It has been an issue that has quickly worsened with acknowledge from council nor solution. This is a good place to start if these ovements you suggest are going to to have a long lasting effect.
200.	if you take away anywhere between 26 and 60 car parking spaces - do you plan to
repla	ice them somewhere else? i assume not, so it's not a great idea. Uber causes a LOT of is near the Moseley St intersection, maybe fixing how they do pick ups would solve the
	rather than all this other business
201. addit	If you take parking from Jetty Road, you will need to create or make available ional parking spaces nearby.
202.	If you want Jetty Road to thrive people have to be able to park. Regrettably walking distance is no longer acceptable to anyone.
203.	if you want more pedestrians to visit, losing parking spaces will only reduce the ber of visitors. how dumb is that.

204	If a second second second state and state and second second second second second second second second second se
204.	If you want people to come and spend time and money you need parking. There is a
	ive car and bike culture here that you could cash in on. By reducing car spaces you will
	mise congestion. Try to make it car friendly. People will come.
205.	If you want people to come to Jetty Rd, you need to have somewhere for them to
park.	
206.	If you want to keep people away take all the carparks.
207.	Improve cycling infrastructure and cycling culture for the whole of Adelaide and
•	de more options vs driving. Right now with all the major road projects driving is still the
•	ary mode of transport. Adelaide needs to invest in public transport and improve the tra
	ram network. And make all public transport free and improve cycling infrastructure.
	speed limits can be reduced and streets can be more walkable. There needs to be a
	r plan as well as just making places more walkable.
208.	In such a high pedestrian traffic area with good public transport connections, parkin
	ld be the lowest priority. Option C is the most desirable outcome if we're serious abou
	ng Glenelg a nicer place to live, work and visit.
209.	In winter it's already a ghost town and local traders suffer enough. Don't loose
	ng bays please. It's already hard enough
210.	Increase free parking time limits on Car parks like Coles from hours to 3 hours. Run
	le bus along Jetty Road.
	e the entire length of Jetty Road from Brighton to Colley Terrace a mall at all times.
211.	Increasing foot traffic and making the area safer for pedestrians will make the area
	vibrant for our community
212.	Increasing public transport services, and local parking options (such as underground
	ulti-level parking stations) could reduce the need for street parking.
213.	Is there a project in mind, eg an underground carpark at the present Coles parking
	It would service the whole of the precinct
214.	It appears you're trying to drive people away from Glenelg by making parking more
	ult. Leave the number of parking spaces as they are.
215.	It concerns me the impact this will have on businesses which already struggle if
	ng is decreased
216.	It is already very challenging finding parking spaces in Glenelg, which is a struggle w
	ly passengers and with young children. The new plan should ensure sufficient disabled
•	ng spots remain, and options that enable visits from families (e.g. sufficient bike racks,
	etaining ability to park East of Brighton Road and catch the tram down to Glenelg for
free)	
217.	It is extremely important the City of Holdfast Bay maintains as many car park spaces
•	ssible as close to the beach and Moseley Square as possible. As someone who takes m
•	g family, my elderly grandmother and my disabled Aunty for visits to the beach and car
	oseley Square having car park access nearby is essential. The traders are already
-	gling enormously and to remove car park access would be disastrous. I also take my
•	g son to the Glenelg library and having car parks nearby makes it very convenient. If
	car parks are removed we simply won't go to Glenelg anymore and will take our less elsewhere.
218.	It is hard enough finding a park when doing shopping, going out at night or going to
	A loss of 29-60 carparks is huge. Without close, safe, free parking people will go
	where or spend ages driving around the streets (adding more traffic congestion and
•	tion). I love Glenelg however there are lots of other places with restaurants and cafes
	e parking is easier so don't make it any harder. I don't feel safe parking too far away
	Jetty Road, especially now with the local drug rehab centre and the homeless housing
	nd the area, losing parking on jetty road will result in less safe parking areas so people
will g	o elsewhere, including myself. It might look nice adding more greenery and outdoor

-	eas but without safe places to park who is going to visit the area. Maybe council
	provide a solution for the parking that is safe and free prior to removing the limited
parking	
	t is hard enough to park in Glenelg without getting rid of more parks. Very bad for
	es. Totally opposed to closing Colley Tce and Durham St.
	t is so clear to residents and visitors alike that parking is the major issue for Jetty
•	cinct - along with the lack of appeal of the shops, the dirty shop frontages and
•	s. Glenelg attracts fewer people today and those that come are more often looking
	ich and eating experience, not a shopping one.
	posal to lose more than 25 parking places is actually irresponsible since the main
-	with Glenelg relates directly to the hassle of parking. That is why no Brighton,
	Marion etc residents would ever regularly venture into Glenelg - but we are paying
the \$30 221.	t is worth acknowledging that the public transport in the area (outside the tram) is
	nal. Buses run every 30 mins at best, usually every hour if at all to many destinations
•	cal area. As such, locals living beyond walking distance will drive, and as such, need
	While I am fine removing some parking from Jetty road to make the road nicer, you
	find new car parking opportunities (and pick up / drop off locations) to make up for
	imple reduction in parking will not be a great result for the area.
	t looks like the council do not want anyone to visit Glenelg, we need more car
	spaces not less.
223.	t would be good to have information on what the solution is for the the loss of
parking.	Happy to loose parks in order to create a more inviting and successful commercial
zone. Ho	wever if the plan is to attract more people, what will be the new provisions for
parking?	Is there a possibility for a multilevel/underground parking complex somewhere close
perhaps	
	t would be great to encourage people more to use public transportation to get to
	The ideal case would be that they leave their car at home and go to the beach by bus
	That would probably mean that the Adelaide metro service needs to make this more
	e to people, either provide park and ride services or make the metro tickets cheaper
•	ing places more expensive.
	icles driving around in Glenelg would make the entire suburb safer for pedestrians. t would be great to encourage people to use public transport to come to Glenelg.
	park and ride option somewhere along the tram line would help people to change to
•	. Since the public transport system in Adelaide is generally not great and people rely
	car, suitable parking options should be offered somewhere.
	t's already way too hard to park for access to jetty road . any loss of on street parking
	rea needs extra off street parking to compensate. as I am over 60 I can't walk too far I
	to go elsewhere as I don't have good access to Public transport where I live.
1	
even a d	ecent car park down the road near the tramline and catch the tram would help but
	nners just don't understand.
227.	t's a waste of space.
	t's difficult enough now to get a park on or close to Jetty Road. Decreased car
	s going to exacerbate the problem.
	t's hard enough to find parks now for locals who want to go grab a quick take away
	to a local shop we need all the parks. Please add parks don't remove them
	t's hard enough to get a park on a busy day so whoever came up with the idea to
	arking is ridiculous! Aren't you trying to spruce up the area to encourage visitors,
not dete	r them but not being able to park easily and for free!
not dete	r them but not being able to park easily and for free!

231.	It's time for parallel parking on Jetty Rd to be disconinues- because of the risk of car
	rs being opened carelessly they provide insufficient safety for cyclists.
232.	its hard enough to find parks down here on a good day.
we	dont need less parks
233.	Jetty rd is a shopping strip, especially for locals. Convenient parking is important for
shop	oping, and there are not many alternatives to on street parking.
234.	Jetty Road already struggles with carparking, these options are not improving the
situa	ation. As a local resident I often find it difficult to find parking in summer and so quite
ofte	n do not shop locally as a result.
As a	local resident I also don't want to pay for parking (ie Colley Tce) and I would suggest most
visit	ors wouldn't either - think Norwood, KW Road precincts.
	preciate with change comes giving up carparks, but this needs to be balanced, I personally
wou	Id only give carparks up for the greening of Jetty Road and these would be minimal.
235.	Jetty road and its surrounds are already short on available parking, especially parks
	a free to use. The removal of on street parking is likely to make jetty road less accessible
•	beople with disabilities and other road users while adding additional cost to acquiring a
•	. This puts an unnecessary burden on people already experiencing a cost of living crisis. I
	Id prefer the council invest money instead into supporting local residents during this
	nomic time and instead establishing more free parking and reduce the unwelcome
	ellience of people going about their day.
236.	Jetty Road businesses do not need to be hampered any further in deterring
	omers.
237.	Jetty road doesn't have enough parking as it is and currently you can easily park in
238.	t of shops to quickly visit
	Jetty Road is a retail precinct, no parking, no customers, no business. Simple.
239.	Jetty Road needs more parking so don't take any away as it will kill retail.
ls Co	ouncil proposing more carparking?
240.	Jetty Road needs parking spaces for businesses and for locals to support those
	nesses. Back streets are congested already, and car parks full on weekends. You are
	ing people away to shop elsewhere.
241.	Jetty road needs to become a destination, not a car park. Less parking and more
spac	e for outdoor dining and to avoid people needing to walk on the road to get a past a
-	ue at a cafe / ice cream shop.
The	re is no need to park outside the shop you wish to visit. It is not 1953. A shuttle bus along
jetty	road from the car park on partridge could assist the elderly
242.	Jetty Road needs to prioritise pedestrians. Lots of side street parking- loss of parking
spac	tes to revitalise the space is fine. We have a free tram down Jetty Road for access!
243.	Jetty road shouldn't have parking and be used as a pedestrian shopping strip with
new	car parks being built for compensation elsewhere.
244.	Just leave the parking as is for Residents of Holdfast Bay and nearby to use for access
to Lo	ocal Businesses.
245.	Just make it more Greener - Do we really need cars to keep polluting the Beah Dining
	is - its not very aesthtic
246.	Keep as many parking spots as possible
247.	keep colley terrace open to cars is most important
248.	keep traffic out of the whole area. People take public transport to get in there.
Rem	nove all car spaces

249.	
249.	Knowing the Holdfast Bay dinosaur council they wil not look at this for tourism
reasor	ns and attract visitors to the area.
Build a	separate high rise car park on or near colley reserve will solve the problem
250.	Lack of parking will deter the locals and visitors
251.	Least impact on available parking
252.	Leave it alone and stop incurring debt
253.	less bitumen - more greenery
254.	Less cars means less pollution
255.	Less cars on Jetty road better experience for all and more space for greenery.
256.	Less parking in the Durham Street area makes for safer pedestrian movement.
257.	less parking on Jetty road will mean that less likely for people will travel to Jetty road.
No pla	ns to increase parking perhaps a multi level carpark on the existing carpark behind the
	hotel or ontop of Coles could be solutions. A review of cost of parking in existing
	ks should be looked at price of parking in carpark under the Pier is expensive
258.	Less parking the better = less cars will go into Jetty Road!
259.	Less parking the nbetter.
	tional parking is required a redevelopment of Elizabeth Street and Coles car parks into
	story car parks would fulfil the requirement
260.	LESS PARKING WILL MURDER GLENELG TOURISM HOSPITALITY AND BUSINESS
261.	Less parking, means less traffic. Promotion and use of public transport to Glenelg for
	s required.
262.	Less parking, more human space
at box	Let the Traders "trade" this is their livelihood - There is enough greenery already ished down Jetty road and Moseley Street and Colley Tce - people do not stop and look es of plants - lets leave this area for parking for the elderly, etc and locals
264. on Mo	•
265.	Local residents often require a short term park to be able to visit the various shops or
	d. It is likely that in off peak periods that each carpark may have 30 plus uses each day
	remove 60 spaces that is potentially 1800 shopping visits that are blocked. The retailer
266. fruit a your b costing like th Your n tourist passes busine only th more t park, s	t afford to lose that many shoppers. Jetty Rds vibrancy depends on retailer viability. Locals are already struggling to shop on Jetty road. Its getting impossible to go to the nd veg, butchers, bakery and get your nail or hair done without getting a fine or hurting ack lugging your shopping around to the car park. Coles issue fines if you are late. Its g a fortune. You are driving the locals away. We like to support our small business, we e quality of the food and services, something the council does not give a shit about. hore interested in catering to visitors to the area for concepts that no one, not even thave asked for but the council rate payers paying the price. Locals should have permit to use so they dont get fined for shopping and supporting our local employers and ess and during the winter and cold seasons they need our support \$\$ to survive. Your hinking for the summer and fair weather. Why dont you upgrade the marina and get courist and visitor to that part of Bay. Up grade the jetty. Make it so that boats can so charters can arrive and bring visitors for dining and day trips. The only thing you is the temptation, bit sad. You could develop this concept at Grange jetty, Henely Beacl
jetty a	nd Semaphore jetty right to CYCSA restaurant. It would be unique. Like winery tours, juld create water tours to restaurants along our seashore.

269.	Losing parking will push cars to park down reside risk streets - where parking for
	lents is already at a minimum! What will be fine about this? Residents will need resident
-	ing permits! Or how else is this going to work
270.	Losing so many parking spaces limits visitor accessibility to Jetty Road, and increases
	gestion in other parking areas.
271.	loss of existing parking spaces should be minimised - visitors & locals need ease of
рагк 272.	ing to access businesses. Loss of in street parking is irrelevant to me due to public transport, bicycle and also
	native near by carparks
273.	Loss of parking is unacceptable and contrary to the objective of improving visitor and
	lent experience. Giving up parking spaces is lazy design. Concepts that increase parking
	Ild be proposed - they are available with a bit of thought.
274.	Loss of parking means loss of short term high volume trading - many of the current
	nesses survive on this.
275.	Loss of parking spaces is not a concern. It is very obvious a 2 or 3 level carpark is
requ	ired at Coles carpark location asap (very surprised has not been done already) from
whe	re pedestrians can easily access locations to the west.
276.	loss of parking spaces is of concern as parking is already a problem at Glenelg.
277.	Loss of parking will deter shoppers
278.	Make parking more known
279.	MAXIMUM RETENTION OF PARKING
280.	May need to consider alternative car spaces when there are events on
281.	More parking is needed in and around Glenelg otherwise people will not stay, shop or
eat.	Parking is already very difficult.
282.	More spaces for parking are needed to support local businesses
283.	Motor vehicles and parking should be discouraged/minimised if we want to make
Jetty	Road a welcoming place to gather.
Altei	rnative parking in nearby roads should be enhanced. That is a challenge that none of the
	epts address.
284.	Must have additional carparking provided FIRST in the upgrade of Jetty Road
285.	Must keep as much parking on Jetty Road as possible.
286.	My preference is option C. I would like to see Jetty Road become more like Rundle
Mall	and free flow for pedestrians, more outdoor dining and options for pop up vendors.
287.	Need as many spaces as possible
288.	Need more car parks away from jetty road to make work
289.	Need to be able to park on Jetty Road as Coles Carpark is always full not just for the
shop	opers
290.	need to ensure that minimal carparks are removed.
291.	Need to ensure there are alternative options which are not privatised
292.	Need to prioritise pedestrians.
293.	No bicycle parking considered.
294.	No cars mean no parking required
295.	no cars no people no foot traffic no business easy
	No further reduction in parking spaces would be ideal but, if it must be, the minimum
296.	
296. redu	iction is warranted.
	iction is warranted. No issue of losing on street parking if this is factored in, i.e. there is increased parking

 and Elizabeth Street to be made multi storey as in Partridge Street. 299. No reduction of car parking spaces in Glenelg anywhere. 300. no requirement for it if you have increased pedestrian access. It is a popular place, car parking is at a premium. 301. none of the concepts represent a net gain to pedestrians that would justify the larg number of losses of parks to the street. The questions here are to to broad in scope and whithey relate to the whole of precinct they are generally concentrated in one area. If the ben to pedestrians, ie wider footpaths on both sides of the street west of Milton/Sussex - more crossing points throughout the transition zone - them perhaps I could support them. 302. not a bit issue with me but why alter whats working as is 303. Not enough down there already and you're wanting to take more away. This would be very bad for the businesses there. It's so difficult to pop down there and park in the street to go to the chemist or bakery right now. I wouldn't go if I couldn't find a reasonably close park. 304. Not enough parking now so don't reduce it. Encourage people to come to Glenelg with free on street parking. More disabled parking needed. 306. Not enough parking spaces already. Loss of more spaces will impact traders on Jett Road 307. Not practical 308. Not supportive of any loss of parking spaces. What's the point of trying to make Glenelg more tourist friendly!! They won't be able to find a park when they get here. 309. Older residents need to be able to park & have easy access to shops 310. One hour parking along the whole street, so always plenty available for quick stops 311. One of the great things about Glenelg and ease of accessing it is being able to park close by. Changing accessibility by locals reduces the chance of choosing Jetty Rd over Mari or Brighton 312. One way traffic on jetty Rd could resolve all these issues 313. Overtime a mu		
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	space	raiking at present is unnountenough without unnecessary loss of further parking

 321. Parking at wrigley reserve should be made free to encourage parking their and walking to jetty road 322. Parking in Glenelg is already problematic. And ridiculously expensive along Colley 1 and other places. Losing so many parking spaces will make Glenelg less appealing for people who don't use the tram for whatever reason, be it they are a family, have lots of gear with them for say a day at the beach, will be leaving the precinct after the tram stops running, o 	
322. Parking in Glenelg is already problematic. And ridiculously expensive along Colley T and other places. Losing so many parking spaces will make Glenelg less appealing for peoplewho don't use the tram for whatever reason, be it they are a family, have lots of gear with	
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who don't use the tram for whatever reason, be it they are a family, have lots of gear with	
	5
them for say a day at the beach, will be leaving the precinct after the tram stops running, o	
	-
live far away and it is way more convenient and cheaper to drive. Also, locals will stop going	5
to Jetty Rd and area to do their business and errands as it will be too difficult to park.	
323. Parking in Glenelg is already very difficult and visitors want easy access. Reduce	
parking and customers/tourists and visitors will go elsewhere.	
324. Parking in Glenelg leaves a complete overhaul. It needs to take into account 1. Nee	45
of residents 2. needs of business Residents are needed to keep Glenelg vibrant. Otherwise	
becomes a desert like Port Adelaide.	Ľ
parks beggars belief. The Monday to Friday locals, many whom are elderly shop locally, and	
being completely ignored and threated like second class citizens.	
326. Parking in the Glenelg precinct is getting more difficult. We live in Sturt street which	n is
500m from Jetty road and we get street parking from beach goers every weekend, to the	
point where our visitors struggle to find a park. The Council will need to provide more off	
street parking for visitors to Glenelg beach, at an affordable rate for families. I support the	
concepts of plan C and realise that this will impact parking, but I find the improvements	
appealing.	
327. Parking is a difficult issue, the fewer lost spaces the better, and a full review of	
current street restrictions and standing times needs to favor traders not long term parking.	
328. Parking is already an issue in Glenelg. The side streets from Anzac Highway to Jetty	Rd
& Augusta Street are nearly always full already	
329. Parking is already at a premium at Glenelg. Only when its bucketing down are their	
parks available. With the population growth its only going to get worse so why remove the	
Doesnt make sense	
330. Parking is already at a premium in Glenelg and if you restrict parking people will no	+
bother to come if it's too hard to find a park.	L
	+ -
331. Parking is already at a premium in Glenelg so alternate parking options would need	το
be created	
332. Parking is already extremely limited along Jetty Road.	
Removing parking will drive people out of the node as they cannot to more convenient	
options and destroy all retail business.	
333. Parking is already extremely limited in the area and already causes locals to second	
guess visiting because of this. This will also increase the amount of visitors illegally parking	
near driveways and corners	
334. Parking is already limited along Jetty Rd, forcing drivers to park in shopping centre	ar
parks. This makes it hard for residents to be able to complete their grocery shopping in the	
area as parking is taken up by visitors to Glenelg. We need to keep as many parks as possib	e.
The more upgrades that happen, the more visitors we will get in the area.	-
335. Parking is already too difficult in the area. The amount of people that park in the	
Coles car-park when they are not going to the supermarket is a good example.	
	++.,
	•
Road from Moseley Street two or three carparks on the western side of Moseley Street clo	
to Jetty road could be removed to create a longer turn left lane. When cars are parked ther	e
and cars are trying to turn right onto Jetty Road they block those trying to turn left.	
337. Parking is always an issue with popular areas such as Glenelg. It is a catch-22 in that	
you want to ensure pedestrian safety for the numbers of people who visit but also have	

	cient parking so they are encouraged to visit Glenelg. If it is too difficult to park, people
may 338.	be discouraged from visiting the area.
	Parking is always tight in Glenelg. Losing 60 parks will mean people won't visit.
339.	Parking is an element that needs to be addressed in the wider scheme of things. Our
	are sometimes late to their shifts due to a lack of free parking without time limits. Our
	can not rely on public transport as our business closes after public transport schedules
	e finished. Walking long distances to parking late at night at the end of a shift is not ideal.
340.	Parking is an issue in Glenelg . We need more parking not less
341.	Parking is difficult throughout Glenelg precinctsome problems are unavoidable due
•	opulation expansion of dwellings and high rise living.
	of parking is a disincentive to local resident shopping and supporting local traders
-	reduction in parking will be detrimental to all.
342.	Parking is essential and needs to remain free on street.
343.	parking is extremely difficult at most times, parking at "cheap as chips" carpark is
impo	ossible nowallowing 8 EV charging stations (unsure if its 8 or10) when most times ther
are o	only ever 2 vehicles using the stations!!
In co	ncept A, 29 carparking spaces would be the limit to remove, otherwise come up with a
plan	to build more carparking
area	s in easy access to Jetty Road.
	nother issue the Woolworths carpark is now impossible to find a park (upper level) due
	e Gym Revo they seem to think the upper level carparking is only for gym
	nberssurely they should have allocated carparking to allow other shoppers to have
spac	e for carparking.
344.	Parking is hard at best of times down in Glenelg
Why	would you even consider reducing access you will loose customers and visitors
345.	Parking is hard enough currently without reducing further, businesses will struggle as
peop	ple avoid the area as they can't find parks. Ever tried to do shopping at Coles on a
wee	kend - impossible to find a park as all taken by beach goers who stay there all day.
346.	Parking is hard to find already. As I live on Moseley St it is hard enough for visitors to
	a park.
	be a free tram ride from each end of Jetty Road would help people to park at the
	nton road end
347.	Parking is import for both shoppers and visitors and shop owners
348.	Parking is important for local traders. As I mentioned before make the street parking
by th	ne bandstand free for the first two hours so local traders will not be affected.
349.	Parking is important. I find parking around Jetty Rod makes it more attractive for us t
visit	Jetty Road.
350.	Parking is in my view a problem now. So the loss of 30-60 parking spots would not
	y make much difference. Perhaps a multi storey car park situated in front of Coles could
	onsidered?
351.	Parking is not an issue at Glenelg. I have always managed to find a park either for
	or for a small cost at Partridge St Car Park. Conversely, in its current layout walking alon
	street is not enjoyable and arguably dangerous.
352.	Parking is not my priority. There should be better alternatives to parking on Jetty
	d, & for general access to the beach for people visiting - especially in the summer months
353.	Parking is obviously critical for the traders. Any loss should be offset by gains
رمعام	where with additional parking outside of Jetty Road.
61361	
354.	Parking is one of two major reasons I avoid Glenelg
	Parking is one of two major reasons I avoid Gleneig Parking is paramount in Gleneig Inc the dearth of disability Parking.

356.	Parking is ridiculous in the area as it is. Taking away up to 60 parking spaces is crazy.
	want to entice people to come to the area but there is nowhere to park to be able to be
	e. Stupid idea. And don't replace it with more paid parking. This keeps people away. Are
the c	only people you want to visit this area locals who can walk there? Because that is what
you a	are making happen.
357.	Parking is the BIG issue with Jetty Rd precinct. Its been great having the Partridge St
carpa	arks but we need more! In summer or when events are on there needs to be great
coor	dination with Metro Adelaide so people can use public transport in, or park n ride from
outs	ide the vicinity easily. It would be great to have some 4hr free parks so we can spend
time	wandering.
And.	if I come down to Glenelg (I live in Brighton), I do not want to pay for parking. If I have
to pa	ay III simply go elsewhere, and this is quite possibly why retail has declined so rapidly
there	e. Poor Coles shoppers- I think we all use that park regularly without shopping there!!
Free	/cheap parking is THE BIG issue. This redevelopment has not addressed that elephant in
the r	oom whatsoever.
358.	Parking is the life blood for local traders.
359.	Parking is very important to the to the local residents who live, support businesses
alon	g Jetty Road and pay rates. Please keep our parking.
360.	Parking is very important, and I think if we need to remove parks, its important to
creat	te new/more free parking in the surrounding streets
361.	Parking is very limited in Glenelg particularly at the Moseley Square end.
Cons	ideration needs to be given to the businesses that trade in Moseley Square as by
remo	oving parking spaces around it, it will impact businesses.
362.	Parking is vital for residents of Glenelg. Sometimes we use our cars for quick purcha
befo	re heading out. It is hard as it is to find street parking for a quick purchase. Loosing stree
park	ing would definitely impact my shopping habits and would probably shop elsewhere if I
can r	not park short term.
363.	Parking is vital for the continued viability of Jetty Rd. Reducing ability for a quick sto
	e greengrocer/pizza/newsagent/chemist etc will KILL the street immediately. NO
REDI	JCTION must be priority
364.	Parking needs to be a high priority - the Council should be looking to increase parkin
	d around Jetty Road, not reducing it.
365.	Parking not a priority issue for me. It's about improving the environment and ameni
for p	eople in the area. Parking should not be a factor in design decisions but if other
outc	omes can be achieved without reducing available parking that's a positive.
366.	Parking on jetty rd is chaotic anyway and I would prefer the space to be better used
•	edestrians and making the street more lively. On busy days people shouldn't expect to
	to find a park there anyway, as it is often packed which leaves cars circling around tryin
	nd a spot and makes the road even busier, so might as well just remove this option
	pletely. Parks that remain could be for those with accessibility needs only
367.	parking on jetty road is already difficult so i think the less parks gone the better
368.	Parking on Jetty Road is important for locals for shopping especially those with a
	pility. Timed parking is important for parking turnover for shops.
369.	Parking should be increased, not decreased. Any loss of current car parking space o
-	Road will be detrimental to the shopping future of Glenelg. All concepts provide suit a
strol	I to buy ice cream in ideal weather conditions, but will impact shopping considerably
more	e than it currently is. Every car spot lost will reduce turnover period.
370.	Parking should be prioritised for those with mobility/disability requirements; and fo
-	Is servicing - the latter could be time controlled. Parking is a poor use of public space. If
-	ing is removed from Jetty Road, an alternative location/s need to be identified, and
nron	noted.

371.	Parking should be removed, example around the world have shown that in areas
	lar to jetty road when the area is made for people it becomes for vibrant and used.
372.	Parking should not be a priority when making these changes.
	or increasing existing car parks in the area could recover these lost parks.
	example by increasing the height of the car park behind the Colley hotel would provide
	ly over 60 parking places.
	ole can also park along the tram line.
373. rack	Parking space removal can be offset by encouraging cycling and having adequate bike s
374.	parking spaces take up too much space already, and with insanely huge tanks
	pming more popular this is likely to get worse.
	gn our living spaces for living, not motoring.
375.	Parking still needs to be provided on Jetty Road - locals doing their business need
acce	ssible parking for appts, shopping etc.
376.	Pedestrian foot traffic brings more money into a district than car traffic. Ditch the
carp	arks.
377.	People already struggle to find suitable parking at affordable prices, if you want more
peop	ple to come to jetty road, there needs to be close, affordable, safe parking. On hot days
peop	ple don't want to be walking miles or catching public transport in the hot hot weather to
-	where they are going. People want the option to be able to drive and park closer to where
they	need to be.
Wh	ere will the taxi rank/ uber pick ups go, this helps bring people here and take them home
	ly as well.
378.	People are saying now that we won't go to Glenelg anymore because we can't park.
By re	educing the parking even more than has already been done will be the end of shopping
-	g the strip.
Shop	os will shut from loss of years and years of trading because we will all shop elsewhere. The
cher	nists, the Green grocers, the shoe and clothing shops who are already feeling the effect of
redu	iced parking on and around Jetty Rd will close.
379.	People aren't parking there anyway, they're pointless spaces that can be put to better
use	so get rid of them
380.	People hate any change - encourage more use of tram for a short ride. Healthy
envi	roment with people walking = healthier population
381.	People need to be aware that they need to walk a bit
382.	People need to park where there are shops. Parking is already an issue in Glenelg.
Unle	ess there is a corresponding increase in parking nearby, its just going to drive people away
from	n jetty road, especially on the quieter days. Every place I've seen reduced parking has led
to re	educed commerce.
383.	People will go elsewhere if there is less parking than what's available now. It will also
incre	ease parking & traffic in residiential streets nearby.
384.	Perhaps some future planning for additional high rise parking down near the square.
385.	Plan D leave it alone. How can i go to eth shops . Where will i park to go to nippers or
get t	to the surf club
386.	please do not remove car parks on colley trc infront of cibo and libary.
387.	Please keep the taxi rank and the other two parks out the front of Cibo. Turn the
prop	bosed parks in front of the new ugly George Hotel into the green spaces. Doing a great job
СНВ	
388.	please provide alternative parking off Jetty Road for the die-hards or these very good
	atives will never happen
	••

389. hour	Please provide more parking elsewhere nearby, unpaid but with time limits (three s?)
390.	Please remember that for most of the week Jetty road is an important shopping area
for lo	ocals who need car access and parking. without this trade Jetty road would be a baron
	for most of the week. This should be a plan for improving the viability of Jetty Road ian
	oving the amenity of the area. It is not a landscaping design exercise.
391.	Please remove all parking on these streets. Wider walkways and bike lanes should be
prior	itised.
392.	Prefer pedestrian accessibility over car parking. Though more needs to be done to
intro	duce car parks and public transport going north/south of jetty rd. Not just the tram east
to w	est
393.	Propose another carparking lot. Make better carparking spaces in the side streets.
The I	main reason people are against this is regarding loss of available parking.
	concerns for traffic flow during peak times with high congestion causing backlogs. Also
	to think of the school nearby as lots of families like to get there early, park and grab a
	k before school.
394.	Provide more free parking alternatives for any loss of street parking
395. mall	Provide parking in other area and people can walk to the mall and plaza like rundle and rundle Street.
396.	Provision of adequate parking to encourage people to use the Jetty Road precinct is
cruci	al.
l woi	uld like to see a much more creative solution to providing parking. Look at the parking
	print now and work creatively on how these areas can be increased rather than reduced.
	bing up a level in Coles carpark or other flat street level parking areas.
	ortantly, there needs to be a number of clearly designated drop off zones so that if you
-	ransporting people to Glenelg there are places for you to stop the car for a brief time for
	engers to alight. These need to be positioned so that walking long distances is reduced
•	
-	eople with mobility issues, and in all areas, but particularly near Moseley square on both
	of Jetty Road and near tram stops. Currently I am not aware of any designated drop-off
	s and I have asked the Council to let me know but have not had a reply. Instead, cameras
	rained on some places and heavy fines are given for a car stopping for even 10 seconds
for p	assengers to alight. eg near Mosely St corner, along Jetty Road and even at the Brighton
Roac	tram stop.
397.	Really, less parking! Why not just make the whole damn area a useless Mall
398.	Redirecting traffic to Brighton is an interesting choice. So is getting rid of parking in ar
area	that desperately needs more parking?? Government behaviour
399.	Reduce cost of parking in Colley Tce and Buffalo site to \$1 flat fee per hour.
400.	Reduce parking as much as possible so that visitors use trams and buses as much as
	ible, increasing foot traffic, incidental purchases and space for businesses and the
	nunity to use outdoor areas.
401.	Reduce parking because it incentivises people to use public transport or walking, and
-	c transport (and legs) helps the city move, and not cars!! (I'm only joking. Cars get you
-	es, but they still create lots of congestion.)
402.	reduce the loss of parking to the minimum - Concept A is the best solution
403.	Reduced parking limits accessibility to Jetty Road for residents (particularly elderly
	ess mobile) and could significantly impact local traders by preventing quick visits to pick
up fo	ood and beverages eg butcher, bakery, takeaway restaurants, coffee etc.
404.	Reducing parking will further deter people coming to Jetty Rd and will impact
busir	nesses with resultant lower customer numbers.

405.	Reducing parking will have undeniable fantastic benefits to public amenity. People
	use alternative modes of transport if they find parking insufficient.
406.	Reducing vehicular traffic increases pedestrian safety and will promote a greener and
	e enjoyable space for everyone to benefit from.
407.	Reducing/eliminating the number of cars using and parking on Jetty Road is a great
idea	
acce	Refer to my other comments and preferences as to what I think is best for Jetty Road loss of parking is always going to be a factor with significant changes to increase the ssibility for pedestrians in the area. A long term solution could be to increase the parking ities in the nearby precincts (bayside village, cheap as chips).
409.	Removal of parking would make it difficult for families with children to travel to jetty
road	for shopping and restaurants. It is difficult as it to find appropriate parking along jetty Especially when public transport is not a viable option for families with young children
410.	Remove as many cars as possible from the area. I hope the concepts include
	eased car parks outside this busy area so people who want to drive can still access the
shop	
411.	Removing parking for greenery, shade, and dining makes for a much more desirable
	for pedestrians and business activity. I strongly support the removal of parking.
412.	Removing parking for pedestrians would make Glenelg a more attractive area.
413.	Removing parking spaces will seriously impact businesses in area.
414.	Retailers need parks.
Visit	ors need parks.
Resi	dents need parks, not all of us can ride a E bike and walk miles.
415.	RETAIN ALL PARKING
KEEF	P DURHAM OPEN TO A 1-WAY
416.	retain all parking
417.	Right first of all I know this question regarding car parking and at the end of the day
wha	tever Car parking is gonna get removed will get removed anyway
l dor remo	n't think this whole conversation should be around what car parking is going to be oved
in th	ne end of the day, it's very likely that someone's going to have to build more car parking e Coles car park store etc. Which can be done which means that will alleviate the Car ing issue.
insta shou	this whole conversation should be around traffic lights at no point. Should we be Illing traffic lights in this area? This is just absolute ludicrous and I think a heavy focus Ild be on not installing traffic lights. There should be a shared pedestrian and vehicle zor t slowed down to 20 to 30 K an hour tops with lots of zebra crossings everywhere.
lf yo simp	
418. as po	See my comments about maintaining as much vehicle access and parking to Jetty Rd ossible.
•	u want to shut down all tourism and economic activity on the precinct - then you're on right track by restricting vehicle access and reducing parking spaces
	See my comments above. Why is the council so keen to lose parking close to shops he locals so they can do their shopping, and for visitors to visit the beach and use the outlets.

420.	See previous comments. Retailers need shoppers and parking is a big part of that!
We a	lso need to ensure traffic, visitors people and residents can get in and out of the suburb
efficie	ently with little impact to residents in the ensuing side streets to Jetty Road. We cannot
creat	e a car park in Gordon, High and Partridge Streets.
421.	See Q 2 response.
422.	Seriously, you want to take away parking when there is not enough already other
than	April to October when nobody but locals are really there. I don't get it and I think local
реор	le will avoid the area.
423.	Short-term accessible parking needs to be available on jetty Road. It is not convenien
for al	l users of the services on jetty Road to have to walk some distance.
424.	Significant reduction required. Wider footpaths and urban greening will significantly
impro	ove amenity and keep people in the area (plus spending money - better for local
busin	esses). Alternative transportation is available - trams and buses.
	e some will be upset by this, it's worth remembering that the average number of people
	lling in a car is 1.2 people. A tram carries a lot more people than that!!
425.	Since moving to Glenelg, I've wished for a pedestrian street. What I'm uncertain of is
	ther issues that would create such as deliveries to shops, access for people with
	ilities, impact on businesses, and increased traffic for other streets.
426.	Sorry I havent been more flexible but if we are going to take away parks where are
• •	le going to park. Are there not alternatives. We stayed in Caloundra in Qld for a holiday
	he parking was artrocious so much so that even with our great will and intent to walk,
	cafes, stay for dinner on multiple nights etc we were not able to park so ended up driving
furth	er (to our frustration and disappointment) to find other places to visit instead and in my
mind	although Calloundra is beautiful I wont stay there again or visit because of the parking
issue	s. I'm thinking the loss of parks could mean loss of tourism, \$\$ trade and business of
many	v different forms. Can we not make more parks elsewhere or more free parking. Could
the p	arking on Mosely street be turned into a multilevel car park to provide an additional 26
60 pa	arks. I'd like my cake and eat it too :) parks + green + dinning spaces+ event spaces :)
427.	Stop wasting ratepayer funds on ill founded schemes and look after local residents
who s	support the local economy
428.	Street parking must be maintained
429.	Strongly feel that all on-street parking should be preserved
430.	Supportive of concept C due to overall impact.
431.	Take away the cars, take away the visitors.
432.	TELL ME THE OPTIONS AND ALTERATIONS WE HAVE A TOWN PLANNLR WER IS HE O
SHE A	AND HOW MUCH DO WE PAY THEM!!
433.	The 2-hour car parks are full now - no one wants to pay to park for more than two
hours	s, although I do as it is convenient when I catch the tram to go to the city for medical
appo	intments. There are not enough car parks along the tramline to park for any length of
time	especially Monday to Friday as may car parks were removed for the landscaping, etc.
There	e will not be enough car parks in the paid parking areas if car park spaces are lost.
434.	The area needs more parking, not less
435.	The area needs more parking. Can a multi story, reasonably priced park be built
	where cloes to this end of the street? The current park on Elizabeth st be raised.
some	•
some 436.	The balance of increased greenery with reduction in parking in Concept A with
436.	am variation is a little heavy on the side of parking loss but an acceptable compromise.
436. Durha	am variation is a little heavy on the side of parking loss but an acceptable compromise.
436. Durha There	

	Examples could be: - all parking before 11am maximising access to businesses by local
	residents for their general shopping needs supporting non-hospitality traders, then some
	spaces given over to dining lunch service
	- minimal parking space and more outdoor seating/dining on Sunday.
437	
	where you need to visit.
438	
	nothing to do with that. As a local I rarely drive to Jetty Rd as it's an easy walk which also
	provides exercise. However, parking spaces are important to visitors and less able-bodied
	people so if we are going to lose spaces it needs to be worthwhile. The changes in Concept
	don't justifiy the proposed loss of parks; it should just be the 16 for traffic/road operations.
	While concept B loses more spaces, it at least makes more sense as the atmosphere of Jetty
	Rd will be more conducive to outdoor dining with traffic reduced.
439	
	tourist instead of the rate payers that are funding this.
440	
	Better utilisation would compensate for much of the reduction in Jetty Road parking spaces
	While this may not appeal to some traders and their customers, it is little different to parking
	arrangements at shopping malls such as Marion, where 5 minute walks from car to shops a
	common.
441	
	that provides good access to the jetty rd precinct for most people. However I would like the
	to be a specific drop off zone somewhere along jetty rd
442	. The cars get in the way and are an eyesore so I definitely support the removal of th
	parking spaces that I want to look nicer
443	. The cinema parking and cheap as chips are great, need more of these big undercover
	free parks a short walk away from jetty road, not on jetty road
444	. The City of Holdfast Bay's demographic is elderly, some with mobility issues and the
	need the ability to park close to shops, services and family.
	There will be less parking for more visitors.
445	 The Cole's carpark will be a total nightmare for shoppers
446	. The council doesn't have a great history of organise or changing parking. Look at th
	carpark in Dunbar Tce which they got completely wrong a few years ago and now sits empt
	lot of the time. In addition paying for parking on Colley Tce in winter is ridiculous.
447	
	would pick one, it would be leave it as it is. The original A.
	If you block off Colley Tce, I don't want to walk further than I have to, to catch the bus and I
	dropped off.
	Cut back the bus frequency. There are hardly any people on the buses as it is.
448	
	provide many areas for car parking anyway as the traffic was always so busy.
	Maybe increasing the size of current car parks would alleviate the loss of parking
449	· · · · ·
	MORE parking. Not Less.
450	
	too much space.
451	
491	another parking station
452	
-JZ	
	people and lifestyle activities, not for storage of cars.

453. The less lost over the whole project the better. Please seek alternatives to include in project to replace carparks.
Suggested loading zones be timed between 6am-10am and then become regular parks to add
to the numbers to ensure the project has a nett zero change to parking numbers
454. The less private parking there is, the more space is available for the public and
businesses, which is better for all involved. People would be more inclined to spend time in
the area and this would mean greater spending and an enhanced overall experience.
455. The local Glenelg residents include a high proportion of elderly and disabled, who
cannot walk huge distances, so rely on on-street parking to do local shopping on weekdays.
Your proposals will force us to drive further to shop at Marion or Edwardstown if we cannot
find a nearby carpark, so local shops will lose essential business. Plus, none of your designs
include a designated drop-off area to enable the driver to drop off the elderly and disabled near events at Moseley Square, and then the driver can go park further away. The council
currently fines us to do a drop-off, but it is essential for equal accessibility for ALL people that
we can drop off in a set location without fear of fine or penalty.
456. The loss of any car parks will be detrimental to traders and local residents carrying
out their shopping. Do not support any losses of car parking.
457. The loss of any parking is unfortunate.
458. The loss of any parking would deter people from coming to Glenelg and perhaps force
people to use Coles & Woolworths car parks which area already very busy.
459. The loss of anything but a small handfull of carparks (less than 10) is not acceptible
and 60 for concept C along with reduced bus services for locals is a disaster and shows zero
consideration for local residents who support the council and prop up this eara all trhouhgh
teh year not just on summer Sundays.
These changes will impact both our access to services every day/night of the week and also
mean our surrounding streets become even more over crowded with peopel looking for
parks.
460. The loss of car parking down jetty rd does not worry me as pedestrian safety should
be the priority
461. The loss of parking is a big issue for locals and visitors. It may be worth considering
building some multi-level car parks which would offer free or cheap parking. I myself do not
own or drive a car, however. Thank you.
462. The loss of parking space could be compensated for by 1 or 2 multistorey car parks as close as practical to Jetty Road
463. The loss of parking spaces for Concepts B and C seems fair given the upgrade in
amenity proposed. Concept A seems to involve a lot of construction work for little gain in the
amenity of Jetty Road
464. The loss of parking spaces will severely impact on the residents and ratepayers who
regularly shop on Jetty Road. Reduced access to the shops which are normally frequented by
locals will not only cause great distress but it will cause them to find alternative shops to use,
thus affecting the shop keepers and landlords of those shops. For example, I am an elderly
resident of Glenelg, and I am not as mobile as I used to be. I shop at Caruso's, Chemist
Warehouse ,Gourmet Butcher, Baker's Delight, ANZ Bank and Coles. Coles car park is difficult
to find a park now and with reduced parking it will be impossible. I can usually find a park in
the vicinity of my shops as the turn over of cars is relatively short for most regular shoppers.
This access will disappear with the loss of all those parks as the normally accessible parks will fill up. Woolworths Car Park is now almost impossible to access and it will get worse. It will be
similar for the Coles and Partridge Street Car Parks. IT IS UNFAIR to expect Residents and
similar for the coles and railinge street carrains. It is one and to expect residents and

Ratepayers to sacrifice their amenities for "TRANSFORMING JETTY ROAD which advantages.	ı gives them no
465. The loss of parking will significantly reduce the number of people comi	ng to shops at
Glenelg. Eg loss of parks near blooms will significantly turn people away to seel	
pharmacy not at Glenelg which will also mean other shopping will be done else	
whole plan is about tourist visitors day trippers to Glenelg and not regular local	
466. The main aim is to make the area more attractive for people to come a	nd linger
longer. Cars don't provide a nice ambience for visitors.	
However, there should be a good discussion, where to provide alternative area	is for parking,
and/or increased service by public transport. Adelaidians are still very opposed	to pay for
parking and it will be a painful learning to take away the free parking on-street	
off-street parking that needs to be paid. Maybe the council could provide parki	
only charge after 2 hours	ing area but
	orke will turn
	arks will turn
off people from shopping I believe.	
468. The more parking spaces removed and the harder you make it to drive	
greater the reduction in visitors and the greater the reduction in business done	
469. The new high-rise buildings need to provide at least enough parking for	r all residents
& expected visitors to their tenants.	
470. The on-street parking along jetty road makes the area hostile to pedes	trians and is a
complete waste of space.	
This would be far more valuable as outdoor dining or public space	
471. The parking removes seating space for businesses and makes walking a	
dangerous! People taking the tram and walking locally shouldn't have to watch	out for drivers
that can't be bothered walking 10 minutes!	
472. The parks as you turn right for Jetty Rd into mosely St (at that turn in	n Mosely St)
definitely hold up traffic over tram line when vehicles trying to horizontal park	
473. The proposed reduction is only 1-2% of all parking available in the prec	inct so it
shouldn't be a big deal. Is there a need to promote parking areas not fully utilis	
parking restrictions are regularly monitored for misuse.	
	convoniont
	convenient
parking, not a loss !!	
475. The shops need parking - or no one will use the street. I can shop at lo	
Brighton etc if there is no parking within a reasonable distance of the shops -	
to head down jetty Rd. Don't create a street that is good for pedestrians, but d	Irive the
pedestrians away. X	
476. The small number of parks on Jetty Rd is of little importance compared	l to pedestrian
access and movement. Pedestrians shop. Cars don't.	
477. The street is so unpleasant at the moment, and I'd never expect to parl	k on Jetty Road
anyway. It's an obvious sacrifice to make to improve the space for everyone.	,
478. The success of businesses depends on people feeling comfortable about	It coming to an
area and this means, in part, being able to park a car conveniently. I would feel	-
there were a plan, or at least future provision for, more off-street parking. As s	
relation to St Johns Row, parking is already under strain, not only for visitors bu	•
Road workers, services and tradespeople. Lymington Street is a nightnmare. Hi	-
needs to be reviewed - the angle parking should not be available to over-large	vehicles like
Utes, often with tow bars, that protrude into the traffic lane.	
479. The traders on Jetty rd have a hard enough time staying in business (ju	ust look at all
the empty shops on the street) and now you want to reduce parking, making it	harder for

	ls to just pop down and 'pick something up quickly' eg fruit&veg meat etc to support loca businesses
480.	The usefulness of a car parking space depends on how far a person has to walk to
	or visit a restaurant or cafe the greater the walking distance the less attractive is that
-	
	icular car park
481.	There are ample alternative parking spaces available.
482.	There are ample parking options for visitors outside of those on Jetty Road proper. I
	t believe that any of these options prioritise pedestrians, and therefore all visitors, highl
enou	ugh. I am most supportive of Option C but would prefer to see greater removal of on-
stree	et parking for the provision of more on-street dining, activation spaces, and potentially a
cycle	e lane.
483.	There are hundreds to thousands of people that visit the area. Losing 60 car spaces t
bene	efit the majority of people that would otherwise not be able to park in those spaces due
	vailability. This would be for more space to walk around, allow more capacity for
	aurants, quieter, and visually more attractive, making a much nicer environment. People
	want to visit areas for pleasure don't go there to admire parked cars that take up a lot o
	e. They can walk from a near by street, take the tram or bus.
spac	e. They can wark norm a near by street, take the train of bus.
Intro	oducing a free bus zone might be good to help with people parking further away.
484.	There are other parking places elsewhere so happy to have the parking removed fro
Jetty	/ Road to make it nice environment.
485.	there are plenty of other streets/areas with plenty of parking so removing them fror
iettv	road makes me happy
486.	There are thousands of street parking spaces nearby, the people there shop and buy
	gs from the businesses, the empty bit of asphalt out front is not what bring value to the
	nesses, its the street being a place people want to go to. removing the space will increas
	amount of pedestrian activity that brings in money.
487.	There are too few parking spaces available, people (tourists) will not come to Glenel
	hard
488.	there are undercover parking options at the Cinema and Cheap as Chips as well as
	blworths and coles carparking for a couple of hours for free. Whilst you may have to wall
	ner, there is the option of the free tram if mobility issues are a concern
	There has already been a loss of parking spaces on Jetty Road. Finding a car park is
489.	
	cult so I do not support any further reduction of parking spaces!
490.	There has not been a traffic management plan. Traffic on Moseley St will be awful.
491.	There is a perception that car parking in the Jetty Road region costs money and othe
	oping precincts allow 5 hour parking periods for no cost.
	vide bigger car park spaces to provide for contemporary cars (SUVs and Utes) and large
	ilies with their stuff for a day at the beach.
	ing period to be a minimum of 3hrs, preferably 5hrs, which is the normal shopping cent
•	park period. The period of car parking needs to allow for time to shop, then lunch (or
dinn	er) and to go to the beach.
Park	ing inspectors to be more lenient, dress more casually, more understanding and
	dlier, and have a knowledge of local tourism. Parking inspectors need to be more than
	parking inspections. They need to be able to represent the council's tourism aspirations
-	ourism within the area and generally to promote tourism in SA.
	is council providing for the loss of car parks and what are the future car park
	irements for the region?
•	region seems incredibly short of parking. There is a need for a comprehensive street
	ark study.

I don't understand what car parks cost and the periods of parking across the region, some
better communication from council is required.
492. THERE IS ALREADY A LACK OF PARKING DOWN THERE AS IT IS!!!
When I take my children to the library when there is bad weather, there is only 4 x FREE 1
hour parks available on Colley terrace if I'm lucky enough to get one.
I have no idea how the elderly or the disabled manage to get a park as they use the library all
the time.
493. there is always the argument of not enough parking spaces but it is usually from
people who do not know/care about public transport, walking or using the car parks provided in gordon street etc
494. there is bugger all long term parking (more than 2-3hrs) in the area and the workers who bring in revenue for your council are already getting screwed over by lack of cheap parking at the beach end unless your work for coles and can get a permit you're left with walking all the way to cheap as chips for \$5 parking which doesn't sound so bad but when you think that most of the retailers at the western end are late night traders with a lot of young people working there so to walk 300+ mtrs late at night after a long shift and not feeling safe to do so is a bit narrow minded , dining, games and hair appointments take longer than the 2 hr limit allowed in this area so please consider taking these things into consideration and not
just how much money you can gouge from parking fines its very disrespectful to those who help you make money on the first place buy enticing the clientele to your community perhaps with the new buildings going up one should have thought to require extra parking not only for tenants and their visitors but also to accommodate the workers at the western end of Jetty
rd
495. There is currently not enough parking in Glenelg especially for residents. It is not acceptable to lose any more parking spaces. Additionally, consideration should also be given to issuing resident parking permits.
496. There is enough car parking along the tram line near glenelg east or glengowrie for people to park & use the tram. Make the tram free & more people will use the tram. Also, people can Walk which is better for people's health
497. There is insufficient car parking as it stands. Due to car parking restraints Glenelg is my second most avoided area second to the city.
498. There is more than enough parking in and around the area. In any case reduction in parking might precipitate the more use of alternative sustainable travel options
499. There is no reason to reduce parking
500. There is not a significant improvement being offered to justify the loss of 60 car parks
501. There is not enough parking at present so why reduce the number? These concepts are not aimed at benefiting locals
502. There is not enough parking now- why take them away. People will go to Harbour town
503. There is not enough parking there now and the parking inspectors are over the top with fines. Like , where do people park????
Maybe consider building a multi level carpark just off Moseley Street behind the Grand hotel. If you did that, instead of the current open one, more people would have a chance to park and more people would visit and also not be so frustrated. A multilevel parking lot would be a good investment for the area.
504. There is nothing in the plan to replace, or even increase, the number of parks available - this is unacceptable. The key message of the plan is to increase pedestrian safety, then where will all these pedestrians park their cars? Will they start to encroach into local streets outside of residents houses? There needs to be some provision to increase parking,

505.	t just There is plenty of parking in side streets and ways to access Glenelg without a car,
	ther that is by bus, tram or bike. 60 parking spots will not make or break the precinct.
	larly shown when there are events at Glenelg that attract 100s of people while closing
-	road, such as the recent Ice Cream festival. This shows there is adequate parks without
-	ones on Jetty road needed.
506.	There is plenty of parking off street
507.	There is plenty of parking on side streets and car parks. Although expanding the ca
park	s would be of benefit. Maybe enlarge the Coles car park into a two story?
508.	There is such a problem in Glenelg for parking.
l am	a resident in High street and although parking does not affect us there is a big probler
park	ing in Glenelg.
High	street is always full with parking at any time of the day
509.	There isn't enough parking now especially on busy days
510.	There needs to be a balance between what the advantages and disadvantages to
losin	g car parking spaces is. I feel that the ability for people to access shops and services is
why	they come to Jetty Road, and reducing parking makes that journey more difficult.
511.	There never has been enough parking for any type of parking , whether it be for lo
	purists
	ing inspectors out until midnight revenue raising , which is a deterrent to attend jetty
	to attend restaurants or to shop
512.	There s minimal parking available already. I would stop dropping in to shop as I do
	larly usually finding a park
513.	There will be resistance to any reduction in parking. This has always been an issue
	past development proposals for Jetty Rd. Shoppers want to be able to park closeby to
	r shopping destination rather than use the car parks in Partridge Street. These are ofte
	empty weekdays even with 2 hour free parking.
514.	There would be too much disruption for Sussex st residents for Options B and C
espe 515.	cially with traffic and parking issues
	These improvements are not necessary
516.	These options would be a lot more popular with everyone if the parking issue was
addr	ressed along with the rest of the changes.
F 4 7	This is a tourist area thus Pedestrian safety and enjoyment should be paramount. This is a tourist area thus Pedestrian safety and enjoyment should be paramount.
	e is menuvior narking around menergish ram tully supportive of the reduction in parking
Ther	
Ther espe	cially for option C
Ther espe 518.	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people
Ther espe 518. com	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing
Ther espe 518. com ANY	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati
Ther espe 518. com ANY ther	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati e is provision in several locations for multi-car parks behind the shops fronting the stre
Ther espe 518. com ANY ther 519.	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati e is provision in several locations for multi-car parks behind the shops fronting the stree This is THE MOST RIDICULOUS thing I've read that the council propose!
Ther espe 518. com ANY ther 519. It's h	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati e is provision in several locations for multi-car parks behind the shops fronting the stree This is THE MOST RIDICULOUS thing I've read that the council propose! hard enough getting a car park as a local to do shopping, it will push a lot of locals to shopping.
Ther espe 518. com ANY ther 519. It's h at M	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati e is provision in several locations for multi-car parks behind the shops fronting the stree This is THE MOST RIDICULOUS thing I've read that the council propose! hard enough getting a car park as a local to do shopping, it will push a lot of locals to sh larion shopping centre, or Woolworths Brighton etc. If you want Jetty road traders to
Ther espe 518. com ANY ther 519. It's h at M leave	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati is provision in several locations for multi-car parks behind the shops fronting the stree This is THE MOST RIDICULOUS thing I've read that the council propose! hard enough getting a car park as a local to do shopping, it will push a lot of locals to sh larion shopping centre, or Woolworths Brighton etc. If you want Jetty road traders to e in droves, then this is a good plan.
Ther espe 518. com ANY ther 519. It's h at M leave And	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati e is provision in several locations for multi-car parks behind the shops fronting the stree This is THE MOST RIDICULOUS thing I've read that the council propose! hard enough getting a car park as a local to do shopping, it will push a lot of locals to sh larion shopping centre, or Woolworths Brighton etc. If you want Jetty road traders to e in droves, then this is a good plan. how do people access the Library? Especially the elderly. Will you have free buses to
espe 518. com ANY ther 519. It's h at M leave And take	cially for option C This is absolutely mindless. Supposedly this whole concept is to encourage people e to Bay'. Parking in the Jetty Road precinct is already extremely difficult and removing parks is going to exacerbate this. At least in King William Road after their bastardisati is provision in several locations for multi-car parks behind the shops fronting the stree This is THE MOST RIDICULOUS thing I've read that the council propose! hard enough getting a car park as a local to do shopping, it will push a lot of locals to sh larion shopping centre, or Woolworths Brighton etc. If you want Jetty road traders to e in droves, then this is a good plan.

521.	This project is an absolute waste of time and money. Outrageous! New traffic lights,
	ers and concreting is a disgusting misuse of taxpayer funding when what we currently
	e is perfectly fine. You might have buckets of personal money, but the rest of the
	imunity is struggling.
522.	This whole exercise is an illusion of choice for ratepayers - how about concept "d" - no
min	i plaza at the end of Durham Street?
523.	To allow more car free zones, the loss of parking spaces is unavoidable. It could be
con	sidered to built another carpark or extend existing carparks e g the one in Patridge Street.
524.	To compensate it would be great to have another public park as per the 2 on
Part	ridge Street at the western end of the Jetty Road precinct
525.	To decrease parking in any form is counter-productive. PARKING IS THE BIGGEST
	JE in the Glenelg area currently. There is NO point making the area
bea	utiful/aesthetic/wonderful IF NO ONE COMES cos they can't get a park.
The	re needs to be a BIG concept plan to improve the parking situation in Glenelg NOT
	thing that makes it worse.
526.	To reduce parking on Jetty Rd would help traffic congestion but then puts pressure on
-	king in side streets and access to shops like Caruso and butcher because there is no parks
in C	oles or the side streets
527.	Traders and the elderly need as much parking in Jetty Road as possible
528.	Traffic diversion to Moseley Street is crazy. Moseley street is a residential street and
will	become a nightmare especially weekends and evenings. How are the vehicle to get out,
kee	p using establish routes along Colley terrace to anzAc highAnz. This is ridiculous
529.	Traffic flow and parking have become increasingly ineffective in the area of Jetty Road
in re	ecent years. This review needs to look on the affect that changes will have on traders.
Mys	self I have for the past few years changed from Carusos fruit shop to another in South
Brig	hton. These options are a similar distance from my home but parking is much easier at
Sou	th Brighton.
530.	Travellers to Glenelg need to become aware that they can't expect to drive their
veh	icles all the way to the front door of wherever they are going.
531.	Trick questions, Not in favour of Cocepts A & B at all, just reduction in cars.
532.	Unable to comment for A&C, as preferred option is B.
533.	Unfortunately business owners see drive by traffic and parking availability as essential
	heir viability. These views primarily due to a "don't change what we think works" attitude
	area s far away from success as they could be.
	assing traffic: It is very difficult to find any viable connection between passing traffic and
	iness activity. When looking at the type of trading in the shops and other business
	mises in Jetty Road they are all very small with narrow frontage' under canopies, and
-	cult for people to spot from a vehicle driving by.
	arking: There is a clear connection between parking availability and business activity. This
	s not mean parking has to be right outside the shops and businesses. Instead, additional
	king should be provided in close proximity (preferably at ground as there is a distinct
	ke for multistorey parking).
	esign, construction, maintenance: More importantly the new public area should be so
	I designed and constructed (for all seasons) to make Jetty Road a truly desirable premier
	st go to destination that stands out from all others along the coast. Along with this will
	d to be the elevated maintenance undertaken by the Council for washing, cleaning,
	rity trip and damage repairs and even the use of Council officers there to assist people
-	all sorts of information (even the use of volunteers).
	reater combined focus in by Council and the Business Association to encourage all
	inesses and shops to improve the quality internal private areas, the level of service, and

	y focusing in the customers needs by treating them as people, not \$\$. I'l stop there. Sais
-	too much. Ther are so many things that need to be done to make the precinct something
spec	ial recognised Australia, if not world wide for its success.
534.	until you get the majority of people to Glenelg via public transport (nigh on
impo	ossible) then local and visitor car traffic is the go. If one lives, shops and drive in Glenelg
(or v	vant to in the future) then we need more one-street parking, not less. REMEMBER it is the
rate	payers who are paying for the bulk of these works and live here. I haven't seen ANY
	nent from shop-owners, visitors, party-goers on NYE etc
535.	Use this opportunity to limit buses
To d	o it later become too political.
536.	Vehicles can be parked elsewhere as we are accessible via tram for free from Brighto
Road	
537.	Want plan C, but I'm worried about the impact on traders with the loss of 60 car
	s. Would like to see this offset with the construction of 1 or 2 more multi level car park
•	lings half way down and as near as possible to Moseley Street end of Jetty road. Proviso
	30 mins or 1 hour free or validate parking ticket if purchased more than say \$30 from
	Road or precinct traders.
538.	Waste of ratepayers money
539.	
	We are a country that is growing with more people coming in from all over. Check
	how other countries deal with the fact that you cant park in their tourist areas.
540.	we are losing shops on jetty road already, any more losses of parking space would
	n less activity in shopping.
541.	We believe there is plenty of parking so less spaces is not a big issue at this time.
	aps the council should look at anorther off street parking station as per Partridge.
542.	We can't lose parking.
543.	We don't need parking - we need better transport options. These spaces would be
bett	er used as pedestrian zones, outdoor dining, busking space, bike lanes, public transport
acce	ss, etc.
544.	We have other parking options including free 2P. On street parking is a low priority
beca	use it doesn't make the area look modern or attractive.
545.	We live on Saltram Road and parking is extremely difficult for us residents, perhaps
the	council need to consider parking permits for surrounding streets if parking on jetty road i
goin	g to be reduced or think about implementing a carparking complex somewhere closeby
546.	We need a shopping precint Not joy riding down streets
547.	We need all the parks we can get it's not even a question. No one catches or wants to
-	h public transport. Adelaide is too close together to want to do this it's so unrealistic. If
	e are no parks no one will come. If you are taking away parks are you providing more
	whereif you are not it's an absolute joke
548.	We need another multi storey carpark possibly at the Coles carpark
549.	We need more free parking for locals to do their general shopping. 1 hr free parking
	e to the shops is good for getting shopping errands done.
550.	We need more parking in Jetty Road not take it away. It's hard enough finding parks
	are close to Jetty Road. On weekends you need to walk further or park at 1hr parking
zone	
551.	we need more parking NOT less.
552.	We need more parking. I would support the loss of street parking if the council built
anot	her parking building which provided more parking than what was lost
553.	we need other parking available around the area - and not paid parking everywhere
with	time limits

more	people would attend community events and the shopping precinct if it was not for pai
	imed parking
554.	We need parking on Jetty Rd not only for our disabled but for shop owners
555.	We should encourage people to get to the precinct through means other than a
	te vehicle. However, public transport access via bus, especially on weekends is not
•	nal, this needs to improve otherwise people will still rely on private vehicles and just pa
•	er away.
556.	We would like to see a distinct removal of private vehicle traffic all along Jetty Road
	hance the whole Jetty Rd precinct not just Mosley Square
557.	What a foolish idea. Council spent \$ millions to increase parking by investing in
	dge Street parking Jetty Road is dooned
558.	When events are on, it is so nice to have Jetty Road for pedestrians only. The counc
	I provide hop on/hop off buses for people entering the area from further away.
559.	When you consider Jetty Road, there already is very limited parking along that
	ch, (so not much loss) parking is available to shoppers in side streets, Coles + Woolies. '
	the 2 additional actual car parks.
560.	Where are people visiting Jetty Road going to park?
	existing carparking sites are inadequate now.
	ss residents driveways?
561.	Where are you going to provide alternative car parking?
562.	Where do you suppose people could park if so many bays are being lost ? particular
	ncept B&C ? Particularly elderly people who count on family to escort them to and fror
563.	y can't very well walk to far and often require hands on assistance.
	While I do support reduction of private vehicle traffic on Jetty Road, I am concernec t where people will park, and as a nearby resident I would like to know that provision f
	parking elsewhere is part of the overall plan to ensure pressure on residential side stree
	t increased. I do not support all parking being paid.
15 110	
With	the number of multiple two storey houses being built on former single house blocks in
	rea, residential parking is already a problem, most streets are overloaded with parking
	are no longer two way accessible, and is dangerous for cyclists.
unu e	
In ad	dition parking reductions are likely to have an adverse effect on local businesses if ther
	o suitable alternatives.
564.	While parking can be challenging, I think the loss of these parks is warranted for
	oved pedestrian access.
565.	Why do we WASTE so much space on cars? Not necessary, Glenelg is incredibly wel
	ected via other modes of transit. Minimise parking other than for disability in the vicini
COUL	
and i	f people want to drive then they can walk from their car in a multi story parking unit
and i some	f people want to drive then they can walk from their car in a multi story parking unit where nearby.
and i some 566.	f people want to drive then they can walk from their car in a multi story parking unit where nearby. Why would the council get rid of between 29 and 60 parking spaces. There are no
and i some 566. parki	f people want to drive then they can walk from their car in a multi story parking unit where nearby. Why would the council get rid of between 29 and 60 parking spaces. There are no ng spaces as it is. The tourists can park further away. I live here and sometimes when I
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568.	Will not go to the area for shopping.
569.	With any solution council needs to seek out other solutions for parking that doesn't
impa	act residents in surrounding streets.
570.	With the loss of street parking spaces, there will be the need to provide extra parking
in of	ther areas. No far, there has been no Council plans for replacing the parking spaces. Also,
	ncouraging more use of Jetty Road, then consideration has to be given to how people will
-	transport to get to Jetty Road. Tram is one way but cars will be used by many so long
	n parking as in parking stations or similar must be considered.
571.	With trams travelling up and down Jetty Rd and vehicular traffic as well, parking on
Jetty	y Rd is a nightmare anyway
572.	Worries about the impact of reduced parking on business are understandable, but
	be allayed by the mounting evidence that improved pedestrian access actually increases
	ness turnover. Combined with the fact that this area is highly accessible by public
	sport, I am very supportive of reduced parking to improve public amenity.
573.	yeah parking options would be essential if you were to get rid of vehicles. i would
	bose to have parking near the trams and maybe even making a parking building.
574.	yessss get rid of the car parking and make it for diners and locals
575.	
	You are trying to make change for no reason, spend money for no reason. You are
	ng to attract people to Glenelg and then they can't park any where! Locals can't park
	ide the shop they want to go to through the week.
576.	you mention that the Glenelg precinct is home to some 330 business. Most of which
	Id likely employ multiple staff on even given day this could mean an influx of some 600+
	f members into Glenelg. Parking is already and issue on bussy days the wilsons carpark is
	pletely full and several laps of jetty road are needed to find a carpark. The tram line goes
	n the city staright down, hardly anyone lives along the tram line this makes it fantastic for
	ist but how about the staff that live not near the tram line and therefore have to drive if
-	arks are already full how is reducing them a good idea?. This may work in other places
	the tram line and limited busses alone are not sufficient to services jetty road, they only
	good for touritst and those close to the tram line, Which majority of Adelaide is not.
577.	You must provide additional parking to replace the list carparks and to address
	ady existing difficultly for local residents just trying to do their shopping, medical appts
etc	Very week entry weekle in Clausela and weeking the invekieles to Cales (Weeking
578.	You want extra people in Glenelg and pushing their vehicles to Coles/ Woolies,
	ma, Watermark, Cheap as chips car parks is unfair for those businesses. Create more car
•	s not less as the population on this precinct increases with high storey complexes and
	e house blocks turned to 2-4 it is imperative a plan is in place for multi story car parks like
	growing council would budget and plan for
579.	you want people to come to Jetty Road. But park on the moon?? or use a space ship
	et there.
580.	you want to increase the number of patrons for businesses and not give them
	where to park, how do they get to the business?
581.	You want to modernise Glenelg, but how are people going to park when they visit ?
	street parking off Moseley street used to be free, but many has already been converted
	ay parking over the last few years. This has brought a financial deterrence for me, and I
	e already found myself visiting Glenelg less. We used to go to Glenelg every week, and it'l
	ucky if we go there once a month now.
	n removal of parking, it is going to deter people even more, unless they don't care about
	ng over the top for parking, which used to be free !
582.	You'll be removing disabled parking spots & forcing people to walk a long distance -
	n if disabled person is a passenger it will be much harder for them to be dropped off while
the	driver goes to locate a park.

Ap	opendix F -
Q	24. comments regarding the closure of the Jetty Road / Colley Terrace corner
1.	1. This would take away alot of customers from the Glenelg surf club because it would be to hard to
	access, this is an important and iconic location of glenelg, it would also make it harder for access
	fore emergency services. Augusta street even with improvements cannot handle this traffic flow as
	seen with partidge and Mosley street already this would further congest jetty road
2.	1. Where would all the traffic be diverted to that use that corner to go to so many places. Partridge
	St is
	already too busy to cope with extra traffic, smaller streets won't cope with extra traffic. With all of
	the apartments being built every road is needed for what will be eventually so much extra traffic.
	Closing roads, unless you can show how the Council will address this problem is useless. The
	Council won't even try to fix Partridge St running left into Pier St so not sure why they are trying to
	do something with that corner.
3.	A 10 km zone with trams and buses and people walking in all directions in a shared zone is an
	accident waiting to happen. The current crossing on Colley Terrace works extremely well with
	pedestrians waiting for breaks in the traffic before crossing or quite often the cars will stop to let
	the pedestrians cross. All very safe and easy.
4.	A closure of this intersection will cause increased traffic through the streets intersecting with Jetty
	Rd or alternatively a reduction in overall visitation to Jetty Rd.
	Neither of these alternatives is desirable.
5.	A ridiculous idea it would result in increasing traffic on other roads and congestion would be a
	major issue
	Not supporting this idea at all
6.	A right hand turn from Augusta St into Colley is not necessary as they can easily turn left and
	traverse the new loop to head right. Cars turning right would bank up and block the flow out of
	Augusta Street. It is much easier to enter an intersection turning with the flow of traffic than it is to
	try to cross it.
	Vehicles heading to Wilsons carpark or Platinum can go around the new loop and turn left.
7.	A small roundabout at the intersection of Colley and Augusta Sts would assist in traffic flow;
_	obviously needs to be bus friendly. Could try a virtual roundabout to help the buses.
	A very busy area where glenelg surf lifesavers frequently need to enter
9.	Absolute madness to close this corner
10.	Absolutely no support to this idea what so ever.
	I live in this area now and this would be a big inconvenience.
11	Absolutely ridiculous concept!
11.	Where will the traffic go!
	It will create HUGE problems in surrounding streets of YOUR ratepayers, including traffic, parking,
	and safety for pedestrians. Partridge and Moseley Streets are already congested. Pier Street and
	the Broadway will become more problematic.
12	Absolutely unacceptable. The traffic access north and south is of critical value and must be
	maintained.
13.	Access to any parking in Glenelg is important
	Access to the local community is significantly affected including access to the Glenelg Surf
	Lifesaving Club.
15.	Access to the Wilson Car park is a key item for the surf club, locals and visitors
	ACCESS TO THE WILSON CARPARK MUST BE RETAINED FOR BOTH DIRECTIONS
1	

17. Access. Cars are here. people need to park. Its just a fact of life

18. Again we need to support pedestrians over cars in any design change, increasing walking is good for us !

19. Again, more restrictions and worse traffic flow

- **20.** All of the above are absurd. By doing any of the above, you or INCREASING risk to pedestrian. The bank up of traffic will be huge along with carbon dioxide emisions. *SLSC- risk of delay = death.
- **21.** All sounds whatever, except for making it harder for people to get into the off street parking not sure what that's about?
- **22.** All this will do is make all the traffic go through either the small residential streets or along Partridge St and clog up those areas. The answer isn't to reduce vehicle traffic to areas you want people in but to educate people on how to use public spaces and learn that roads are for vehicles not people to walk along whenever they want.
- **23.** Any right turn from Augusta St onto Colley Tce probably needs traffic lights unless the proposed scramble crossing at Moseley St / Jetty Rd is thought to provide enough opportunity to cross. Colley Tce can be very tricky to negotiate, especially when events (more so car show events) are on in Colley or Wigley reserves
- **24.** Anything that slows traffic down is a bonus. No traffic on Colley terrace would be an even better idea.
- **25.** As a full-time pedestrian who lives on Jetty Rd (who doesn't drive & has no car), this would be great for ME, but I still have to consider what access will be like for people who drive. The library should not be made any more difficult to access.
- **26.** As a local how I am to access the library, which is already difficult with the limited paid parking. How are visitors going to access the Wilson car park if they can't turn right from Colley Tce and can't enter Colley Tce from Jetty Road.

Closing this intersection is going to push traffic to other streets in Glenelg, this doesn't solve a problem, it creates new ones.

Again, are you thinking about residents or designing a Glenelg for visitors?

- 27. As a patrolling member at Glenelg Surf Club, this is going to create major accessibility issues. Especially for people like me that live south of Jetty Rd Augusta street turn is going to be very heavily used traffic will be banked up trying to get to surf club, Beachouse, library etc. Then creating a turning circle for so many cars it sounds crazy & very inefficient. The biggest car park will be hard to get to when it will be needed more than ever with the loss of carparks. Also on a nippers day /volleyball that car park is often full by 12pm where will our members park?? Where will patrolling members park and how will we have quick access for emergency team response?? You will just move the pedestrian traffic issue from one spot to another. There is already so much 'pedestrian only' space in Glenelg crossing roads safely isn't that hard.
- 28. As a resident I use the Jetty/Colley corner for travel most days. Blocking this will just create more traffic on Partridge/Gordon st and Brighton Rd, basically diverting 3 thoroughfares for traffic to 2. I'm feeling very frustrated that as rate payers this closure is even being considered, It seems to be an option to reduce traffic on busy weekends (which we tend to avoid) for people who are visiting the Bay, not people who access it during week days.
- **29.** As a resident of Sussex St the traffic studies show that this would be a disaster. 800 or so cars projected for midday to 1pm on our narrow street.... And not to mention on a Friday and Saturday night all the cars will be hooning down Sussex St instead of Colley Tce.
- **30.** As above I am concerned that traffic flow will be badly affected through the whole Jetty Road area, and therefore the preference of Jetty Road for shopping and dining will be less. The pedestrians need to have good traffic flow and parking before they get out of their cars to walk. Concepts B and C do not improve this and in fact may actually be detrimental to the area.
- **31.** As detailed in previous answers, I am extremely supportive of Concept C. Any change that prioritises pedestrians over private traffic will only serve to improve amenity and safety which will in turn attract more visitors.

32. As I've said - the more you restrict vehicle traffic then the greater the reduction in visitors and business.

33. As mentioned before the concept of less traffic is appealing to me

- **34.** As mentioned previously, as someone who drives the Colley Tce/Jetty Rd/Moseley St/South route, I do not understand how, with Concepts B & C, I would be able to do similar in a straight-forward manner.
- **35.** As mentioned previously, it will kill a lot of the culture and atmosphere throughout the nice weather months. And jetty rd is very quiet through the winter, so it is a silly idea.
- **36.** At least short-term parking in the vicinity is vitally important Library, etc.
- **37.** Best the way it is
- **38.** Both B and C options would impact the traffic flow around Glenelg and increase traffic on Partidge street which is already too busy.

39. Busses / teams and pedestrians should have priority - not cars as is currently the case

- **40.** Can't understand how Jetty Road can cope with all the additional traffic.
- **41.** Car parking is already noted as an issue ... do you think everyone visiting Glenelg comes by tram? You are going to reduce people coming by doing this, and therefore lock businesses will further suffer!

And while I'm commenting on this ... why do locals have to pay for a car park to visit their library??? Not community spirited ...

- **42.** Cars can access car park by using the turning space at Colley St + then turn left into car park
- **43.** Cars don't need to be able to travel that far. All other areas around it can be reached by cars. Allowing only public transport to travel there increases the benefit of taking public transport and promotes better behavioural and lifestyle choices
- 44. Cars will need to access parking for visitors from further away areasd.
- **45.** Clearly the council have not thought this through. Has a person from the council, an expert in trafficking or a consultant visited Jetty Road and sat there and had a drink? One of the main attractions on this corner, whilst enjoying a drink are the vintage cars that drive around the corner of Colley Tce. It is a legend. Has been since my dad lived here in 1984.
- **46.** Close all of colley terrace to all traffic! If you divert all traffic down colley terrace and add a turning circle it will make it even worse for gangs of cars and motorcycle and scooter terrorists to do burnouts and drag racing and intimidation tactics to residents. The roundabout is an example of this already. Please close colley terrace.
- **47.** Close Colley Tce. Where do all the cars go??? The biggest issue is for people trying to get from Anzac Hwy to South of Jetty Road and visa versa. Brighton Road and Partridge Street are already congested, and these proposals add to that congestion.

48. Close jetty road from Moseley One way traffic from colley to Moseley

Leave colley accessible for residence don't make it worst for residential !

- **49.** Closing a street to private traffic, but not public, is kind of pointless. You make it worse for one without making it much better for anyone else.
- **50.** Closing any part of Jetty and Colley will cause unnecessary rat races throughout the back streets of Glenelg causing unnecessary traffic and congestion on private citizens and their properties. Opening the possibility for pedestrians injury or catastrophic accidents. Stifling Wilson car park & making it as difficult as possible for parents taking their children to the beach house. Also the people that occupy the platinum apartments should have unfettered access to their property.
- 51. Closing Jetty Rd / Colley Tce would be very detrimental to the whole of the Glenelg and Holdfast Bay Council area.It would mean that there are only two through roads crossing Jetty Rd south to north.....

Brighton Rd ... and Partidge st/Gordon st. Both of these crossings can be "gridlocked" at any time!

Closing Jetty Rd/Colley Tce would increase the traffic on these two cross roads by 30%. It becomes a huge disincentive to travel through Glenelg and effectively dividing the Council area in into two regions...north and south of Jetty rd.

- **52.** Closing off Jetty Rd and Colley Terrace to drivers is a bad decision. This is a route that I take regularly as a resident. I feel that all the changes being considered are to suit pedestrians (predominantly visitors to Glenelg) and not the residents who drive here daily.
- **53.** Closing roads- no. Needs to be accessible to emergency services. Plus how about people with mobility issues. Keep the roads open.
- **54.** Closing this corner would push traffic onto surrounding streets, partridge street already being bumper to bumper in school and peak hour especially at pier street roundabout. Brighton/tapleys hill road is already snails pace during peak hours and I expect traffic to increase on this route whilst the morphett road upgrade is happening
- **55.** Closing this would only result in more traffic being pushed into surrounding streets. The majority of the time other than afternoons on warm weekends (ie. not even half a year) the traffic is not a problem at that intersection is not a problem. Residents access to this thoroughfare should be a priority, I have lived in the area for 30+ years and myself and members of my family all use Colley Terrace on a daily basis.
- **56.** Closing up that corner just moves the traffic to smaller streets in the precinct unable to cope with the heavier traffic load. Including Augusta street with the Church square in the middle to navigate and dangerous and narrow at best of times. It may help with pedestrians crossing Colley Tce onto and off of the Square but moves the problem to increasing traffic coming onto jetty Rd from Sussex, Waterloo and Byron, making it difficult for pedestrians to cross those streets when walking along jetty road. It also limits accessibility of stock deliveries and emergency access to The Square, Beachouse and Surf Club areas. As a whole, the restricted access of this corner doesn't make it easy for visitors coming into the precinct. Very difficult to navigate via small side streets.
- **57.** closure of access to Colley Terrace will cause increase of traffic on other north-south streets and will make access to Colley Terrace and Adelphi Terrace difficult for south-north traffic, and north-south traffic to Moseley Street.
- **58.** Closure of Colley Terrace is a ridiculous notion forcing increased traffic flow along Augusta street and other residential streets reducing safety and increasing noise. Increased traffic making a right turn into Nile street from jetty road due to colley terrace closure forcing traffic flow around St Peter's Church. Large number of pedestrians particularly local residents using the surrounding streets to access Coles & Jetty Rd etc.
- **59.** Closure of Jetty road would have a negative impact on residents as drivers will use residential streets to cut through to get to Jetty road.

60. Closure of road would reduce use of area and destroy use of jetty road as a tourist attraction

- **61.** Closure of the Jetty Road/Colley Terrace intersection to traffic is absolute madness! What sort of drugs were the idiots who dreamt up this idiotic idea on?
- **62.** Closure of this intersection to private vehicles will be an absolute disaster. Partridge Road and Brighton Road are already much too busy during rush hour. The additional pressure of having all the through traffic on Moseley diverted to these roads means that Glenelg is going to be completely snarled during rush hour and beyond. Local residents will have to use the small side streets to get anywhere again increasing the risk of accidents and making life miserable for those who live on these streets. The best way to protect pedestrians at this intersection to put in a sensible traffic light system. Closing the intersection will make minimal difference to their safety if there is a traffic light. Please have mercy on those of us who live in the area and do not close the intersection to private vehicles!

63. Closure will disrupt all traffic flows and put greater traffic pressure on Gordon and Partridge

64. Colley Court 5-11 Colley Tce must always have access to their visitor car parks

65. Colley tce can become quite busy a right hand turn could be difficult to negotiate.

66.	Colley Tce provides the only other direct access point to/from Anzac Hwy besides Partridge/Gordon
	St intersection which can get crazy backed up at times. Brighton Rd is sooooo busy so not even an
	option as far as i am concerned. To lose the only other thoroughfare would be a nightmare.

67. Colley Tce should not be closed to vehicles. It has always been a thoroughfare and in effect a ring road.

Service vehicles and north south bound traffic can opt for a different route if they don't like a lower speed limit.

68. colley terrace is a major road, closure would impact traffic throughout glenelg

69. Completely support the proposed Concept C

70. Concept A is supported.

71. Concept B & C closing off this corner is ludicrous. The traffic flow works well currently and by closing that corner off for buses and trams is just ridiculous concepts. The current small streets parallel to Anzac Hwy and Jetty road already cannot cope with traffic so to push ALL of those vehicles into smaller side streets simply increases resident frustration, pedestrian accidents, streets that are unable to cope with the infrastructure for new building being built etc when traffic increases dramatically.

Honestly, has anyone providing a concept actually completed a traffic count on what this change of additional vehicles would do to the surrounding streets or is it just a 'concept' or 'though bubble'?

- **72.** Concept B & C have not been drawn up be people who live in Glenelg, but only by people who live in La la land.
- **73.** concept b & c lose too many car parks that are not compensated for elsewhere so i am against that

lose too many car parks and you ruin jetty road and I 'll have to go elsewhere

74. Concepts B and C are impractical and will massively impede the flow of traffic in the area. The loss of 1 of only 3 north/south routes through the area will congest already clogged streets. Traders, residents and visitors will suffer so there is noting to be gained except aesthetics! Have you tried to get in or out of the Bay at peak traffic times in the past few years?- so much longer crawling along and this will only get worse.

THE CLOSURE OF JETTY RD/COLLEY TCE WOULD BE FOOLISH IN THE EXTREME!

75. Create turning lanes for RHT

- **76.** Currently, the traffic flows smoothly & sensibly through Jetty Road & Colley Tce. Any plan other than "Concept A" would cause 'chaos'! There is plenty of room in Moseley Square for pedestrians, events + the tram. Plese, DON'T change it!
- **77.** Decreasing any accessibility to the precinct will have a detrimental effect to the number of visitors if you make it too hard for them to navigate.
- 78. Definitely against closure of Moseley/Jetty Rd/Colley as we live west of Moseley St. The traffic on Brighton Rd & Partridge/Gordon is already congested not only at school start & finish times. Cars waiting to enter Pier St to get onto Diagonal Rd block the traffic. Another concern is traffic from St Mary's School who are picked up in Milton St. Approx 450 students (say 300 families). Milton St feeds into Jetty Rd. I believe their only choice is to turn left onto Jetty Rd and would then have to turn left into Moseley. That's OK if you live south of Jetty Rd but I would guess a good number of families live on North side of JR. These would then have to go up High St (angle parking makes this street a squeeze.) or up Pier St to Partridge or Brighton Rd to get home. ONCE AGAIN INTO A CURRENT PROBLEM AREA let alone in future growth of traffic. I also think if visitors who are taking a drive along our coastal area are able to continue onto Colley Tce they could be enticed to park & take a closer look at what is offered in the area. We currently use this route. A great volume of traffic use the Colley Tce/Moseley St/Tarlton St & beyond route (I know because a portion of that traffic has been diverted down my street today) so to close the Moseley/Colley junction would have an enormous effect to Partridge St & Brighton Rd. current traffic volumes. "We can't let this closure happen"

79.	disastrous for traffic flow, with thousands of cars a day diverted through smaller and narrower
	streets around jetty road causing bottlenecks.
80.	Do it!
81.	Do not agree with the closure to traffic. It will kill the glenelg vibe on a friday/saturday night. As a
	resident, the loud cars and motorbikes can be a pain at times, but if we were to lose them, this
	would indeed destroy the glenelgs reputation as adelaide sea side nightlife location.
82.	DO NOT CHANGE BUS ROUTES !!
	COLLEY TERRACE INTERCHANGE BRINGS PEOPLE TO THE BEACH.
	MOSELEY ST AND GORDON ST ARE INCONVENIENT
	TOILETS ARE NEARBY FOR THE DRIVERS.
83.	Do not close any roads. Keep the traffic flowing as is. Any alternative routes will be disastrous for
	the residents near Jetty road
84.	Do NOT close this intersection to vehicles. It will cause more local vehicles to use Gordon Street,
	Pier Street to access Anzac Hwy and Brighton Road, these are already congested at peak times.
85.	Do not close this road to vehicles and do not give pedestrians "right of way". It is the pedestrians
	that will be injured. Its no use being in hospital with broken bones and saying "well I had right of
	way". Pedestrians must be responsible for them selves when walking across roads.
86.	Do not create further barriers to traffic flow through Glenelg
87.	Do not make movement through this whole area more restrictive
88.	Do not support it.
	Prioritise convenience and safety of pedestrians but allow cars to go through.
	Closing this area will determine visitors, inconvenience locals and push traffic into tight, quiet side
	streets.
	Ridiculous idea
	Keep traffic on main roads.
	Encourage police traffic presence and crack down on defective noise pollution vehicles. That is
	more the issue!
89.	DO you really want to increase people coming to Glenelg . Close colley Tce and you will create
	backs street bottle necks that will place Glenelg into a do not go category.
90.	Don't believe anything is served by maintaining vehicle access (apart from public transport)
	between Jetty Road and Colley Terrace
91.	Don't close the road to vehicles would be a nanna state backward woke decision to do so so
	embarrassing
92.	Even though I live at Holdfast Shores and use this intersection frequently, it would be less
	convenient for my wife and I, but for the best outcome of this project long term, I am happy to use
00	an alternative route.
	For 22. I'm supportive but no traffic light for people to make the right hand turn.
94.	for 23 whichever access works best and is in the interest of overall traffic flow. This car park could
	possibly become busier with loss of other car parks.
95.	For rate paying Holdfast bay residents this corner is value to access south of Jetty Road
	Closure of this intersection will result in the majority of Rate payers ie south of Jetty road, being
	locked in with Brighton road often at a standstill and the resulting doubling of traffic on Partridge
	Street which is also at capacity, will banking to Jetty Road and the use of all side street to escape
	the traffic Jams.
	YOU have NOT taken the holistic traffic approach of the area
	get rid of any vehicle transitioning from Jetty rd to Colley Tce.
97.	Glenelg isn't there for tourists. It is kept alive by locals. Locals travel north / south through Moseley
	/ Colley. It is a fiction that tourism holds it together, locals hold it together especially in winter.
98.	Go further as mentioned already

99. Good Idea.	
Encorage car parking but don't make it Expencive	
100. good idea.	
101. Great but make driving in the area easy	
101. Great idea but would be better to have all buses removed	
103. Great idea. Less traffic on Colley, the better!	
104. great inhibit more parking access and disrupt traffic through the side streets and upset th	
residents how is this going to make glenelg enticing to retailers and potential residents its suc	
rabbit warren as it it if anything you need traffic lights to replace the roundabout at patridge	st/pier
st near the school that is such a deadlock at peak times	
105. Great suggestion . Could we extend tram along Colley Terrace	
Consult with a tram council in Melbourne	
106. Having access to car park won't drive people away.	
107. Highly supportive of closing this corner. All buses should be diverted and only trams allow	ved
access.	0
108. Hopefully the closure would minimise the current circling by cars and motorbikes around	Colley
Tce and Jetty Rd by participants who view the activity as a type of 'sport'.	
109. How will cars access the Wilson carpark??	
From Augusta Street only? I think you've got to allow the right hand turn into the carpark.	
110. How would people access the Wilson car park? One of my concerns is about the removal	ofon
street parking, so off street car parks will be important. Would cars have to go south on Colle	
the turnaround section and then come back north and turn left into the carpark?	y 10
111. I am assuming that vehicles from Augusta st can still access the Wilson Carpark by turning	, left
into Colley Tce and going around the turning circle.	
112. I am concerned about the current amount of traffic that flows north to south from Colley	Tce.
Moseley St, Tarlton St, King George Ave. Would that traffic be diverted to an already congeste	
Partridge Street? If so the roundabout at Pier St would be almost at a deadlock for most of th	
113. I am confused as to why you cannot keep access to the Wilson car park at the Beach hous	
you are coming from the North (from Anzac highway)?? Surely access to this car park should	
available from the north end heading southbound you should be able to turn right into Wils	son's
and leave by exiting left out and heading North consider moving this entry exit slightly?	
114. I am hoping that the closure of Colley Tce/Jetty Road to vehicles, except buses & trams, w	vill
reduce the amount of noise around the roundabout at Colley Tce and ANZAC Highway. I have	e no
issues with this area being closed as it's often heavily congested with traffic. Again, could onl	у
electric buses access this area to help with noise pollution?	
115. I am not in favour of diverting traffic up Mosely Street and then into the connecting stree	
think there should be access maintained from Anzac Hwy, down Colley Road and onto Jetty R	oad. I
think closed off roads deters people from visiting and shopping at local business.	
116. I am not supportive of a change in car activity (or bus activity) at the Jetty Rd and Colley T	errace
intersection, so don't support Concepts B and C at all. The traffic needs to flow around this	
intersection as it does now.	
117. I am not supportive of the closing of Jetty Road at end of Moseley St	
118. I am supportive of this closure in regard to how Jetty Road itself will work however I remains	
concerned about how traffic is then managed as it disperses into the pockets around Augusta	
Square and along Gordon and Partridge. The pocket within Augusta Square is a historical area	i that
remains a lovely part of Glenelg and I sense this will change as a result of this proposal.	
119. I am totally against the closure.	rth
As stated previously Holdfast Bay residents need access via these streets for simple access no	ntn
and south of Jetty road.	

This works extremely well now.

If vehicles are turned right into Jetty Road chaos will be created with any vehicles trying to enter Jetty Road from the North Side.

This access from the side streets is already a huge problem especially if turning right. You really need to have a detailed traffic study done and this would become obvious. It appears no real investigation of traffic effects has been undertaken.

120. I am very supportive of creating more green, pedestrian, outdoor dining spaces. I would have loved to see Jetty Rd turned into a one way street with only trams travelling both ways. I really hope there has been a strong focus on the future as well as the current state of Jetty Rd. I think businesses & restaurants being able to use the spaces outside their shops would help them thrive. If the businesses are doing well everyone wins

121. I appreciate option C but it can and should go further.

There is absolutely potential to pedestrianise all of jetty road and colley terrace

122. I assume cars can go around the round about to get to the car parking so its seriously minimal impact to drivers and all the wins for pedestrians?

123. i assume cars would be required to turn around and then turn left into the wilson car park?

- **124.** I can't really speak on personal vehicle affairs; I don't own one myself. I normally catch the tram into Glenelg.
- **125.** I do not support any of the proposals on basis that road closures will add to traffic congestion, not create more car parks and that council is going into great debt for no advantage to residents liveability nor to visitors enjoyment of spaces.
- **126.** I do not support increased restriction on vehicle access and flexibility. I do support moderation of driver behaviour to facilitate a precinct designed and used by people. These are not exclusive.
- **127.** I do not support it, because of the impact on traffic to other North/South streets east of Colley Terrace.
- **128.** I do not support this suggestion in any form.

129. I do not want this road closure

130. i do not wish to see this corner closed at all .. colley terrace is used by many vehicles and the closure will only ensure that vehicles will travel down other streets

131. I don't like any of your concepts. Seems a waste of money.

132. I don't mind the idea of a right hand turn from Augusta Street into Colley Terrace. This could alleviate traffic congestions at the corner of Colley and Jetty Road. I just don't want the closure of Colley terrace for cars. This is used so often, especially for taxis at night.

133. I don't support either concept B or concept C. Whilst busy in summer, Moseley sq is very quiet in winter, if this area isn't easily accessible via car, it's unlikely people will walk through bad weather to go to a nice restaurant or cafe.

134. I don't support the closure of the Jetty/Colley corner

135. i don't support the closure of this corner to all traffic - it will push hundreds of additional cars per day onto the residential streets - Moseley St, High St, Maturin Ave, Pier St & Broadway to the south & Augusta St to the north. these streets are already busy enough with existing traffic. additional traffic will make the area unpleasant to live for residents.

136. I don't think it is a good idea. Traffic will be congested else where. Residences in Glenelg will have a nightmare.

137. I feel that perhaps Colley Reserve be primarily accessed from Anzac Highway, two way road to access carparks etc but no left hand turn into Jetty Rd.

That corner is so nasty for pedestrians, it has young kids running about in the plaza etc

138. I feel the actual residents in Glenelg should have priority in their wishes regarding such closures. The impact on me is minimal as a non resident but those that shop and do business as the street is their local shopping centre would be more affected and should have more priority.

139. I have lived here for 60 years. Close that and you shut down Glenelg. Also with Brighton road
and Mosley would then be the only traffic through cars will then go up pier and cut thorough
Penance which is already dangerous with cars speeding through to beat the lights on Pier and
Brighton road
I live here and see what happens. You do this and you ruin Glenelg forever.
140. I have major fears that the closure will lead to many pedestrian injuries, as it will give the
impression of a safezone for families especially young children to walk freely and with less caution
re trams/ buses which in all Concepts proposed still have vehicular movement.
Buses and trams cannot come to an immediate stop.
141. I highly support the closure of this corner, as it makes for a much safer and more desirable
pedestrian focused shopping and tourism precinct.
142. I like the concept
143. I like the idea of more saftey for pedestrians. We are long overdue a walking mall area. There
will be many complaints re not being able to drive, but we will adapt.
144. I LOVE THE MALL IDEA.
145. I place HIGH PRIORITY on Councils priority responsibility to respect/ of of (THIS IS OUR
HOME) Therefore 'rat runs' - traffic diversion than '' eg FURHAM SHOULD BE AVOIDED
146. I see traffic increasing on Coley Terrace if access to Jetty Road is blocked and traffic is forced to
turn back around.
147. I strongly oppose this suggestion.
Mosely Sq is a big enough area to accommodate people without the need to increase the non-
traffic area. People want free moving areas for traffic not congestion and traffic jams this will
create.
Also what's it going to be like in non-peak times like winter??? A massive ghost town!!
148. I strongly support turning this area into pedestrians and public transport only area. I have
always thought jetty Rd would be better as pedestrian only hub similar to Rundle mall as this would
create a much better vibe for shopping and dining.
149. I support both concepts B,C if it includes the establishment of clear pedestrian (give way)
crossing on the south side of the Augusta/Colley intersection, and north side situated between
Anzac Highway and a designated 30 km/h speed zone. This crossing would enhance pedestrian
safety and accessibility in the area flowing from nearby street parking, while also facilitating the
right-hand turn for vehicles.
150. I support the closure of the corner, but remain concerned that drivers who currently cause
noise and safety issues will be displaced onto Durham, Augusta etc to complete their speed loops.
Will designers be able to design in features to prevent that?
151. I think an alternative proposal should be considered - turning Colley Tce and Jetty Road into
one way traffic (South along Colley Tce, East along Jetty Road). Could be multi-lane.
Would be worth exploring as I feel it could significantly help with traffic flow and usage of Jetty
Road.
152. I think it is a great idea to reduce traffic west of Mosely Street - pity buses aren't included.
153. I think it is necessary to cut out alot of the busy traffic we currently have. Cars are everywhere
and it's very busy with pedestrians including children and the elderly. There are alot of hoons day
and night and with people trying to cross the street near cibos, along with the tram, eliminating the
cars would be great. The traffic on moseley street with hooks revving their cars is disturbing and
another reason why CCTV cameras are needed in Elizabeth Street carpark and on the corner of high
St and mosely St or college St and moseley st
154. I think it would be much safer for pedestrians if less vehicles travelling through.
But i also think that drop off zone close to moseley square should be made possible to aid the less able.

155. I think restrictions to car access here will have the biggest positive impact. Concept B makes the
most sense to me
156. I think the pressure on other streets off Jetty Road would be enormous and having to move the bus stops would be a real problem for all traffic.
157. I think this is a great plan - very supportive!
158. I think this is a really significant change that will require significant adjustment for the local
community and businesses however I think the benefits are worth undertaking this change. Closing
this section of Colley Terrace will completely change the look and feel of this space and put the
priority on people rather than cars.
159. i think this plan would move traffic congestion down to Partridge street / Gordon street and
prevent easy locate commutes. It will make it harder for someone to who would normally use
Partridge Colley terrace to goto the pier or Patawongla areas and even Colley reserve
160. I think this whole project is a complete waste of money. You are constantly 'upgrading' jetty
road and it makes no difference either way. Leave jetty road alone and save the cash!
161. I think to close this Junction would be a bad move. The traffic flows very well through this
Junction and gives drivers entrance and exit to Jetty Rd which is a straight forward route.
162. I totally disagree
163. I use that area a lot to move around the greater Glenelg area that is a fundamental route for
cars and buses to move around. If you remove that option, you will create more problems on
Brighton Rd and other smaller streets.
164. I view this closure as critical to the improvement of Jetty Rd. Bollards or whatever obstacles
block vehicles should be removeable for major events like the City-Bay Run or Christmas Pageant.
165. I would still rather see the buses redirected if possible from the corner of the square is possible,
making a pedestrian zone only.
166. I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to
be built around the mall.
167. I'd prefer the right-hand turn into the car park to be retained if possible.
168. I'm amazed it's taken this long to even think of removing that corner, even in a place like Jetty
Road the fact that such a space is used for the most space and capacity inefficient type of transport
when there are so many people walking there should be an embarrassment and should be closed
to cars.
169. I've always said that that part of jetty road should be fully pedestrianised. As a young person, it
feels like this would be a great step in bringing a real hub feel to the moseley square
170. I've found that when heading home, exiting Augusta st onto Colley terrace forces me to go
down jetty Rd rather than Anzac highway which adds an extra 10-15 minutes of waiting. A right
hand turn onto Colley terrace would speed up the commute by directing cads onto Anzac highway
171. I'm not overly supportive of the closure of the Jetty Rd/Colley Tce corner, as I am concerned
that it would increase traffic in other residential streets that have direct access to Anzac Hwy, eg
Sussex, Gordon and Byron Sts. But having said that, it may be a deterrent to "cruisers" and show
offs doing laps parading their noisy vehicles.
172. I've had to go to google maps to refresh my memory where Augusta St is; I couldn't find it on
the concept maps.
Again, why isn't additional parking profiled to make the community more amenable to any
changes?
Not only that, but north-south traffic who choose to avoid Brighton Rd will of course be forced to
use Brighton Rd and the Partridge St 'thoroughfares'or is this the intention? Whatever, it's
certain to increase people's avoidance of even going into Glenelg. Taxis, Ubers won't be keen
either.
173. Ideally would be better to stop the tram higher up Jetty Rd to create a pedestrian only
European Piazza
ευτορεάτι ετα22α

- **174.** If a public plaza is to be genuinely adopted then all efforts to remove the interaction of pedestrians and vehicular traffic must be adopted.
- **175.** If cars are doing a U-turn at Colley/Moseley there needs to be a right hand turn east into Augusta St, and not having to go all the way down to Anzac Hwy roundabout to come back (which people are not doing-they are doing illegal turns into Augusta, or risky u-turns just beyond that intersection...)
- **176.** If closed, how do you get from Wigley Reserve to Elizabeth St
- **177.** If flow of traffic is going to be restricted then there needs to be compensation in other areas of the suburb. Traffic is already banked at any given time of day, taking away access will only add to this.
- **178.** If people can't do a right hand turn into the wilson car park they will then be forced to drive further in the streets you are trying to reduce traffic. A local will know they can't turn in into the carpark this way however tourist and people who don't go to Glenelg much won't so they will end up having to drive further down the street, do a u turn to go back into the carpark or if option b or c don't go ahead they will need to drive into jetty road and somehow find another parking area or do find some way to get back to the carpark!!!! This will result in people driving their cars for longer and further!
- **179.** If the aim is to reduce or eliminate all current shopping and business activity in Glenelg, I would say it would definitely achieve that outcome.
- **180.** If this closure is made the lane between the library and the back of the Kebab Yiros shop, Cibo and Banjo's needs to be changed to bring it up to an acceptable standard. At the moment this lane is a disgrace as it is very rarely kept tidy and is used as a toilet at night by both men and women.
- **181.** If this corner is closed to traffic then everyone will travel along Partridge and Gordon Sts to get to and from Anzac Highway.Partridge St is very slow because of the school lights and if more traffic is added then Glenelg will be a difficult place to live.

More traffic coming along Partridge and into Pier St will make the current bottle neck worse. Plans B and C seem to be all about pedestrians and tourists but those of us who live here must be given consideration.

- **182.** if wanting to restrict traffic for pedestrian safety and ambience of area then RESTRIC!! however current parking stations could be prioritized- feed the traffic to them!!
- **183.** If you are removing car parking then I believe there still would need to be access to the Beach house car park somehow.

184. If you close off the street you will push it somewhere else.

At the moment any west traffic down Jetty road goes back to ANZAC Highway, a 2 lane Highway!! Which is occupied by a lot of Multi story apartments and retail/commercial sites.

The closure would see cars pushed back into "QUIET" RESIDENTIAL streets, such as High St, Marurin Rd & Pier street, and then you also end up with more traffic issues as each one of these streets intersect Partridge or Brighton road. Did i mention these are single lane roads, and there are no lights anywhere like on ANZAC HIGHWAY.

185. If you lose the bus terminal it will mean less tourists to Glenbelg

186. Im assuming cyclists will be allowed through here.

- **187.** Important that you ensure pedestrian safety. Currently the corner of Mosely St and jetty Rd is unsafe/confusing for pedestrians.
- **188.** Important through intersection, and for picking up and dropping off passengers to Moseley Square. Removing access means people will have to walk and go further up the road to drop off or pick up and this would create more congestion.
- **189.** In favour no cars. Parking stations should be provided by Holdfast Bay 2 hr free daily 4 hr when events on
- **190.** In my opinion, the closure of the Jetty Rd/Colley Tce corner would be the only sensible option to upgrade Jetty Rd and provide pedestrian safety and amenity. The existing configuration of this

area is poor for pedestrians and traffic when busy in the area and the closure would make a big difference to the connectivity of the beach, Moseley Sq and Jetty Road.

- **191.** Increased congestion at the U turn on Colley Tce will probably cause traffic to a stand still back as far as Augusta making a RH turn to go north along Colley difficult . To turn left into Colley would make it worse. Solution Traffic lights at this T junction !!!.
- **192.** Increases pedestrian safety at Mosely Square cross over and in total along Colley Terrace with the reduction of traffic and lowering of speed limit. Assuming the Wilson Carpark would be accessed by using turn a round on Colley Terrace at Hope Street and then entering by Left hand turn.

193. is it a possibly to provide a turn around at the end of cooley terr	ace?
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194. Is it broke? No, then leave it alone. You are only justifying your existence.

195. It is a very dangerous place for pedestrians. The traffic needs to reduce

196. It is already a pain when these parts of jetty road are closed for events

197. It is nonsensical. It will turn Jetty Rd from a crawl into a snails pace. Al the vehicles forced right (B&C) will be forced to use Sussex, Nile etc

As rat runs. Just add 182 Buses (C) each day, complete chaos and good luck the Trams sticking to their timetable, no chance.

- **198.** It is really lovely to drive along the coastal front and look at what is going on. Please dont take the drive along the foreshore area away and make it just for the elite. Why can there just be lights that direct traffic so pedestrestian and vehicles still have access to the same roads they had before. These plans take away too much. I'd like to see more wins:wins...is there going to be plans d, e, f that keep numbers of parks, same vehicle access and create more shared and safer spacesthese options are a little lacking. I think we deserve the best and could easily aim for better.
- **199.** It is unnecessary to close the corner. I support the pedestrian maze being removed. I support the introduction of a 10km/h speed restriction through to Hope Street and support pedestrians continuing to give way to traffic when crossing from Moseley Square.
- **200.** It makes it extremely difficult for cars to access Anzac highway (via colley tce)unless they use the partridge/gordon street or Brighton road option and both of these already show major congestion at pier/partridge st roundabout, blocking access to both partridge st and Brighton road
- **201.** it seems this would increase jetty road traffic as that would be the only way to access these carparks
- **202.** It was unclear what other vehicles can go through there, bikes, taxi's / ubers , and how will this be policed?
- **203.** It will create larger traffic chaos in summer. People like to drive down Jetty Rd. If they can't drive they might walk + spend money but only if they can find a park. !!!!!

205. It will simply shift the traffic issue to another street, solving nothing

206. It works perfect as is. Lights at Moseley and jetty road will fix any problem.

- **207.** It would appear to cause traffic chaos as there will be only be left hand turns into Moseley Street. Northbound traffic will have to be re-routed via High Street or Pier Street and then Patridge Street
- **208.** It would improve pedestrian safety and overall appeal of jetty road. It is an extremely busy traffic thoroughfare at present and dangerous
- **209.** It's a bit of a dog's breakfast at the moment with pedestrians walking in front of cars haphazardly, so closure of this section would be highly beneficial.
- **210.** It's the best idea of the entire plan. Well done. Stops hoon driving around that corner, improves safety for pedestrians, adds incredibly to the ambience in Moseley Square. Well done
- **211.** Jetty Road and Colley Terrace corner should only be closed for events and possibly for certain times during summer months to cater for visitors and pedestrians.
- 212. Jetty Road should be pedestrian and tram only between Moseley and Partridge

 is moving the crossing north slightly so pedestrians and cars get more time to see each other 214. Just don't do it. 215. Just need pedestrian crossing not f up traffic flow 216. keep colley terrace traffic flowing as smoothly as possible 217. Keep Durham St open to Jetty Rd and keep it one-way northbound so some Moseley St northbound traffic can navigate to Anzac Hwy. Otherwise Gordon St and its intersection with Jett Rd is going to become highly congested. 218. Keeping access open is a good feature of the Glenelg precinct for both residents and visitors 			
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	237.	more congestion on other streets. Dus routes at moment should stay same.	

- 240. Most residents north of Jetty Road, ie those in Glenelg and Glenelg North, regularly access Glenelg South via Colley Road, Jetty Rd and Moseley St. And vice-versa - residents in Glenelg south of Jetty Road and in Glenelg South would access Glenelg and Glenelg North via Moseley St, Jetty Rd and Colley St. I believe the closure will cause chaos at all of the following intersections: Anzac Highway and Old Tapleys Hill Road/Gordon St plus Tapleys Hill Rd/Brighton Road. Augusta St and Gordon St Gordon St/Partridge St and Jetty Road. At peak times there is frequently congestion on the Highway either side of the Gordon St roundabout but particularly the Brighton Rd side. This will only get worse if access to Moseley St from Colley Tce is denied. If people try to get access to South Glenelg via Gordon St/Partridge St, there will be enormous congestion at the Jetty Rd intersection. Currently there is only one lane which can travel south, and it is frequently held up by left-turning vehicles waiting for pedestrians to cross. It boggles the mind to think what will happen with the proposed closures. At the very least, changs to traffic management will be needed at this intersection, if the proposed closures take place. I expect congestion will also massively increase at the Augusta St/Gordon St round about. At peak times there are often long waits for traffic travelling east/west on Augusta St, and this will get worse if the north/south traffic increases on Gordon St. Without knowing more about how traffic that previously used Colley Tce/Jetty Rd/Moseley St routes will be managed, I cannot support the closure of Colley Tce and Jetty Rd west to private traffic. 241. Most tourists, visitors travel down Anzac Highway and turn onto Colley Terrace then right into Wilson parking, you'll create far more issues removing the right hand turn, these cars will then have to move likely along Jetty Road or August Street creating traffic issues there - you will essentially move the problem to another area...potentially around residential too. 242. Most traffic coming into Glenelg comes down Anzac Highway. This then translates down Colley to Jetty Road. Don't Cut the Artery that feeds the heart of Glenelg. Ackland Street in StKilda (Melbourne) did this and saw a massive downturn in customer traffic and many businesses closed as a result. 243. My concern with the closure of the Jetty Road/ Colley Terrace corner is the increase in traffic volume in surrounding streets. In particular Sussex, Byron and Gordon Sts. which would be the only through streets to Anzac Highway. Augusta Street will become the alternative Jetty Road. Byron Street is already busy, complicated by drivers turning into driveways to head in the opposite direction looking for parks. 244. My main concern is where the 8000 private vehicles that use that corner now will go . I can see it will turn Partridge street Gordon street into grid lock during peak hour and most likely send traffic down Hight Street / Maturin Road so they can get back to Moseley. I use the Jetty Rd Colley Terrace corner every day to get to and from Work and I think this would force me to find a new way and would not include Partridge / Gordon street Jetty Rd unless there were some major changes to that intersection. One solution maybe to look at intersection of Pier Street Brighton Road to enable more traffic to left turn from Brighton Rd onto Pier street and also left turn from Pier Street onto Brighton Rd . I am sorry but it appears that these concept B &C are more concerned about visitors to the area than residents. To me it would be option A with a possible move of present pedestrian crossing area on Colley street moved further North and Durham Street Plaza from concept B or C 245. My responses to Q22 and 23 reflect that they can be done without closure of the Jetty Rd/Colley Tce corner. Please do not interpret my neutral/positive responses to those as supporting elements of the overall proposal.
- 246. need easy access to car park , a left had turn only into it and out of it

247.	Need more information on the proposed alternative, access into Wilcon car park
247.	Need more information on the proposed alternative access into Wilson car park Need to keep the parks and taxi rank in front of cibo
249.	No change. Thats what it is today.
250.	No further restriction to traffic on any road in Glenelg
251.	NO to concept C!
252.	No traffic management plan. I drop older residents at the Library (coming from St. Johns Row) it
-	ll be a lot longer.
253.	No wayyyyy!!!! A horrible, horrible idea
254.	None comes to mind.
255.	None of these have any benefit ! And actually makes access to the Wilson Car park more
-	ficult, effectively further reducing car parking.
256.	Not a fan. Gordon/ Partridge Street and Brighton Road will become busier and are very busy
	ready. Partridge Street has become busier since the ridiculous 24 hour wombat crossing. It will be
ar	nightmare.
	seems you are overly concerned with pedestrian safety. Give them pedestrian lights at the
	osley Street/ Jetty Road intersection, and if they can't manage that I guess natural selection will
257.	evail. Not keen to close jetty road and colley terrace
258.	Not required.
Fir	ne do it for events when needed but teh impact for locals on regular working days or evenings is
	t worth it to allow a few more people to cross a road on a busy Sunday.
259.	not selecting option B & C
260.	Not supporting as this affects local traders
261.	Not sure about losing access to another carpark if we are reducing car spaces in the area
262.	Not sure what access will be available into the car park?
	s important to maintain easy access
263.	Not sure what this would mean for local businesses, residents' visitors to residents and
	liveries.
264.	Not sure why council needs to support parking to privately owned apartments and privately
	vned parking facility. I assume users will be able to access the carpark from another direction?
265.	not the right option
266.	Once again , a deterrent to attend Glenelg due to further inconvenience and expense
	you only wish for undesirables to catch buses and trams into the area, then this may be a good
ide	
267.	Once again I think the focus should be on green space and pedestrians
268.	once again the focus of plan c is great as long as parking isnt inhibited
269.	once again, making it harder to get a car park. How will semi-trailers delivering and picking up
eq	uipment near the life saving club negotiate a sharp U-turn before Hope street?
270.	Only issue is current volume of southbound traffic using Colley Terrace (especially at peak hour
fro	om Adelphi Terrace) to access Moseley Street. Sussex Street will get much busier as will Gordon
Str	reet from Anzac Hwy making that roundabout busier (already very busy most of the time - back
to	Traffic lights?)
271.	Opening this space up for pedestrians and outdoor dining would greatly improve the ambience
	Moseley square. I would not mind it if the entire Jetty Rd would be closed to traffic (other than
-	am) to allow much more pedestrian and new dining facilities, etc
272.	Option D, just leave it alone.
No	one of the options offered are any good.

273.	Pedestrian essential/priority in this area.
274.	Pedestrian safety will be greatly increased by the actions noted in questions 21,22 and 23
275.	Pedestrianising this area is long overdue. It's about time this was actioned.
276.	People should be encouraged to visit Glenelg not deterred from traversing through. Once
	terred they will not visit for any reason to the detriment of businesses.
277.	People wishing to turn right into the car park can use the vehicle turn-around. I believe this
· · ·	estion may raise unnecessary fear in respondents.
278.	Permanent closure would redirect through traffic (North/South) to Partridge Street. During
•	ak time, particularly afternoons Partridge Street already often has traffic banked up from Pier St
	nearly Jetty Rd (heading South). This would result in significant addtional traffic.
	a resident, I would like to see perhaps consideration given to only partial closure of Jetty Rd/
	Iley Tce corner - perhaps weekends and busy Summer periods only.
279.	Place a round-a-bout at Augusta/Colley Terrace/Wilson car park entrance.
280.	Please close this corner to private vehicles to improve the safety and enjoyability of the space.
281.	Please do not do this!!!! What we love about Glenelg is the free flowing traffic with minimal
	trictions unlike the city with no right turns onto King William street and one way streets
	erywhere with limited free on street parking. The pedestrian lights at the corner of Moseley
	eet ias a smart plan, that is always an unsafe corner for pedestrians.
282.	Please leave our precinct alone, the money is better spent on supporting local and the
	meless crisis that we are experiencing. 12,000 people living homeless on the streets of Adelaide!
283.	Please please no. We use this route all the time. We are locals please do not take this access
284.	m us. Please see my previous comments regarding what I believe is a better solution. Mosley street
	d Durham street should be both 2 ways and continue on from each other if you want to stop
	ffic west of Mosely street.
285.	Please! Increase space for traders, cafes, events and pedestrians. We want this to be a
	stination, a place people choose to go! I'd prefer the whole street up to Partridge to be closed off
	cars!
286.	Presumably people can still access the above mentioned buildings somehow with their vehicles.
l su	upport any change to increase pedestrian access to the area.
	abled access and parking does need to have priority in all areas.
287.	Provided there is consideration of the large number of cyclists who use that route especially on
the	e weekend, closing Colley terrace seems a good idea
288.	Put in ded cr4ossing: No lights
289.	Question 23 i is missing the Glenelg Surf Lifesaving Club and its 700 members which include
300	0 local nippers who learn water safety. How will emergency services including local lifesavers get
to	the club in an emergency situation . If they cant go via Mosley imagine arriving too late - How
mu	ich is 1 live worth? Has anyone looked at the impact this will have to the business north of the
	sure? Has anyone looked Partridges st extra traffic grid lock here we come. The environmental
	pact will be larger due to cars not moving. No one in winter is even down at this end except
-	ople driving to restaurants. Any thought to the older population using the bus to get into Glenelg
	d the library?
290.	re Q21 - If it is open to buses it may as well be open to vehicles - the traffic modelling provided
has	s Concept B,C as the worst performing in terms of congestion.
	Q22 - there should be a right hand turn lane, the intersection is currently wide enough to provide
a le	eft and right hand turn onto Colley from Augusta.
	Q23 - If there is a true around installed then that should be how car access the carpark - not
cro	oss the flow of traffic.

291.	Reducing traffic volumes will improve public amenity.
292.	Refer earlier comments regarding making jetty road one way for cars but no trams or buses
293.	Remain as is.
294.	Removal of the right hand turn into Wilson Car Park could be accommodated by the turnabout
at s	outhern end of Colley Terrace - proceeding south - turnabout at southern end and proceed
	th and then can enter car park with left hand turn. This would probably require some form of
	rier in the middle of Colley Terrace to stop "cheaters" crossing over.
-	aking of that - I assume the car park is council owned but leased to Wilson Parking. When is the
	se to expire and why does not the council run it directly ?
295. fue	remove all car access. public transport only please. And, make it electric buses please. no fossil
296.	Remove busses from the area and onto the side streets they're too noisy and smell for outdoor
din	
297.	Remove motorbike parking outside cibo
	ioise camera on colley tce
	vice vehciles need RHT u/n turn colley to PK
298.	Remove the buses. Just make this pedesterian and tram access only
299.	Removing this makes it harder to access for staff + public
300.	Removing vehicles from the high pedestrian area, as well as removing dangerous right turn in
and	out movements, will improve the accessibility of the area for walking and cycling users.
301.	Restricting access to businesses is discriminatory. Why block off access to some of Glenelg's
	gest draw-cards - again this is counter-productive!! Who would have thought of such a ridiculous
	a? Why restrict access to Wilson Parking when PARKING is THE BIG ISSUE in Glenelg RIGHT
	W??
Do 302.	NOT use PAVERS on any of the side streets - the tyre noise from pavers is horrendous. RETAIN ALL PARKING
	P DURHAM OPEN TO A 1-WAY
Cor	ncerns are that there would be more cars & buses on Jetty Road & on Sussex Street.
	urham Street Closes from Jetty Road, Services cannot access.
Cor	ncern of less parking bays on Jetty Road.
303.	See my earlier comments about reducing vehicle access and number of parking spaces.
	supported at all !!
304.	Seem to be missing the Glenelg Surf Lifesvaing club. How will we access the club.
305.	Seems as if these concepts just want to rid the area of vehicles!! It is a precinct and very
	bular: leave basically as is.
306.	Seriously what are you trying to achieve? Don't you want people to live and work in Glenelg? s would be a nightmare and no doubt affect the Beach House business. I am really upset and
	appointed with the people who have planned these concepts and for our councillors not doing
	re to protect those of us who work and live in Glenelg.
307.	Shakes first in anger.
308.	So long as I could access the carpark in some way it should be a problem
309.	So many people walk here anyway, it's a great idea
310.	Stop wasting ratepayer funds on ridiculous schemes that will cause congestion and reduce
	nomic viability of local businesses
311.	Support closure if traffic lights are installed at Moseley St
312.	Supportive of the right hand turn closure into the Wilson carpark if the turning circle at the new
	thern end of Colley terrace is successful

313. Surely with the limited traffic coming down Colley Terrace towards a dead end, the only people				
going southbound on Colley would be heading to the car park. If you're not stopping people going				
straight toward the turnaround, why stop right hand turns?? If anything make that right hand turn				
into the Beachouse a longer lane to encourage car park usage. If there's a concern on traffic				
numbers, there could be a parking availability sign (similar to those used around Oaklands Railway				
Station) back on Anzac Highway, giving people the ability to u-turn at the end if there are no car				
parks (either at the beachhouse or on Colley Terrace itself).				
314. Terrible idea				
315. That would open up a relaxed plaza without the worries of cars.				
316. The addition of traffic lights at Jetty Rd Colley corner would provide a fluctuation in traffic flow				
down Colley Tce which would enable vehicles to enter or exit streets or car parks				
317. The best idea in this whole plan is to remove vehicle access from this corner. Anyone with two				
brain cells can see the chaos this crossing causes at all times, with the problem being that it's open				
to vehicles.				
318. The carpark access could be major confusion for visitors. The pedestrian crossing from M				
Square to Colley is dangerous, so this should be safer and a good priority area.				
319. The close of jetty road colley terrace intersection is a terrible idea and changes the traffic flow				
into side streets. Seems to me this is being done to increase business in Taplins new building. Make				
him incorporate more open space in his developments in future rather than robbing the space off				
our roads				
320. The closure of Jetty/Colley corner needs to be rethought to allow access to the exiting carparks				
of Wilson, the Beachouse and Platinum apartments				
321. The closure of Colley Tce will increase traffic congestions on Gordon St, Partridge St and				
Brighton Rd. Many locals who live west of Partridge St and King George Ave use Colley Tce as a				
means to travel through Glenelg to avoid congestion on Gordon & Partridge Streets and Brighton				
Rd.				
How will emergency services be able to access the lifesaving club and residents in the Platinum				
appartments in a time efficient manner if required?				
Turning right from Augusta St onto Colley Tce will become so congested that lights will eventually				
be needed.				
322. THE CLOSURE OF JETTY ROAD/COLLEY TERRACE CORNER IS A GREAT PLAN FOR THE FUTURE				
GLENELG.				
323. The closure of Jetty Road/Colley Terrace will cause traffic congestion further along Jetty Road.				
Vehicles coming from Moseley street that want to get on to Colley Terrace will then turn left onto				
Sussex Street, then left onto Augusta Street, then right onto Colley Terrace causing congestion at				
those junctions. you will also have congestion coming the other way via Colley Terrace, left onto				
Augusta Street, right onto Sussex Street then turn right onto Jetty Rd which will already be				
congested from all the traffic from Moseley Street being sent east down Jetty Road, causing				
absolute mayhem and a back up of traffic down Sussex Street and on the corner of Sussex Street				
and Jetty Road, I take it that the council don't want people to come down to Jetty Road				
324. The closure of the corner is a great idea.				
However to stop the weekend car and motorcycle cruising extending into other areas, having no				
entry into Augusta street from Colley terrace would be a better idea.				
325. The closure of the Jetty Road / Colley Terrace corner would increase traffic congestion on				
Partridge Street / Jetty Road & also Brighton Road which is heavily congested now.				
326. The closure of the Jetty/Colley corner is by far the most ridiculous suggestion of the lot.				
Madness in fact.				
327. The closure of the Jetty/Colley corner will overload all the other streets between Anzac				
Highway and Pier Street				
Smaller streets are not wide enough for the traffic they will carry eventually requiring further				
changes to manage the new traffic flow The intersection of Sussex Street (where vehicles will turn				

from Anzac Highway) and Augusta Street will carry too much traffic & will require further changes in traffic management High Street is already at capacity with parking and traffic and the Maturin Road design does not lend itself to further traffic 328. The closure of this corner will only push more traffic onto Partridge/Gordon Streets and Brighton Road which during peak times, summer weekends, school pick up/drop off is already becoming an issue. Trying to get to or cross Jetty Road during any of the above times has been an issue for many years. 329. The closure proposal lacks any sort of logic. The Colley Tce to Moseley St (via the short stretch of Jetty Rd) is a VITAL access way for a large number of vehicles daily. Where would this traffic go? Colley Tce must remain open to traffic in both directions, it is key infrastructure and access is important to the community. The closure will create a much better environment for pedestrians and the feel of the area. 330. It should stop cars cruising down Jetty road . 331. The Colley Tce, jetty Road, Mosley st path is something that many locals use - removing this will only increase traffic down partridge street. The partridge st / jetty road intersection is already very poor with regards to traffic flow, and this will only make it worse. it would also compound the partridge st / pier st intersection and SPW 'car park' at school pick up. With the Pier St / Brighton Road intersection not far from Partridge St, there is alway a lot of congestion, which is only going to get worse. The congestion already at the Partridge st /Gordon St and Jetty Rd is bad enough now and will 332. be made worse, as will the Brighton Rd /Jetty Rd crossing with the jetty Rd/Colley Terrace corner. The corner can be chaotic at the moment with constant confusion between pedestrians and 333. motorists about right of way, despite the signs. It provides a great example of why pedestrians shouldn't have unfettered rights - I have seen my share of poor, arrogant pedestrian behaviour. I am both a regular walker and driver on the site and see the issue from both sides. The corner currently is dangerous for everyone, and does not work well for the trams, and does 334. not suit the aesthetics of the environment. People on bikes do need to have access through here though and this needs to be planned for. 335. The current arrangement for pedestrians at the Jetty Road / Colley Terrace corner are totally unsatisfactory, where cars and pedestrians compete for utilisation. Removing all traffic access other that trams and buses (particularly motor bikes) would resolve this problem. While the Wilson car park access might be a (minor) inconvenience for some motorists, all of whom are most likely to be out of area, an offsetting benefit would be a reduction in vehicular noise along Colley Terrace which no doubt would be greatly appreciated by Colley Terrace residents. The current layout is detrimental to the layout and experience of Moseley square. Removal of 336. traffic which is loud and dangerous will help create a safe and wonderful space for locals and tourists to enjoy. 337. The fact buses are still intended to use this corner is a disappointment for the image of the area being purely pedestrian. The tram is simpler and offers a safe track and destination but the bus roadway could invite danger. 338. The increased traffic volumes from both public cars and buses onto jetty road will make it impossible to cross safely except at Moseley Street (new intersection) and Partridge Street crossing. This will effectively divide the street in two due to accessibility and kill traders. This materially increases the distance to carry groceries, especially for the elderly who will then just not shop. This will push such high volumes of traffic into Sussex Street, Partridge Street and totally gridlock Patridge Street intersection and Brighton Road intersection the road will be come a parking lot. The intersection between Colley Terrace and Augusta Street is unsafe for the pedestrians. It 339. requires additional safety measures such as a traffic light or an under/over passage.

340. The major issue regarding closure of Colley Tce / Jetty Road corner is TRAFFIC DISRUPTION. With the closure of Colley Tce. Southbound traffic will have to divert to the already congested Brighton Road and Gordon Street routes. Traffic buildup in Partridge Street from Pier Street goes back almost to High Street in busy hours now. With concepts B and C traffic will back up over Jetty Road into Gordon Street. The movement of traffic along Partridge St. is governed by the traffic lights at the Pier Street/Brighton Road intersection which allows about 7/ 8 cars across Brighton road at each change of lights. This congestion will cause a diversion of cars along the minor roads High Street and Maturin Road into Moseley Street. This traffic will find its way into Pier Street where it has right of way over Partridge Street at the roundabout. There will be chaos and congestion. This is not a sensible consequence of TRANSFORMING JETTY ROAD. There is a similar problem with northbound traffic. Traffic lights at Moseley Street will result in a

build up of traffic at the lights and cause a diversion of cars along High St and Maturin Road. Neither of these streets are suitable for a heavy flow of traffic at busy times and will affect car parking situations.

Traffic turning right along Jetty Road will divert along Sussex Street in order to reach Anzac Highway and that will cause another impractical parking and traffic problem.

For me, access to the Library which is already difficult will be worse. I cannot walk great distances. I also attend the GSLC for occasional meals with friends and access to Wilson Car park will be difficult.

This also has serious implications for the Surf Club safety operations.

- **341.** The Mike Turtur bikeway is a great path that ends suddenly at Brighton Road and Jetty Road is extremely unsafe for cyclist. It would be great to allow cyclists to continue to travel down Jetty Road to the beach while closing Jetty/Colley corner to other private vehicles given they do not pose the same threat to pedestrians and they would not increase traffic much.
- **342.** The proposal in Q23 means that there will be no access at all to the car park is this really what you intend? Southbound from the north is unable to turn in (according to statements written) and there will be no traffic from the south (closed off from Jetty RD) so the car park will be rendered totally inaccessible really???? What are the residents of the apartments supposed to do for car parking? In fact the printed and web documents are illogical and contradictory on this matter: one says that the turning bay will be placed north of Hope St, and access will be around the turning bay and driving back north to Hope St that doesn't make any sense. It may be a typo, ort it may be that somebody has got their sense of direction mixed up, but it needs to be fixed. Also all delivery vehicles to the Grand and the west end of Jetty Rd, who wish to then proceed north will be compelled to turn from Moseley St into Jetty Rd. The traffic lights at Jetty Rd/Gordon-Partridge Streets will need to be significantly reprogrammed to accommodate the extra traffic that will be sent through that intersection, from north west and south.

343. The questions above are subject to the scenario of closures and can only be answered in context of that solution. Closure of the Jetty road /Colley Terrace corner could create a 'dead zone'. Whilst it seems like a great solution when traffic (vehicles and pedestrians) peaks, it could create a desolate space at night when regular traffic helps 'activate' the space and add to the natural surveillance that is not achieved in place like Rundle Mall.

- **344.** The removal of cars from the space would make the area much more pleasant, and stop the disruption of loud private vehicles while simultaneously increasing the safety for pedestrians. And private vehicles would still have access to the parking an apartments, but just through a different route.
- **345.** The road currently is a busy one and without information about where the traffic will go after a closure it is hard to assess the effect of closure. My thought is that much of the traffic is local and will end up with unforeseen side-effects.

- **346.** The roundabout on Colley Terrace should be on the Augusta Street corner. Entrance to Wilson car park should be redirected up to Augusta Street corner
- **347.** The sign showing that pedestrians give way to vehicles is excellent, but the trouble is pedestrians and some motorists cannot read. I use this access frequently and don't find it a problem. Probably a sign painted on the road would be good
- **348.** The south side of Moseley Square needs improving. However please remember that from May to August this area can be cold and windy. The landscaping proposed will not protect restaurant patrons from the wind, hence look nice but kill business.
- **349.** The whole project is an absolute farse. Council never listened to the community in the 2024 consultation.
- **350.** The Wison Carpark is an important component of any parking scheme for Jetty Road. It is currently underused, probably because of the fees.
 - I believe the Council should enter into an agreement with the owner to manage the carpark to achieve the best result for Jetty Road.
- **351.** There are 8000 cars per day using Colley Ter and if it is closed they will mostly go through the narrower streets of Glenelg causing major pedestrian safety issues.
- **352.** There is no indication as to what would happen to the Wilson car park on Colley Terrace. One has to assume it would mean the closure of this car park? If so, what alternative parking arrangements are envisaged?
- **353.** These concepts B & C would not require traffic lights to be installed on Jetty road and logic would tell you that closing Colley Tce off simply pushes ALL of the traffic to side streets and Partridge rd that do not have the infrastructure to cop plus closing off Durnham makes it more unreasonable for traffic to move freely
- **354.** These elements need to be included to ensure the adequate flow of traffic around the perimeter of the area being considered.

355. These options are totally impractical and I would like to know where and how traffic coming and passing through Jetty Rd could proceed. It would place extra change on Partridge and Gordon Streets which is only just coping at present. & Brighton Rd is already heavily congested! Traffic would have no option to use quiet and narrow streets around Glenelg which would only result in unnecessary chaos.

- **356.** These plans indicate that the area is being turned into a 'holiday park'. This is NOT what I, as a resident want. Other residents with whom I have spoken, do not support these changes either.
- **357.** They should still allow bicycle access

358. This area is long overdue for a closure to major traffic of private cars.

- **359.** This closure creates an absolute nightmare for anyone living north of Jetty road, in effect, dividing the suburb into two, makes more difficult to access library, shops and restaurants near Moseley Square worse idea ever. This concept pushes more traffic into what are usually quieter residential streets.
- **360.** This closure makes sense to enhance the visitor experience and support visitor safety. Pedestrians should be prioritised as without a safe and welcoming environment, visitors will opt for other destinations, like Henley Beach or the city for dining, socialising, shopping, etc.
- **361.** This closure will only direct all traffic into Sussex Street or Gordon Street/Partridge Street. which is already a nightmare in peak times. High Street, Maturin Rd & Pier Streets will have a very large number of cars using them to get to Moseley Street
- **362.** This concept is only going to cause increased traffic congestion along Partridge Street and Brighton Road. Partridge street is already a nightmare at peak hour and school drop off/pick up times with school zones, crossings & traffic banked up from the round about on pier st./partridge st. from the traffic lights at pier st. & Brighton Road. So is Brighton Road with traffic coming from the south. Closing Moseley Square/Colley terrace off to public cars is only going to make this congestion worse and limit ways for residents to leave the Glenelg, Somerton Park area to join Anzac Highway. Moseley square/ Colley Terrace needs to remain accessible by cars and buses.

363. This corner definitely needs to be vehicle free during busy times at Glenelg
364. This corner has become a very busy and vibrant area for pedestrians to mingle and shop. The
fewer vehicles around the safer and more relaxed this area will be
365. This corner is central to the eating areas and hotel bars around this area and should be closed
to traffic.
366. This decision doesn't seem to be based on commercial r tourism reality at all. It will cut off the
seafront are eg SLSC, and other attractions.
Closing Colley Street will stop through traffic and move it to Sussex Street, This will probably cause
local retailers to ask for it to be closed - this will then cascade into more problems. Colley Street is
relatively wide so is appropriate for through traffic. It will also restrict coastal drive along the coast -
a very sad consequence. I think it will also make Jetty Road less appealing place o visit as it will be
harder to access.
367. This greatly effects the quality of live for residents of Glenelg. Please do not consider this
option.
368. This had been needed for years! This corner is absolutely chaotic. I have seen many near
missed
369. This has to be the biggest benefit of the entire project for the many hundreds of people who
live around Colley Reserve. The elimination of the right turn into the Wilsons Parking/Platinum
apartments is a possible issue - will garbage trucks, ambulances etc be able to negotiate the turning
circle? Is this restriction really necessary given reduced traffic levels? Closing the Colley/Jetty
junction would almost certainly reduce the number of illegally modified motorbikes and utes that
cruise Colley Terrace on weekend evenings and this in turn would reduce the intolerable noise
impact which is the biggest single issue for local residents. Also: cameras will be needed to stop
illegal use of the "shared" zone by private vehicles.
370. This is a frequently used way for people from south of Glenelg to get to North Glenelg and the
Marina.
371. This is a good concept. It has been difficult for pedestrians to cross Colley Terrace safely as
vehicles had no obligation to give way to foot traffic. This will allow a more open feel to Moseley
Square. 372. This is a good idea.
373. This is a major public transport thoroughfare and I don't support public transport facing
disruptions of this manner.
374. This is a poor question. I am supportive of closing the corner to private vehicles if there is a viable plan to manage displace vehicle measurements. Ustil there is a bottom plan losus it as it is
viable plan to manage displace vehicle movements. Until there is a better plan leave it as it is.
375. This is a ridiculous proposal. Traffic flow around jetty road is critical to avoid causing inevitable
congestion in the side streets. Blocking off the entrance to the Wilson car park is just stupid. I
would like to see these concepts trialled on a number of occassions to collect traffic flow data,
before these concepts become approved. These trials should be done at random times and not in
conjunction with community events. Lets see these results first, before progressing with Concepts B & C
376. This is a terrible idea without considering the school traffic, currently traffic out of Milton Street
may only turn left onto Jetty Road around school start/end times. If the Jetty/Colley closure goes
ahead then all that traffic heading towards the city has to loop back around the school which will
cause congestion down High street, Maturin Rd, Partridge St and the Partridge Street / Jetty Road
intersection. Traffic around St Peters Woodlands is already congested, this will make that worse.
377. This is a very tough one for me because I do like that driveable access to from one parents
property to another and I use it quite frequently but over the years I have seen how the council and
everyone has tried to reduce that right hand turn off of there
everyone has then to reduce that right hand tarri on or there
In some instances I do support the removal of that right hand term because it does congest traffic
and cause issues for the trams

I have to be honest and say I am probably more supportive of continuing the traffic around there and allowing it to free flow and stopping the right hand turn from collie onto jetty Road

And then traffic coming from Brighton Road down Jetty Road must stop and give away to that traffic

This could be a better solution that way the traffic can flow a little bit better

- **378.** This is a whole area that needs to be looked at by people who are creative and innovative, so that no services are reduced but just done in a different way. Buses need to stay, access to the Surf Lifesaving Club and carpark needs to stay, parking needs to stay. There is an extremely wide street to use let's use it well and get CREATIVE!
- **379.** This is an extremely important improvement. The fact we now have cars passing through this highly pedestrianised area is ridiculous.

380. This is an important north/south traffic corridor. To close this off will divert traffic to Partridge St & Brighton Rd which are both already highly congested.

- **381.** This is an unworkable proposal.
- **382.** This is by far the best option for safety to pedestrians along with the traffic lights at Mosley street snd jetty road
- **383.** This is crazy. You have a parking facility you won't be able to enter. Ridiculous proposal as it is the best parking facility for beach, beach house, life saving club etc.
- **384.** this is essential exit route during peak and school times for all residents living between Mosely and Esplanade
- **385.** THIS IS NOT ST KILDA in Melbourne. We cannot block Colley off. We need car, taxi, Uber, Uber eats, etc access as is.

The pressure on other streets will be enormous and unfair to residents ...who are paying for this and have to live with it!!

Glenelg is NOT St Kilda.

- **386.** This is the most important part of the design. If this isn't done, then the project is not worth doing.
- **387.** This is the part I feel strongest about. It is utterly ridiculous and a shame that signs state 'pedestrians to give way to vehicles'. For such a heavily pedestrianised area, why have vehicles been prioritised over people? Particularly when cars carry on average 1.2 people.

Strongly support making this area pedestrian, bicycle and bus only.

In fact, I would support the full pedestrianisation of more of jetty road.

388.	This is utterly ridiculous - it is untenable for the 8000 vehicles that flow through per day. Sussex
St is no an option.	

- **389.** This just moves the problems elsewhere
- **390.** This needs a complete overhaul and redesign.

Go to EVERY other city in Australia near the ocean (try Perth) cottoeoe beach look at what they have done and copy it.

No brainer

Improve this area for young people to come and spend money and time

391. This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and concreting is a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. You might have buckets of personal money, but the rest of the community is struggling. 292 This read needs to remain open

392. This road needs to remain open

- **393.** This street is used so much with traffic coming from Anzac Highway to go onto Moseley Street or onto Jetty Road. It is used for visitors going to the Beach House, the Surf Life Saving club for lunch or events or just the general public wanting to visit to have a swim or walk around. Very bad idea!
- **394.** This whilst be lovely in summer for a few short weeks will create a terrible traffic situation to push all traffic to partridge/ Gordon street crossover or Brighton road. Already both difficult and not well thought out. How do you plan to get the traffic off jetty road onto Brighton. Current situation especially at busy times is a huge wait and back log down jetty road. Worse if you take all the traffic off Mosley / colley and push that up. All the local residents who live or work on one side and need to cross multiple times a day will create a bottle neck and nightmare. What things will you put in place to solve the traffic issue. This needs to be worked out first before you create a pretty area by the beach
- **395.** This whole process seems very complicated for something that isn't broken.
- **396.** This will only direct MORE traffic to the corner of Pier and Partridge street (roundabout by the school). Already diabolical...!
- **397.** This will remove our right to enter out and exit our car park (Platinum) as our right to have unobstructive use of out driveway
- **398.** This will unacceptably increase congestion at partridge/Gordon streets and at Brighton road crossovers
- **399.** This would be a best case scenario in line with my other commentary. It will enable pedestrians to stay longer in the area, therefore spending and improving the area.
- **400.** This would direct all traffic for Moseley St down Jetty road and vice versa, when many only want access to Moseley St to be able to get to their street home. More longer queues of traffic along Jetty Rd
- **401.** This would eliminate traffic screaming down the road, blockages, with a speed reduction and over time traffic will divert to Brighton Road.
- **402.** This would greatly increase walkability of the area and improve the experience for everyone. Removing the turn into the car park is great if it adds the turning circle
- **403.** This would probably have the most impact of the three proposals in terms of affecting nearby residents, commuters, shoppers and pedestrians. Many will see this as a negative for Concept C. However, I believe it will have long lasting benefits for all of the above users and is the best option. There will be disruption anyway just go with the best option. There have been too many piecemeal 'developments' along Jetty Rd and Moseley Square. Too many of these have been sub-optimal because the lesser opion was chosen.
- **404.** This would push more and more traffic to use an already crowded and overused Gordon/Partridge st area
- **405.** This would send a clear message that the Jett Rd zones are not to be used as sub-arterial vehicle routes. It would mean a long overdue cultural/consideration change
- **406.** To maintain traffic flow along Colley Tce, no right hand turn should be allowed. Vehicles should turn at the turning circle
- **407.** TO REMOVE THROUGH TRAFFIC HERE WILL DESTROY GLENELG
- **408.** Totally opposed to closure of Colley Tce corner. There is too much traffic through this area to accommodate this. Unfair to nearby streets like Sussex St and Nile St which will have bear the brunt of increased traffic. Very unfair to those residents.
- **409.** Traffic can turn left from Augusta St into Colley Tce, U-turn at the turning circle to access the Wilson Park. No benefit to allow traffic to turn right fro Augusta Street to Colley Tce.
- **410.** Traffic congestion will increase if closed. Traffic from Anzac Highway will be impossible at weekends in particular, & finding Colley Terrace/Jetty Road blocked. Traffic in Augusta Street will multiply up to the church. Buses?? Cannot believe Council will be considering this.
- **411.** Traffic flow is essential!!!!

412. Traffic flow should be maintained along Colley Tce therefore all cars should use the Hope Street turning circle and travel north to enter the carpark. All cars leaving the carpark would need to travel north.

413. Traffic is already ridiculous on Partridge Street. Traffic is banked up trying to get through the Pier Street round-about, with traffic also backup leading from pier street to Brighton road. If you close the thoroughfare of moseley street into colley terrace traffic will be even worse. Even if you have a right hand turn from augusta onto colley, you will have cars using sussex, nile street etc as "rat racing' areas making these roads which are narrower and have more residential properties more dangerous, rather than Colley terrace which is wider and less occupied. By all means close off moseley street/colley terrace for major events or even on weekend nights in Summer, but it can not be a solution for everyday traffic flow.

On Saturday 22 March, at 11am the traffic on Partridge Street was backed up past Partridge House heading South. and Moseley street was open!

At school pick-up /drop off time, and then from about 5pm - 6pm the roundabout at partidge/pier is already crazy and cars can't get through the roundabout. by forcing more cars to divert down these roads would be dangerous.. especially in the school zones around SPW.

414. Traffic use that route all the time to get through Glenelg. Limiting it would greatly cause delays. Would give me a big reason to advoid Glenelg and go to Brighton Jetty Rd instead

415. Traffic... laws of fluid dynamics create a blockage at one place displaced it to another - you should know that

- **416.** Vehicles would do a U turn before the library and left turn into car park
- **417.** Very good idea
- **418.** Visitors car parks in Colley Court MUST always remain accessible
- 419. Waist of time
- **420.** We are sick of "hoons" in cars and motorbikes going along Anzac Highway into Colley Terrace and then Jetty Road.
- 421. We enter and leave Augusta often from and to Colley. Present limits are inconvenient
- 422. We live at platinum apartments and still want to right turn into our apartments

423. We must improve access to the area not hamper access.

- 424. we want easy access to parking.
- **425.** We would like to see the continuation of traffic at the Jetty Road/Colley Terrace corner as this is the location of our business and passing traffic increases exposure of our business to potential patrons.
- **426.** We're crowded area with pedestrians, buses, taxi and traffic. Support changes. There also need to be a ride share drop off/ pick up area or drop off for any drivers.
- **427.** What is being done to protect the safety of those residents living on Moseley street? Our street is already dangerous and unsafe these plans will only increase the traffic onto Moseley the street is slresdy dabgerous with more traffic to make it more dangerous and congested. How will our street be made safer? The roundabout on pier street should be blocked so that all the traffic doesn't flow into the side street and further south on Moseley towards broadway. We are a narrow residential street with cars alresdy speeding up and down it! No thought had been given to the speed limits on mosely why have they not also been decreased ! They should be! And resident parking only permits should be handed out as we struggle as it is to find on street parking!
- **428.** What modelling has been done on the impact of traffic flow through Glenelg? . Will this simply increase traffic flow through side streets and particularly Partridge and Gordon St.

429. What's going to happen with the opposite end of Colley Terrace, all the options propose more traffic/more visitors in these areas, what's going to happen with the safety of the pedestrians crossing near the Anzac highway and Colley terrace round about?

Closing this part of the road every day of the year doesn't seem to be a very smart idea, and will cause more congestion and noise and traffic in the surrounding streets

- **430.** Where does the traffic go at the W end of jetty rd? Moseley st? Durham st? Jetty rd has been à through st for a very long time so there will be a long period until people realise it's no longer a through rd.
- **431.** Where is all the traffic meant to go? Have you thought about the grid lock jetty road will have. Sometimes it takes me 10 mins to drive down jetty road with normal traffic. Can you imagine the chaos that will create? The pedestrian lights will go red, cars can't get onto jetty road because of the grid lock or someone waiting for a carpark space, cars get stuck and pedestrian lights go green again. You need to have the left turn to Colley terrace kept open, as a majority of the cars usually turn left anyway!
- **432.** Where is the Colley Tce traffic going to go. Down side streets? I can not believe how this brain fart originated

433. While people travel in cars, they need access to carparks, with lights installed at Jetty Rd -Colley Terrance the access lane turning right into carparks must be maintained, it's not possible to open 2 lanes into Jetty Rd from Colley Terrace making it pointless & increase traffic heavily coming through Jetty Rd into Colley Terrace. Allowing for only 1 left hand entry to carparking is forcing parking seekers & residents to travel through Jetty Rd instead of avoiding a busy area, It will add to Jetty Rd traffic congestion particluary at peak periods. Not a good idea at all.

434. Whilst a larger Moseley Square would be wonderful for events etc. I just don't think the benefits are enough to justify the increased traffic on Jetty Rd and the side streets and the traffic jams and chaos that will likely occur. Any improvement in pedestrian safety crossing Moseley square will now mean increased pedestrian danger as they cross each of the side streets eg: Sussex and Nile etc with vastly more cars turning in and out of these streets. Who has right of way cars or pedestrians?

435. whilst i understand the concept of removing vehicles from the corner it will force traffic into other locations - Moseley street will become an extremely busy street

Forcing vehicles to travel south on colley terrace and then do a u turn to access the wilson car park sounds like it will create more traffic congestion

With all cars travelling very slowly and potentially banked up on colley terrace heading south how will it be possible to turn right from augusta street

The end result is everyone turning left and then doing a u turn - doesnt seem good to me !

- **436.** Whilst the area can be busy on warm weather weekends & school holidays, it isn't all that busy for much of the other time and local residents still deserve to be able to move around reasonably to access their supermarkets, retail and resources.
- 437. Why cant the RT remain open
- **438.** Why clog up traffic flow in Glenelg? As a local I use that Moseley Square/Jetty Rd intersection multiple times a week. I'm very supportive of the traffic lights as both pedestrians and cars take too many risks.
- **439.** Why does it need to happen? Is it because of increased traffic caused by Taplins latest tower near that corner. Why are the ratepayers paying for this? Let Taplin pay.
- **440.** Why make a bad traffic situation even worse? This sounds crazy.
- **441.** Why make it harder for people to get around glenelg
- **442.** Why would you block off Colley Tce and cannot go into Wilson car park. Who thought of that idea.

Go back to the drawing board.

443.	Why would you limit the access to this area? Especially considering the mornings/afternoons
wł	hen trying to getting across Partridge St and the Pier St debacle of an area

444. Will cause further traffic congestion to the precinct especially during the summer holidays period

445.	Will make more traffic congestion
446.	Will not go to the area to shop or visit.
dc	Will there be an alternative access to the Wilson carpark, and if not where will additional arking be located. If this carpark is no longer serviceable alternate parking must be considered - it bes not have to be locally, if there is parking somewhere prior to the closure area so those that ust drive everywhere still have options.
	would be great to see dedicated safe cycling routes and safe bike parking included in this plan on tty Road and Colley Tce to encourage alternate transport options if car reduction is a goal.
	With question 23, I presume southbound vehicles can continue to the turnaround section of olley Terrace so they are then travelling in a northbound direction and then be able to undertake left-hand turn into the Wilson car park.
449.	With the reduction of car parking spaces, easy access to alternative parking is paramount.
450.	would be a pain for a while as traffic flows along the jetty road/colley terrace pathway.
451.	Would increase the amount of traffic going down Augusta St, Nile StWaterloo St & Byron St
452.	Would result in significant traffic impact on other streets . Totally oppose B and C
	Would this create a 'new' Jetty Road with Augusta street becoming a major road? here is no concept plan with the Augusta street intersection included that I can find. I have awled through all the documentation and can't seem to find a plan of this area. You mentioned 'closure of all traffic except trams and buses'- you don't seem to have
	onsidered cyclists?
455.	You want to keep people safe, you have to make hard decisions.
	You will force traffic down Augusta Street and High Street and cause even more congestion in artridge/Gordon Street with traffic banked up north and south. Haven't you seen traffic bangestion at Pier Street/Partridge Street, waiting to cross Brighton Road?
457.	you will gridlock all traffic movement
wi tra a	You'll be increasing traffic to areas not originally intended for the amount of traffic they will et. You'll also be taking away parking access that is easy and safe for a lot of people. I believe this ill make Jetty road too hard for people. You aren't the city, not every suburb has direct public ansport to Glenelg and therefore a car is often the best choice. Make that harder and it can have negative impact. I'm for making public transport better and removing our reliance on cars but the st of the infrastructure isn't there across the state.
	You're trying to get rid of the flow of jetty road? I get a new designer. Don't make colley terrace a dead end then you won't have to make all these her silly alterations. Sincerely, a worker on jetty road
or th ev to W el: Je	Your design is based on peak traffic during summer only. During winter months there is hardly by pedestrians, so you are inconveniencing locals for the rest of the year based on peak times hly. Why didn't the traffic engineers have the closure only for summer events, and leave us alone e rest of the year? The local streets are so clogged up during normal times, and you are forcing yen worse traffic conditions for the whole year, based on only peak times. Locals need to be able drive locally during weekdays in cooler months. All my neighbours are elderly, so none of us can alk huge distances if you proceed with this 365 day closure. It has not be well thought out at all. the pay the rates, so we should be adequately considered and not be forced to sell up and move sewhere. Pedestrians are coping very well with how it is now, so why change it? You already close tty Rd for big events, and that already works well, so the total closure is totally unnecessary and o annoying for all Holdfast Bay residents.

Appendix G -

Q31. Comments regarding changes to bus routes

1. 180 buses up Jetty rd will just end up with traffic not moving . How will i get to the Glenelg library ?

- 2. A necessary component of the overall scheme. Provided every effort is made to increase the greenery of the area surrounding these zones as a compensating factor, there should not be a negative.
- **3.** A waste of money. If you also push the buses to Gordon street and set up a bus zone the traffic will be such a nightmare. What are you all thinking. Do you not live and work in the area. Have you sat in the traffic daily to cross over jetty road and with such narrow roads as it is how will this solve any of the existing traffic issues. You are adding to the problem not solving it. Push all buses to Brighton road if you must. Do not put them on partridge Gordon street
- 4. additional trees and greenery will be planted as part of the upgrade in other locations
- **5.** Again locals who rely on these services to Glenelg will be impacted. NO trees should be removed. Council will not replace them with trees of a similar size just immature trees
- **6.** Again this will push more traffic (and restrict traffic on Gordon Street) up to Partridge/Gordon Streets and Brighton Road which is already an issue!
- 7. Again, I think people will adjust.
- 8. Again, pedestrian use along Jetty Road and safe access to Moseley Square needs to be a priority.
- **9.** All a waste of council rates
- **10.** All been considered and some tried before. Doesnt work. No
- **11.** All bus routes should be changed to remove all traffic from the corner.
- 12. All bus routes should remain unchanged.
- **13.** All of these proposed changes achieve nothing.
- **14.** All this will just cost my rates being spent on clogging up Glenelg.
- **15.** All you are doing is shifting the congestion you have at Mosley Sq to elsewhere off Jetty Rd. The elderly will be confused as to where there regular bus may be and how much further they will need to walk .
- **16.** Alternative bus routes are already congested so these concepts will only transfer a problem Public transport passengers want to get to the Jetty Rd/Moseley sq area so why make them walk further?
- **17.** Although there seem to be a lot of bus movements according to the statistics, I don't feel buses ever present a problem to pedestrians on the current routes. Therefore, I don't support the changes which come at a cost to trees and parking spaces.

18. Any bus plan should focus on crime and violence safety of users given the high crime rate in Glenelg.

19. Anything that keeps the flow of traffic

- **20.** Anything to redirect heavy traffic flow from the main precinct is an improvement in my opinion, very supportive!
- **21.** Anything to reduce vehicle movements through public space areas is helpful.
- 22. Apart from the Bus stop on Colley being moved there is not a lot of information on the Gordon Street & Moseley Street Stops

to form any real opinion other than to think it will impact parking spaces.

- 23. Are additional trees going to be planted to replace the ones that are being removed?
- **24.** Are the bus stops necessary in this section of Jetty Rd as you can use the tram to move along Jetty Road.

25. Are we taking Norfolk Pines?? No, not at all!

- **26.** As I do not approve of Concepts B and C I should really have ticked un-supportive for all of the bus route changes.
- **27.** As I do not regularly use the bus services in this area, I cannot provide insightful comments on the potential impacts.

I would like to reduce the noise along Jetty Road by minimising traffic, including public transport. However, since this plan is designed for the future, it's important to recognise that our future public transport will be

	electrified, resulting in quieter and less polluting vehicles compared to the current diesel buses.
	Therefore, I am comfortable with either option B or option C based on feedback from those who use these
	services.
28.	As I don't use a bus I have no comment
29.	As I said we need more trees in Glenelg. The large established trees need to stay and the smaller one could
	be re-located. We do not have enough trees and green. Ask the Lorax, he will agree, he speaks for the
	trees.
	I love trees, we dont have enough, let's cherish what we have and keep on planting. I want to wake and walk with the smell of trees, feel their shade and coolness, see and hear the birds more. Less ashphalt and
	bricks and concrete and more softer walkings and living spaces- lets be sustainable for the environment.
	What do the horticulture folk say about this? I will stay and linger longer in a shadey green space and seek
	to actively get away from concrete and the like.
	I also support the need for accessible public transport, surely we can have both. You could take a month to
	a year to easily make a new bus stop but large trees take decades to grow. Lets make Glenelg more green
	and beautiful, more gardens, flowers, butterflies and birds. We need an culture and an ecosystem that supports, respects and cares for all forms of life. Let's show those hills folks we can have some more of
	what they have (fresh air, birds, wildlife, trees, trees and more trees) an even more (with the sealife, sand,
	surf and environmentally conscious community too!) We can do it- together :)
30.	As long a 9 more trees are planted elsewhere.
31.	As long as replacing just as many trees as cutting down. Try and relocate where possible.
	Discussions should be had with the bus drivers who frequently travel that route to ensure optimal result.
	As long as the removal of existing trees means the council will plant more trees elsewhere
33.	As much as i don't like seeing trees removed, new ones will be added and would much rather buses to be
2/	relocated as it is not very far from there original location. As previously mentioned I believe buses do not need to be on Jetty road at all. In fact it would be safer if
54.	they were not.
	The diversion of all buses around Jetty road and closure of the Mosley corner would be the safest idea.
35.	As someone who doesn't catch buses I have no experience, though this may change with the long cessation
	of tram services. I would like to see more discussion about traffic flows in the general area and the
	interaction between buses and cars. With two schools near by school buses are an issue too, as are buses
	collecting tourists from hotels. I would also want to see more about vegetation. It is clear that tree loss is inevitable and the loss of many
	pines would alter the character of Glenelg. It is a windy, salty environment and establishing essential shade-
	giving trees is not easy. There was no space to comment on this above in relation to an arbour above. No
	arbour is better than an unsuccessful one. Witness the Grand's attempts at greenery over the years on the
	Esplanade.
36.	As the closure of the Jetty Rd/Colley Tce is not preferred under any circumstances, the existing bus routes
~ 7	would remain
37.	At a time when we ought to be focussed on greening our area this nor at all palatable. Further - Gordon st becomes congested very easily so proposing to add increase bus traffic is out of
	question.
38.	Basically as long as it makes getting there by bus easier then all good
	Better options can be found. Utilise Elizabeth street as a layover. The. Buses can pull around the block to
	start their journey.
	Gordon Street is too narrow and already too congested to add a layover on it
40.	Bus good

41. bus is ok to travel as per usual same as the tram
shouldnt need to change
42. Bus routes need to be convince to pedestrians to encourage better public transport use and naturally
reduce the need to single driver cars.
Any removal of trees needs to be replaced and increased in appropriate places providing additional shade
and mitigating heat from roads
43. Bus routes at the moment work flow very well.
44. Bus routes need to be in Colley Tce. It is wide enough to accommodate them and it efficient for traffic and
pedestrian flowI travel through there regularly and it flows well. Pedestrians are happy to then be close to
Moseley Square and nearby beach and facilities.
Redirecting bus routes through Jetty Rd east to Gordon would add to congestion on Jetty Rdanother
reason to avoid Glenelg precinct.
Gordon st bus stop would add more congestion to Gordon's/Partridge thoroughfare.
45. Bus stops need to be kept central.
46. Bus stops were previously removed from Moseley Street and relocated to the current bus layover on Colley
Terrace which is very convenient for passengers to disembark and is spacious for those waiting for their
service.
47. Buses are a very big noisy vehicle and not really suited to be in pedestrian precincts. There use is to get
people to the precinct; not drive through it. Such large vehicles restrict opportunities to moderate driver
behaviour by restricting physical options available to do this. Being so large they will be prone to causing
damage to assets. The SA Govt may require compensation for any bus route changes that increase travel
distances for buses. Negotiations should commence early to seek a waiver of these demands.
48. Buses are big and cumbersome, driving in the area would not be easy
49. Buses seem barely used! I'd like to see passenger figures. Adding more buses to Gordon St will cause
gridlock on what is already an incredibly busy road.
50. Buses turning left off Moseley to Colley Tce works well and reduces congestion on Jetty Rd. To redirect all
cars (B) or all cars plus 182 Buses daily (C) defies logic and common sense. Jetty Road will become a carpark
and trams will have no chance of staying on schedule. 51. By changing and adding more bus stops you are reducing extra car parks that you do not show in you
concepts
52. By trying to create a public open space the road between Moseley and Gordon Road is going to be
converted into a parking lot due to high traffic volumes.
Pushing the busses onto Gordon road will cause Gridlock into Augusta Road, vehicles will be stuck along
Gordon Road backing into Jetty Road slowing down traffic and the Tram service.
53. C of HB says they the 'warming' of the area is a critical factor, yet you want to take out trees???
54. Can more tree can be planted nearby?
55. Can they be replaced with other plantings. Shade is important
56. Changing bus routes and forcing busses into "side" streets is not a good idea
57. Changing the bus routes would be terrible. It would be very confusing for everybody, particularly old
people who use the buses a lot. t
The council should start thinking more about seniors who, unlike visitors, live here and contribute to the
local economy all year.
58. clley terrace is the natural way for buses to travel its the only road with the width too accomodate buses
and pick up areas
59. Commuters need an opportunity to provide feedback. I don't use this service but hopefully any changes will
eventually become accepted as part of the bus commuter experience.
60. Concept C from what I can understand would make it harder for people with walkers and wheelchairs to
access their buses.

61.	Concept C is the best of the options, and slightly changing bus routes won't put anyone out. Slightly moving bus routes aligns with the ideas put forward in concept C, so I love it
62.	Consideration has not been given for all the residents that access these bus stops from Anzac Hwy stops or
0	colley tce from the high rise apartments, cutting out this part of the bus routes will greatly reduce
	useability for local residents to get to work. While at the same time combined with large numers of
	carparks being removed you have to wonder who has had the idea to both reduce bus service access and
	carparks in one go. How do you think anyone will access the area or be able to easily get to work??
63.	Council should take all necessary steps to pedestrianise the area. Bus routes can be easily changed to
	accommodate this.
64.	Current bus layovers are central. Ideally located for access to Mosely Sq and the beach.
65.	Current set up is good.
66.	Definitely reroute buses from Colley Terrace- Keep the area quieter and pedestrian friendly.
	And also, please stop planting Norfolk pines!! There's enough of them already!! They are messy, drop huge
	limbs and damage pavements with their roots, creating trip hazards.
	Council likes to plant them barely a few metres apart - way too close for those big branches.
67.	Definitely supportive of alterations to existing public transport infrastructure for improvements and to
	ensure people can still make it to jetty Rd when it is improved and more pedestrian friendly. The trees
	however, are probably necessary and it is what it is. As long as the greening of other areas is successful
68.	Do not amend current bus routes.
69.	do not overcrowd the side streets, the church and junior school around High street should be left as is -
	parking works well there = angle parking is great there
70.	DO NOT put any buses down Gordon Street. This will exacerbate congestion in the area, especially with the
	reduction of flow on Colley Tc.
71.	Do not remove any further trees for bus stops, and suggest the reduction in size of buses entering
	Moseley/Colley Tce. Some huge buses with very few passengers are noticed along Moseley St.
72.	Do not support any proposal in regard to moving bus stops.
73.	Do not support loss if car parking or more bus stops as buses stopping will cause more traffic congestion in
	streets
	Do not use buses, but do not want more buses on Moseley St
75.	Do this and your just losing more parks. Glenelg works well now. stop messing with it to justify jobs let
	alone the money. Try fixing the trees around Glenelg that drop little nuts that turn in ball bearings and are
	very dangerous.
	The trees along my street have lifted the curbs so when it rains its alike a pool out the front and you have
	to jump a river to get from one side to the other.
	Spend money on essentials not stuff that's going to ruin our Glenelg.
	Don't change
77.	Don't like this. I change between buses at Colley Tce and the thought of having to walk between Moseley St
	& Colley Tce in all weather conditions to change to another bus is not a good idea, especially for the elderly
	and those with disabilities. Doesn't seem like bus drivers would have toilet access at Moseley St or Gordon
	St either? Can the bendy buses physically turn left from Jetty Rd to Gordon St? Turning right they only just
	make it but with an even tighter turning circle turning left I don't think that would be possible - coming
	from a former heavy vehicle driver.
78.	Don't remove trees to accommodate busses, that's a poor idea we should be introducing further trees not
	removing them
79.	Don't use a bus often enough to affect me, in fact I would prefer that buses do not use Jetty Road
80.	Don't use buses at Glenelg so not sure of impact but I'm sure the population that uses them will have
	reasons to complain
81.	Don't use buses, can't have an opinion on them.
82.	Don't remove trees. Go with concept B and that can all be retained

83.	Dont really understand which bus stop it is, please don't remove zone A Glenelg interchange Westside from
04	colley terrace. EARLIER ON YOU SAID YOU WANT MORE GREENERY, NOW YOU ARE PROPOSING REMOVING TREES!!!
	Environmental benefits from decreased car traffic will outweigh the loss of the trees.
-	Essential to work around the trees
	Even more traffic on Moseley St! Ridiculous.
	Even though some trees have to be removed, the new bus layovers are important for these areas.
89.	Existing bus routes should remain unchanged. Bus movements along Jetty Road should not be increased and would have significant adverse effects on traffic flow.
90	Existing buses detract from the tourism of Moseley Square as they are noisy, have no regard for
50.	pedestrians and emit dangerous diesel fumes.
91.	Extra ugly bus stops and the removal of trees is very disappointing.
	Moving a bus top 9 metres north will be too hard for the aged and those with disability.Gordon St does not
	have room for bus layover.It is already too busy.
92.	Fine as is.
93.	For the sake of the Pedestrian friendly beautified area the committee is trying to achieve I believe it is a
	necessary sacrifice.
94.	From Gordon/Partridge to Mosely square should be for public only. Services/supplies for stores limit to 7-
	8am only.
	*Encourage people/tourists to take bus or tram to Mosley Square
	Fuck with our trees and we fuck with you
96.	Gordon St is quite a narrow St.
97.	Gordon Street is busy enough now without the addition of a bus route down that street
98.	Gordon Street is something of a bottleneck now. To put a new busstop near Jetty Road would be a disaster
	unless the new stop allows buses to move off the road to give free flow to cars. The same applies to the
	proposed Moseley Street bus stop. Both these stope would need to be at least 100 metres from the
00	intersection, again to allow free traffic flow.
99.	Have to assume that moving the bus routes will then massively impact the (already increased) traffic movements on Gordon and Mosley. Feels like this would further frustrate drivers and add to traffic delays
	with bus stopping regularly.
100	
100	calculations?
101	
	Jetty road, hopefully improving trade in the area.
102	 Having all the buses stop in the one location is working very well
103	 Hopefully tree will be replaced in other areas.
104	. How many times has Council "rearranged " bus routes and layovers. The last changes got it right and it
	seems to work well. The old adage, "If it's not broke don't fix it " applies!
105	
	Road be with the rerouted traffic?
106	
107	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
108	 I am fully supportive of the changes to bus stops and reduction of buses travelling through the
108	Colley/Jetty corner. I am vehemently opposed to the removal of established trees. The new bus stops
	should be located where trees do not need to be removed or their structures altered to ensure trees are
	retained.
109	

110. I am not familiar with the buses and how this impacts others so will not comment. However, City of
Holdfast Bay has suffered massive green loss due to all the redevelopment. We cannot afford to lose any
more at any cost.
111. I am not in favour of any of the Concept C ideas
112. I am not supportive of changes to bus routes, especially more bus traffic in Gordan street / Partridge
street and Pier street etc. Also Moseley Street can not handle any more traffic, especially backed up at a
new set of lights.
This will create a rat run through back streets that are already too narrow with cars parked both sides
113. I am supportive of changes to bus routes and the removal of trees only to the extent that:
a) they are necessary to give effect to the other elements of Concept C (which I broadly support)
b)they do not materially reduce the quality of the affected public transport services (if anything these
services should be improved to offset losses in parking spaces)
c) any removal of trees is more than offset by nearby greening elements of the proposal
114. I am worried about the re-direction of traffic with Concept C, Gordon street with become very
congested
115. I assume that more new trees will be planted than being removed?
116. I believe that some sacrifices unfortunately do need to be made for the better good. Progress/change
inevitably means hard decisions need to be made. One cannot please all of the people all of the time. The
big picture needs to be our vision and I certainly believe that Option C ticks the boxes. Yes, there will be
some pain during this transition for both residents and especially for small retailers. Perhaps the Council
may be able to persuade the Landlords to temporarily reduce rents to soften the blow to tennant's income during this period. Berbans an inducement for the Landlords to do so?
during this period. Perhaps an inducement for the Landlords to do so?117. I despair at these proposals. They are so uninspiring, and I do not see them as improving Jetty Road for
residents, landlords, retail outlets or tourists. Surely we can do better for \$30 million.
Loss of parking spaces, shade will drive my vote for any concept.
118. I do not catch buses
119. I do not currently use these bus services so I don't understand the full impacts of the proposed changes
however I am supportive of them if they help to achieve the proposed Concept C.
120. I do not see any problem with the existing Bus routes that warrants re-routing
121. I do not use the bus routes as walk everywhere. Dont need to buses. Therefore, you should do a
survey on the bus routes that use these stops.
122. I do not want the road closed off at all (concept A is good) so I can't support any bus route closures!
123. I don't catch buses on these routes but I am supportive of this if it doesn't make bus journeys slower. I
would not support if it makes the already extremely inefficient bus network slower.
124. I don't support the movement of bus stops at all.
125. I don't trust you to plant three replacement trees
127. I don't use the bus so unsure of these changes.
Happy for tree removal given the additional new trees planned
128. I don't use the buses so it's not a great concern for me, only the amount of noise pollution they produce.
I do use the tram regularly and support no changes to it's route.
Again, I was unable to provide answers above.
129. I don't like any bit of this concept. Glenelg has seen bus route changes and bus stops move over many
years, leave it as it is.
130. I don't support the removal of trees to build new structures such as a bus stop
131. I dont see how you are going to get a bus to turn left onto Gordon Street, the corner is not wide
enough, The bus will have to occupy the middle lane on Jetty Road while waiting to turn left, the pavement
will have to be reduced on the North/West corner of Jetty/Gordon, (outside the chemist), the traffic/street
light pole will have to be removed which also acts as a tension line for the overhead cable for the tram, and

the 'Portico' of the Chemist will have to be reduced considerably leaving very little pavement for
pedestrians, see how long before someone standing on that corner gets hit by a bus.
132. I have a child who uses these buses to get to Uni. The current routes work well.
133. I have concerns on redirecting the buses onto Jetty Rd if the traffic lights at Moseley St / Jetty Rd will
delay traffic up to 10 minutes during weekend peak, and somewhat the same regarding weekday
movements; these routes can be busy enough and frequently run behind schedule; installing a near-certain
and extra-long delay WILL lead to complaints - but not to Council
134. I like the thoughts of these plans but bus layover area could be built near Wigley reserve that may be
better option
135. I live locally and I drive in the area a lot, yet I hardly ever see a bus driving. Therefore, the current bus
routes are ok and not need of a change
136. I never use the bus so have no idea of the impact but as it is now, I am hardly ever inconvenienced by a
bus or a bus stopping at a bus stop
137. I prefer Concept B as I don't feel it's necessary to redirect buses to save a few seconds at the stoplights.
It would be better for residents of Gordon St to not have buses, though businesses on Mosely St could
benefit from more foot traffic from more bus activity. 138. I still think it will work
139. i support any change which gives preference and improves safety for public transport users. would like
to see trees replaced in other locations if any need to be removed
140. I support public transport using the current routes- this moves people instead of cars
141. I support the changes to the bus routes, but would like adequate shade and shelter at all bus stops,
ideally from trees.
142. I take the 300 bus to Moseley Square everyday. I am not happy with changes to this route and its
frequency.
143. I think buses are a bad idea for jetty road as the tram is bad enough along with buses up and down jetty
road this becomes a major danger to pedestrians and should be redirected down High street
144. I think the bus routes are fine to remain as is. I would prefer to keep the trees.
145. I think the idea of a layover on Moseley St is the worst element of all the proposals. To have buses
idling in that environment which is far more narrow and enclosed-feeling compared to the open space of
the existing layover on Colley is terrible. The fumes and noise from the buses will kill off any businesses on
the corner of Moseley and Jetty Rd. It would be an extremely unpleasant place to dine or walk with an ice
cream etc. The open space of Colley is far more preferable for a bus layover location. Not to mention the
loss of trees and car spaces. Also, buses traveling east on Jetty Rd would also diminish the enjoyment of being on Jetty Rd for pedestrians and cars alike.
146. I think this whole project is a complete waste of money. You are constantly 'upgrading' jetty road and it
makes no difference either way. Leave jetty road alone and save the cash!
147. I travel twice weekly to attend workshops at the Glenelg Community Centre. I also shop and have
coffee in Glenelg while I am down there. I live in Seacliff Park and have mobility issues and rely on the 265
bus to drop me off close to the GCC. I feel Seacliff Park does not get the attention that Glenelg does both in
facilities and services and this is another example. Please consider the needs of all ratepayers in the
Holdfast City Council and do not make public transport harder for those who need it , use it and get less car
traffic off our roads.
148. I understand the 3 trees will be replaced in other places in these designs, so am comfortable with 30.
149. I use the 300 bus frequently but this will not make it any harder for me to take, it will mean a minor
additional walk. I strongly support changing these bus routes to improve the pedestrian experience
150. I would support the removal of buses West of Mosely Street/Jetty Road.
151. I'd need to come and take a look in person to give a more informed answer to this question, so I'll
remain neutral on this one. 152. I'd prefer the full length of letty Road to be made into a mall with additional parking stations to be built
 152. I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to be built around the mall.

153. I'm all for the redirection of busses, although, despite being a bit counter-intuitive for the route, it would be worth considering (for Northbound), a left turn at Gordon Street that goes down to the Anzac Hwy roundabout (or maybe even right down to the Oaks), before turning around and heading west again to add an additional stop or two for public transport for those around that NW corner. Why are both bus layovers on the western side. Where is the layover for Southbound busses? Jopefully not doing a u-turn on the roundabout on Anzac hwy... I would consider having layovers on the West side and East side (where it used to be) on Moseley Street. This would also have a positive impact on reducing the number of Uber drivers who park either side of Moseley, North of Elizabeth St. 154. I'm not fussed about the bus routes as long as Colley Tce/Jetty Rd corner remains open to traffic. And drivers can still turn into Durham St, I'm supportive of reducing the bus routes, traffic in the area although not supportive of any trees being 155. removed. Is there an option to not remove the trees? Or plant more to replace them? I'm totally unsupportive of concept C and any of its ramifications 156. 157. I'd rather have trees than bus stops. In an age of greenery Council should keep these trees. They provide shade for people and add to the scenery. Bus stops and buses seriously detract 158. If ever there are issues with the tram, buses are the only option. Moving the stops/buses further away from Colley Terrace is extremely short sighted If it needs to be done, it needs to be done. Like I've said already, the better Jetty Road is for 159. pedestrians, events, and outdoor activations, the more the area will thrive (despite the short sightedness of the masses on social media). I hope there are plans to replant trees to make up for the losses. 160. If possible avoid tree removal but if this is only option and then so be it . If these trees were replaced with mature trees at a close location this would be ideal. 161. If removing trees is necessary, more trees can be planted to replace them 162. If the bus company agrees to the logistics of this then I agree. Bus stops must be located near Jetty Rd for those who rely on public transport, and also near the tram stops for integrated travel. New Bus stops must be designed considering the safety of cyclists. Plan to plant more trees for the three that need to be removed. 163. If the reduction of 182 bus movements around the Jetty Road/ Colley Terrace corner is going to result in those 182 buses travelling East down Jetty Road and into Gordon Street the I do not support at all. 164. If the upgrade of Glenelg includes more greening, then I'm supportive of three trees having to be removed, so long as they are not significant trees. If we can avoid removing trees that would be great. If unavoidable, can we plant more? Be proactive. 165. If you are closing colley terrace and moseley street thoroughfare and then forcing private vehicles to 166. use partridge /gordon and other streets and also adding bus-layovers this will be chaos and cause more congestion. If you decrease 182 busses per day from Moseley/Colley intersection how is ADDING 182 busses PER 167. DAY to an already congested Jetty Road going to help?? I can't believe these ideas were even thought of as being functional!! There are no public toilets near Mosely Street or Gordon Street. How are people - disabled, handicapped, elderly, young parents with prams/toddlers/babies, people loaded up with shopping, etc meant to connect from bus to tram or tram to bus if they have to walk from Gordon Street back to Moseley Square in 35-40*C heat or in the rain??

Why should residents in Gordon Street now tolerate 182 busses going up & down their street? And if this street is paved, the tyre noise from the busses will be astronomical.

How are the busses meant to do a right hand turn into Jetty Road (going north from Moseley Road turning east into Jetty Road or going south from Gordon Street turning west into Jetty Road) WHEN THE TRAFFIC IS ALREADY, CURRENTLY, CHOKED UP IN THOSE AREAS - let alone if there is a 10 minute wait for vehicles at a pedestrian crossing. Have these points actually been thought through? This, to me, is extreme incompetence to even suggest these impractical ideas.

How will busses run to schedule if they are waiting for traffic to move while being held up at a crossing for up to10 minutes??

If all of the Concepts are going to be removing parking THEN THE PUBLIC TRANSPORT SYSTEM NEEDS to be EVEN BETTER than currently - not worse.

- **168.** If you have one bus route going thru the intersection, is there really that much difference..... being able to catch bus in a central location of Colley St keeps things central
- **169.** If you have to remove some trees, maybe you can replant them in one of the other areas
- **170.** If you remove some trees make sure you plant some more nearby
- **171.** Impact on Gordon st flow could be an issue, very busy thoroughfare. Not sure if residents on Moseley will be unimpressed
- **172.** Improving bus routes is necessary until Council and State Government have progressed with creating new tram, train, and active transport routes.
- **173.** In the fairly recent past there were buses heading east along Jetty Rd before turning left into Gordon St. The change does mean more noisy bus traffic passing people eating outdoor in front of Indochine and The Strand. Plus as an occasional bus user, I think it is better to have all buses leaving from the one location (currently Colley Tce) because it allows flexibility to decide to catch a different bus if my expected bus is running late. Also the 300 runs in both directions, clockwise and anti-clockwise, meaning there will be a 300 leaving from Colley heading south and a 300 leaving from Gordon heading north. Could be confusing for the new bus users.
- **174.** In this day and age we should be able to figure out a way to maintain nature and greenery whilst also implementing new structures, i.e. the busy stop. Those trees are sacred.
- **175.** In which world is there an indication that making it harder for people to access public transport means more will use it ??. What about older people and those with mobility issues? Jetty Road is a long street ...
- **176.** Increasing bus flow along jetty road will increase congestion with buses stopping to pick up passengers. It will increase pedestrian safety risks for the numerous pedestrian crossings that occur constantly across jetty road especially near bakers delight group of shops
- 177. Increasing bus stops is a good thing, particularly if it means reducing traffic in the area.
- **178.** It is important to encourage the use of public transport to access jetty rd and Moseley square and reduce the reliance on cars , then people will be able to access the area more freely
- 179. It will just clog up the road and reduce peoples desire to head to glenelg
- **180.** It worries me that any buses being redirected to Gordon St will just move the traffic problems.

It seems more logical to just have the buses coming to the one location ie Colley/Moseley

- **181.** It would be a benefit to try remove so many busses going down jetty road, I am sure people can still get easy access to busses and not be too inconvenient for them.
- **182.** It would be great to disallow all buses from Concept B & C.
- **183.** Its close to the Mosley Square.

Its close to the tram stop.

Its in heart, attraction of Glenelg why move any of it.

184. Jetty road doesn't need to be even more conjested thanks
--

185. Just leave is as it is

186. Just leave it as is

187. Keep bus routes as is

188.	Keep buses as they are now
189.	Keep existing bus services as they are.
190.	Keep the bus routes as they are. They currently stop and run in an area that is residential free.
Re	routing down Gordon St will increase bus movements by 182 per weekday past residents on Gordon St.
191.	Keep traffic off residential street and direct to Anzac Highway, Colley terrace and jetty road. Moseley
	eet is a residential street and will
	destroyed. No easy way to get out. Use existing infrastructure roads not a residential street
192.	Keep up greening and replace trees chopped down
193.	keeping the buses on Mosely wth bigger layover would work well, continuing to provide access to the urist precinct but keeps the road and traffic open and flowing.
194.	Keeping tree loss to an absolute minimum is preferred.
195.	Layovers should be in locations that don't require the removal of trees. Maintaining trees is a vital key
	reducing heat in our increasingly hot future climate
196.	leave as current. All bussess in 1 area rather than fumbling/searching for where my next bus might be.
Lea	ave the trees alone
197.	Leave as is. Works well
198.	Leave bus routes alone. Many have been tried before. What we have is the best. All learned by
pre	evious attempts to alter. They didnt work, that's why it is what it is today.
199.	LEAVE BUS ROUTES AS THEY ARE
) NOT CHANGE BUS ROUTES !!
	OLLEY TERRACE INTERCHANGE BRINGS PEOPLE TO THE BEACH.
	OSELEY ST AND GORDON ST ARE INCONVENIENT
	DILETS ARE NEARBY FOR THE DRIVERS.
200.	Leave for those who rely on public transport
201.	Leave it all alone. It s fine as it is.
202.	Leave it alone
203.	Leave it alone - remain as it is
204.	Leave it as it is
205.	Leave the bus routes as it is. It is madness to add 182 bus movements down Jetty Road given the
	ivate vehicles and the tram that already utilise jetty Road.
206.	leave the bus routes as they are. Concept B.
207.	Leave the bus routes the way they are currently running.
208.	Leave the buses alone!!
	any people interchange with the tram and buses so common sense must prevail. not touch!!
209.	Leave the trees alone, leave the car parks we have alone.
	ption D, leave it alone.
210.	Leave the trees alone. It works as it is now. Keep the bus routes as they are
211.	Leave the western end of Colley Terrace for all transport and no bus stops on Jetty Road Pedestrians
cai	n use the free tram from one end of Jetty Road to the other with stop (or stops) in between
212.	Leave them as they are
213.	Leave well enough alone. If it ain't broke, don't fix it.
214.	Less big vehicles along Jetty Road the better, again for safety of pedestrians in the area.
215.	less bitumen - more greenery
216.	Maintaining bus routes and making it harder for car's hopefully encourages visitors to use public
tra	insport if it's available
217.	Minimising impact on bus routes is preferable for people with mobility issues that rely on current
rou	utes

218.	More buses in restricted traffic zones with cars trying to find parks, bedlam! I hope we don't have	
ma	jor incident requiring emergency services as they wont be able to attend.	
219.	More trees will be added with the whole project so as long as a nett gain is achieved this will be a	
pos	itive outcome.	
Les	s buses on Jetty Road will mean a much better traffic management.	
	ong as lost carparks are gained somewhere else in the project.	
220.	Move the entire bus layovers to south of Brighton Rd.	
221.	Moving buses and bus stops only moves the various issues to a different location therefore achieving	
	hing. The only achievement is the council continuing to waste long suffering ratepayers money on	
	culous plans that will not help or achieve any meaningful progress.	
222.	Moving the bus stops away from Colley Terrace would reduce access to the library which many elderly	
	I disabled people like to visit. This would require them to walk further, something some of these users ply cannot do. I see moving the bus stop as discrimination for the most regular users of the bus.	
223.	Multiple extra buses down Jetty Road would be a major traffic and pedestrian hazard.	
223.	need to provide wide enough stop areas for buses to get off the road the speed would need to be	
	uced to ensure safety too	
225.	Never remove trees. Never.	
226.	Never supportive of trees going to make way for vehicles. Misery street is a beautiful leafy street and I	
	uld object strongly to the removal of any trees.	
	alk that street several times a week and enjoy it so much.	
227.	New bus stops etc should only be installed if required, If utilising Concept A and not closing off the	
cor	ner of Jetty Road and Colley Tce I dont see how they are required.	
Ma	ybe this money could be utilised to get rid of the grate drain in Rothesay Ave that continues to clog and	
floo	od the street even with minor rainfall and install 2-3 drains like every other street in the council.	
228.	New trees will need to fe planted	
229.	no ccomeon the busses ruin gelenlg just invest in a a tram line more	
230.	No don't touch the trees. Holdfast bay already has a terrible green coverage for council areas. Leave	
	trees.	
231.	No need to change any bus routes/ stops if Concept A is successful	
232.	No to Concept C	
233.	No trees should be lost, dont want more buses	
234.	No way are you removing trees to make a better bus stop? Come on guys let's lift our game here and	
sta	rt thinking a little bit more long-term here.	
	out of this university mindset get your hats on and start thinking stop removing plantation to make car	
-	king and stop removing plantation to make traffic lights and stop removing plantation to make a bigger stop. There are better solutions.	
235.	Not a factor for me.	
	Not required. Buses very useful - keep as is.	
236.		
237.	not supportive of any changes to the existing bus routes etc	
238.	Not supportive of moving bus layovers to Gordon St and Moseley St when the current location on	
	ley Terrace is more suitable. initely not supportive of tee removal to accommodate a change.	
	Not supportive of closing Colley Terrace to traffic.	
	Have you considered removing ticketed parking bays to create a bus layover alongside Wrigley reserve on	
	northern side of Anzac highway? Buses could turn using the roundabout and avoid Jetty Road	
	ogether.	
239.	Not sure of the real benefits here.	

240.	not the right option to stop vehicle access
241.	Obviously a loss of trees isn't great, but removal of car parks does make increased bus services more
	cessary. Just make sure that you're planting more than you're taking out!
242.	Okay with the bus changes, but do not agree with the reasoning - e.g. having to close off the traffic
	om accessing jetty road/colley tce.
243.	Once again, I cannot believe the council or the traffic control consultants would think this. No, stay with
	-
	an A. Leave it as it is. People do not like change at Glenelg. It is bad enough with the chaos close to
	ighton Road with the very expensive pavers. We are happy with the red pavers. We had no say on that.
244.	Once again, if you are removing all car parking. Will buses be free? Because parking is free currently.
	so why can't the buses and trams share the lane. That would make more sense then making buses take a
	tour.
245.	Only if they are replanted on the same rd
246.	Only if trees are replaced or moved
247.	Parking along Mosely Street on the Eastern side as you turn off Jetty Road and head South is an issue
	s is the car parking as you turn right from Mosely Street onto Jetty Road) - cars suddenly park as moving
	rs attempt to navigate through traffic - I see so many near misses. If you are removing Norfolk Pines,
	onic trees, then not supportive unless completely justified and again, you seem to be breaking policy
	nen it suits (for example, I wrote to council to have a nuisance tree removed but was told it is still "alive"
	mewhat per policy, so can't be removed). This sort of thing is disappointing, especially as the majority of
	sidents want the tree down my street in particular, removed and replaced with something nicer.
248.	People first, cars are also people :)
	pod luck
	ter
249.	People need to get there and. Leave buses as they are
250.	People want convenience and easy access, there is also an aging population and people who
	n't/can't drive and may rely more on public transport, moving things further away makes it harder for
	em. Having the buses close to the tram means people can access both forms of transportation in close
-	oximity to each other and has the potential to attract more people. Wouldn't moving the buses create
	pre pedestrian congestion with people having to potentially travel further to an already busy area (as
	plied by the booklet) to catch public transport.
251.	people who come in by bus don't need to be dropped on the doorstep of moseley square.
clo	ose enough is good enough
252.	Plant extra trees elsewhere to compensate
253.	Plant new ones somewhere else
254.	Please do not change bus routes. The passage of traffic will already be slowed by the additional traffic
lig	hts so don't create further congestion. People will always still be crossing the street all along Jetty Road
an	d additional large vehicles blocking vision will make this more dangerous. People parallel parking will
slo	ow down buses.
255.	Please don't increase the buses on Gordan Street. During peak hours the buses already hold up tram
an	d traffic when turning right into Jetty Road. If traffic is banked up on Jetty Road heading towards the
Be	ach, it blocks traffic and tram moving towards Brighton road. Bus can only move when traffic goes.
256.	Please make new bus stops accessible to pushers and wheelchair users
257.	Please plant more trees to compensate 🗐
258.	Please provide a Plan of ALL Proposals
259.	Please retain all mature trees and plant more advanced trees where possible. Trees (Hill's Fig
	rhaps)in jetty road Brighton are magnificent as are all of the Norfolk Island pines of Brighton and Glenelg
Pe	maps, might four bighten are magnificent as are an or the norrow island pines of bighten and dicherg
260.	please stop removing trees you're only contributing to drying out this country, if they could be trimmed
	accommodate the bus route and perhaps provide shelter for the commuters while waiting for the bus
	build be both more aesthetically pleasing and good for the environment

if these new bus stops remove any parking i would not support it as I've said previously there is very little
parking available in your council and what parking there is should be changed to allow longer parking for staff in and around jotty road
staff in and around jetty road261. Plenty of spaces in side streets on empty patches of dirt to grow other trees. Be good to replace the
awful red bottle brush trees too
262. Prefer least impact on the bus service (and tram service).
263. Prefer that they did not occur.
264. Previous bus layovers in Moseley Street resulted in often near misses as buses operated hazard lights
when not moving. With a bus behind, the hazard light looks like a right turn indicator. The result of this is
that other vehicles ignore the lights. At the time, We were advised that buses would continue to operate
this way.
265. Providing there is adequate landscaping and greenery to replace trees, all good.
266. Public transport is important for people of lower socio economic needs. Their access must be priorities
and protected.
267. Pushing bus stops all over the place detracts from a Glenelg Central, right near the main attraction and
grassed areas.
268. Redirecting bus routes to Jetty road is a bad idea. Should not be done! Bus routes were previously
removed from Jetty road to improve traffic flow and ambience.
269. Redirecting buses on to Jetty Rd is a big negative - there is a tram every 10 minutes in each direction.
Also, to redirect buses from Colley Tce to Gordon St would be very unfair on present residents and
businesses.
270. Redirecting buses to Gordon Street, which is already busy with buses and cars, particularly on weekend,
results in a huge increase in bus traffic with a great impact in terms of noise to residents all along on both sides of the street.
It will effectively become a main road, not a street, which it already isn't with current traffic and noise.
271. redirection of busesand cars through smaller streets will cause traffic issues and bottlenecks around
jetty road
272. Reducing car movements is most important but also reducing the number of buses moving through this
area will improve pedestrian safety.
273. Reduction of bus routes is desirable
274. Refer to my previous comments.
By creating the above, it's just moving traffic issues elsewhere and spending money which could be
directed elsewhere. Sorry to be negative, I just don't see the point in changing the bus routes or stops.
275. Relocation of bus routes to support long term pedestrian safety is very important.
276. Removal of threes for public transport is fine as long as you plant the same number of threes
somewhere else.
277. Removal of trees being offset with planting of new trees would be really good
278. Removal of trees is ok on the assumption that there would be three trees planted somewhere else. We
have for too long not prioritised the green canopy in our urban spaces and that is very true of Jetty Road.
279. Removal of trees would be necessary, new trees should be planted in the new zones created and NOT
palm trees as they tend to look quite unsightly.
280. Removal okay if replacing with more natives
281. remove buses completly, move them to Anzac Highway and Brighton road. Get them off local roads
282. Removing trees may be necessary, but they should be compensated with trees being planted close by
to replace. In fact additional greenery would be very good!
Buses generally have trained drivers and can better accommodate mixing with the general public although
they are loud and their exhaust is unpleasant so moving them is the best solution.
283. Replacing relatively new infrastructure and removing trees is very poor choice if you.stand for the
environment

284.	Replant trees to replace those removed		
285.	Retaining and expanding free parking should be more of a priority		
286.	RIP Trees. Gone but not forgotten. Don't forget to plant new ones.		
280.	Run all routes to through Gordon and Partridge		
288.	Sad at the loss of trees, but hey we'll be planting more, won't we!		
289.	Sad to loose any trees. I don't catch the bus - so I'm unsure what impact this will have. However as a		
	nstant user of the roads in and around Jetty Rd, I can't say the buses have ever been a problem or worry me in my travels.		
290.	See my previous answer.		
	E need a whole new creative plan to cater for buses, cars and access on Colley Terrace. Make it all better,		
	her than reduce it!		
Inc	reased bus use on Jetty Road and Gordon St would be disastrous to traffic flow and very difficult for		
tra	ms and buses to be side by side.		
291.	See previous comments. Public transport through Glenelg is important to keep, not just rely in the		
tra			
	ve no issue with the redevelopment of bus stops to improve services for public transport users		
292.	Seems like a lot of money to redirect and relocate buses and bus stops when they should be allowed to		
	ntinue as is. This is a waste of money to achieve closing off the access between Moseley street and Colley		
293.	rrace.		
	Seems to be a practical solution within the overall proposed plans		
294.	So all traffic is going to be limited to getting out of the area via Partridge /Gordon Street or Moseley ning right onto Jetty Road 10km/h slow zone and they are going to put additional bus layovers on both		
	eets ???? Think again! Major traffic Congestion!!		
295.	So many of the residents of Glenelg are retired and/or pensioners, who rely on the buses and tram to		
	t around the metropolitan area, once they give up driving. Leave the bus stops where they are.		
296.	So now you are proposing the stinky hot fumes and noises from the buses pollute the small jetty road		
str	etch. That will be a delightful noise & smell when you're sitting outdoors eating at a cafe.		
Bu	ses are too big vehicles to be accommodated on jetty road. Keep them driving along & Stopping at Colley		
	e. The stops there are also closer to the beach area for tourists!		
297.	So you are removing car parks and changing the buses. How will the people who don't drive eg elderly		
	inage.		
298.	Stinking buses fume layovers, trying to eat at a restaurant and getting fumes and can't hear.		
299.	Stop removing trees and greenage it's deplorable		
300.	Stupid concept		
	ny change it if it ain't broke! HO will this benefit? Certainly not the locals who go to the Jetty road precinct all year round. You know		
	e same locals who pay holdfast rates and taxes.		
301.	Support all the effort and thoughts in the plan.		
302.	take out thye trees - plant more new ones, it isnt that hard		
303.	Terrible option		
304.	The new green areas will make up for loss of trees		
305.	The 265 bus sed to turn from Moseley St into Jetty Rd, with bus stop half way up Jetty Rd. This was		
	ich better for bus users as you could then easily go west or east on Jetty Rd. changing the bus to go along		
Co	lley Tce was a really bad move. To redirect 265 9 metres north on Colley Tce. Would be a further		
	disaster. Also making the bus stop on Gordon St. neat to Anzac Highway would be a further disaster. You		
are making it practically useless for bus users - terribly inconvenient. Bus stops should be inconvenient			
	places for bus users. Otherwise more people would have to bring their cars to Glenelg, and require extra		
	rking places.		
306.	The additional buses travelling on Jetty Road is not a good plan		

- **307.** The bus layovers on the west side of Colley are very noisy for many hours of the day. The drivers leave the engine and / or air con operating while they take their break. They then accelerate noisily when they start their run from Colley. This bus noise is an issue for residents on the east side of Colley. Electric buses might be an option!
- **308.** The bus route changes are actually more helpful for me personally (Gordon St is closer to where I live). However, I'm a bit concerned that the bus route changes will negatively impact library patrons who travel there by bus, particularly the elderly ones that can't walk far. If their buses only stop outside the library in one direction, then the other direction they'll have to walk further (down to the new stop on Mosely St). That may be too far to walk for some of them.

Also, having bus routes that have different routes depending on direction is extremely annoying for bus users in general.

- **309.** The bus routes seem to work well at the moment.
- **310.** the bus stops would benefit from being closer to the centre of jetty road.
- **311.** The bus traffic throughout the area is excessive, with most buses empty coming along Colley Terrace. Also during non peak times the smaller half electric buses should be used.
- **312.** The bust terminal MUST remain where it is it will be absolutely confusing for people to know where the hell their bus is. I agree to improve, but this plan is disruptive and will take away the character of Moseley Square.

313. The changes in the bus routes are not practical because

Additional buses on Jetty road will cause further congestion with the tram, cars and pedestrians. It's madness especially as you are proposing to TRANSFORM JETTY ROAD. This is a negative not a positive solution.

Moseley and Gordon Streets with respect to the bus route changes will be at capacity when Colley Tce is closed. Changing the layovers to Moseley Street and Gordon Street will further congest the streets and in some cases cause inconvenience to bus users who have mobility problems, similarly with moving the Colley Tce layover further north.

314. The current arrangement of bus layovers concentrated in Colley Tce, close to the Mosely Sq Tram Stop seems sensible.

Why do you want to totally confuse visitors to the area by spreading the bus stops out ?

- **315.** the current bus routes provide excellent access to Glenelg, helping reduce traffic through Glenelg and pressure on car park spaces.
- **316.** The current bus routes work well. As they say 'if it ain't broke don't fix it'. The proposed changes would have a greater impact and are unnecessary.
- **317.** The current Colley Tce bus "layover area was created particularly + workers very ... Gorden St than Mosely or Gordon Mosely + Gordon St" (into Partridge are very busy with weekly traffic: The driving to Pier St could about + than to Brighton Rd in Peak Hrs
- **318.** The current use of Colley Terrace as bus stops and layovers is by far a more superior option than those touted above!
- **319.** The exisiting Norfolk Island Pines are of particular value due to the shade and well-being they provide, not to mention their historical significance & the positive effect on 'character of place' they provide. Thus, I would support alternatives to their removal, if possible. If any trees are removed, then the plans should incorporate a planting of an even greater number of trees considering long-term growth with proper care and maintenance.

320. The existing bus service is fine

321. The existing bus stops work well along Mosley Street. The proposed bus stops appear to me to create a congestion and also make the beach front harder to access. As I rarely use that bus route, the change would have minimal impact. The bus users need to be surveyed for their thoughts.

322. The Jetty Rd project is a rot.

323. The less vehicle exhaust fumes are in the pedestrian area, the better. Not sure which trees would be		
affected, ideally, the design could incorporate them in the outcome		
324. The maintenance of bus services are essential to assist pedestrian movements in, around and out of		
the Jetty Rd zone.		
Pedestrians will gradually become more away aware the the zone is becoming more pedestrian friendly.		
There are plenty of alternatives for people wanting to use their vehicle for shopping, access to services etc		
at Brighton & Marion 325. The new bus routes I'm sure will be well planned and as long as everything is frequent then hopefully		
all still very accessible.		
326. The new routes will further increase traffic congestion in Partridge and Gordon Streets. These streets		
are narrow enough as it is and due to 3 local schools, traffic congestion is very heavy at key school times		
327. The previous bus route change, directing buses away from jetty road to Colley terrace was a great		
improvement. This proposal will further cut off jetty road from Moseley Square, and place more buses on		
jetty road?		
328. The removal of busses running down Jetty Road would be an improvement		
329. The removal of three trees is a big problem. A bus layover on Mosley and the removal of trees will		
combine to make this a hot, noisy and unpleasant spot.		
330. The roundabout at intersection of Anzac Hwy & Gordon st is already a nightmare at peak times & this		
would make it worse. Have you conducted any research at all on traffic flows in the area at peak times?		
Appears not		
331. The traffic light system should be trialed BEFORE any changes are made to the bus routes. The traffic		
flow may be less of a problem if a good system is installed. Then there would be less loss of parking spaces		
and trees!		
332. The transport system provides a minimum service level well below standards of interstate cities . There		
is no good reason to change and make infrequent services worse		
333. The trees are really important for the climate in this region. As it gets very hot due to all the concrete		
and lack of shade, they should not be removed. As they have grown for many years, there's no way to		
compensate for this loss.		
te second s		
In your proposal, you intend to make the entire region greener and reduce urban heat. To achieve this,		
large trees are inevitable and can not be replaced by anything else.		
Please keep the trees as they are a crucial factor for the climate and heat in Glenelg. The priority to move		
the bus stops should be way below the fact to leave this important source of shade and cooling.		
334. There are not enough trees being planted. When new developments are being built trees are removed		
and not replaced. Don't agree with the trees being removed.		
In relation to the bus routes etc I don't have an opinion as I catch the tram only.		
335. There is no need to redirect busses and move a bus stop. Currently bus stop and busses are easily		
accessible from the beach / Moseley Square / community centre / library etc. Changing this will make it		
High ST) and to reduce the amount down Jetty Road.		
If you want to encourage people to use public transport you need the lay over areas to be accessible etc		
338. There were bus stops before there. Nobody wants to walk in the rain!		
339. These ideas make it more difficult for people to access public transport at a time when we should be		
High ST) and to reduce the amount down Jetty Road. If you want to encourage people to use public transport you need the lay over areas to be accessible etc 338. There were bus stops before there. Nobody wants to walk in the rain!		

-	destrian movement as they head to a shop or a restaurant over the method of those same pedestrians cessing Glenelg seems very counter-intuitive.
340.	These proposals will cause congestion issues in Mosely and Gordon. Its a costly move resulting in
się	nificant issues all because of the desire to shut off Colley Street - itself a bad idea.
341. pa	These proposals would require significant expenditure for little if any benefit. Don't waste more of rate yers money.
342.	These trees must be Norfolk Pines?
343. M	They are working well like they are now. Why change them. Where they are now give the busses room. oseley and Gordon St would be terrible. So much traffic on both of those Roads.
344.	think up another option. Do not remove any more trees. Please!
345.	This all seems unnecessary. I just despair at all of this.
346 .	This concept pushed buses onto quieter streets not meant for buses and will create further traffic ngestion on these streets
347.	This is a good idea.
348.	This is a waste of money. The busses are okay as they are. Moving the Colley Terrace stop further North not helpful, especially for older people.
349. wi	This is unacceptable . How dare you remove trees and car parks. So more busses on Gordon st which Il be the only throughfare. Has a traffic forecast been considered?
	This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and ncreting is a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. You ght have buckets of personal money, but the rest of the community is struggling.
351.	This re-route take buses a long way from entertainment precincts like the marina/pat. Why would you this?
352. aiı	This will only ADD traffic to Jetty road causing more congestion. This is directly in opposition of your ns. Don't mess with buses.
	this would make public transport worse while won't affect me directly I think it is counter productive more people will be wanting parks if public transport removed on't like option c as too many car parks lost
354. m	Traffic on Jetty Rd, heading East is often at a standstill. Trams & traffic lights at Gordon St affect traffic ovement. Adding bus routes would create more complex traffic management issues
355. Zo	Travel by bus - & easy access to using public transport should be encouraged. Having different "Bus nes/" will be confusing for visitors & locals) alike!
356.	Trees should not be removed to accomodate this plan.
357.	Trees to be replanted to replaced any lost trees
358.	Try to keep "as is"
359.	Try to minimise tree loss. Consider green roofs for the bus stops to reduce heat
360.	Unproductive. Work around them. Save the established green we have
361.	Vehicles, buses and trams have very responsible drivers and have navigated Jetty Road very well for
Th	nerations. e buses serve the shoppers very well along and around Jetty Rd. There is no need to change what works ell.
362. St	Very supportive of a new bus layover on Moseley if the pedestrian crossing is implemented. Gordon reet is too narrow and already very busy, so buses shouldn't be redirected there.
363.	Waste of ratepayers money
364.	we need more shade not less.
•	We need more trees, old trees providing shade and habitat. Planting new trees takes too long to ovide the same level of amenity. Don't cut them down!! Think of a different way. It's only 5 years to 30ad.

366. We need shade and visual niceness 367. We need to do what we can to avoid removal of mature trees. If this is essential plant twice the number with broad leaf trees that are as mature as possible. We should not be removing trees and I Gordon/Partridge St intersection is bad enough without dealing 368. with bus stops in the same area! Disaster. 369. We would like to know where they are. (TREES?) 370. What about greening!!! 371. When I'm not on foot, it's because I'm taking bus or tram. The proposed changes would still accommodate the needs of those of us using public transportation. 372. Where are the majority of visitors staying at Glenelg. It is not near Gordon st. And Gordon st is residential. Buses are noisy and intrusive. I would not want to live near a very active bus stop. Where do the buses travel east FROM...Colley terrace or Moseley St? 373. 374. Where on Colley Tce, 9 metres North. That is not what the consultants said at 'Cardones'. Leave it as it is. 375. Where's the greening focus? Amanda Wilson is a joke! 376. While it is a shame to lose mature trees, the overall benefits are worth it. 377. While it is unfortunate that some trees might need to be removed, more greens can be planted with the pedestrianised space implemented 378. While the removal of trees isn't ideal, taking the necessary steps for the public transport to run efficiently and effectively is important, and would allow for a much more pleasant a d safe pedestrian experience. 379. Whilst I am supportive of maximising pedestrian safety by minimising bus travel on the western end of Jetty Road, I'm not sure the costs involved with creating new bus stops etc, warrants the proposed gains. 380. Why change a system that is working?! 381. Why change when everything works o k as it is 382. Why did question 28 change the answer options from the other questions? Bus access is important. Busses CAN travel through pedestrian zones you know? Nothing wrong with them mingling with pedestrians. Don't support removal of trees. I'm sure you can find an option where there are not trees. 383. why do we need to change bus routes, they work well in Colley Tce - we are adding more traffic to the side streets which are narrow enough and not fair for the residents - leave as is! Why not get a Council person to sit at a bus stop for a day an talk to the older, more frail people who 384. rely on the bus?? You seem to hate cars and buses, as well as citizans. Why would you want the buses to turn right into Jetty Road from Mosely Street to travel further and 385. for longer along jetty road past the restaurant, cafes and shopping area? This does not make sense at all. Currently the buses turn left into Jetty Road for short distance and turn into Colley tce where there are no shops or restaurants after 50m from Jetty Road. Where is the council's common sense? The only people who benefit is the owners of The George!!!!!!!!!!! Oh actually it's the only business that really benefits for concept B and C too. Will add nothing to the area 386. 387. Will the trees be preplaced elsewhere along the road. 388. Will the trees be replaced elsewhere? Bus stops were on Moseley Street back in the 70's....worked very well. 389. With buses being redirected up Jetty Road will this part of the road become more congested and potentially unsafe? 390. With private cars no longer using the Colley Tce/Jetty Road corner the buses should be able to stay the same without inconveniencing pedestrians. Perhaps pedestrians could give way to buses and trams! as per other cities that have shared trams/buses/pedestrians in malls.

The changes to traffic movement on Moseley street would not be conducive to extra bus layovers & bus stops.

S	tops.
391.	Work around it. You are supposed to be greening the space. How old are the trees?
392.	Would be great to keep the trees
393.	Would like to see these trees relocated within council area
394.	Would prefer as many trees as possible are retained and trying to design around them for any key
ir	nfrastructure requirements.
395.	You can work around removing trees.
396.	You only moved the bus a few years ago and now you want to move again. It's in the perfect spot near
t	he library. Waste of our money to move again. Disrupt less people where it is now
397.	You want to make it 'greener' but remove trees?? No. Don't remove any trees.
398.	You're taking the piss now honestly. Your big idea is to reduce bus stop offs in front of the library and
С	ommunity centre? Someone needs to send in mandatory drug testing to the council because you're clearly
а	II on something
399.	You've got to be joking. Aren't you wanting people to come to Glenelg? And what of Accessibility for
tl	hose that need it, who cannot walk far?
R	emoving trees? How will that be compensated?
V	Vhat do our public transport operators think of the travel times to get through?
400.	YOURE KIDDING. Destroy the area why don't you

Appendix H -Q34. Comments regarding the concepts **1.** costly + precinct destroying: shared zones: clothing off traffic that commutes through the area: changing bus layover all will not be supported by most "Concept A" is the only concept that is acceptable to me. I Believe "B" & "C" would cause way more 2. congestion & block up Jetty Rd + Colley Tce as well as create even more lack of parking to access shops, restaurants, hotels etc. (Concept A with the Alternative option for Durham St keeping left turn access from Jetty Rd.) 3. *It is ESSENTIAL if Durham St is closed to Jetty Rd removable bollards need to be used for emergency vehicles & garbage trucks to use to access Jetty Rd. Trucks reversing at all hours of the night would create unbearable beeping 4. A distinct lack of information regarding all concepts 5. A is pointless for the money proposed, but I suspect residents will vote for A to minimise change. 6. A is the only acceptable concept. 7. A key to the improvements at coastal section of development is to make area safe and appealing to pedestrians. So minimising bus/ tram movements achieves best outcome 8. A will create long lines of traffic waiting for pedestrians. A potential disaster for local residents way back as far as Lymington St. 9. A, but no pedestrian lights, that will cause major car travel time issues and be of no value on days will not many pedestrians. **10.** A. huge expense for minimal gain. **11.** Actually, my first choice would be Concept C if I had a better grasp of the consequences. **12.** Adding a pedestrian crossing to Moseley Street and removing cars from the Colley Terrace intersection are very important improvements to increase safety and enjoyment of the area. I also like the proposed improvements to the south side of Moseley Square. Please take this opportunity to make a significant investment in the usability of the area. **13.** After living right next to Glenelg for 20 years we are so excited to see finally some really positive change is about to happen. We do not need to drive our cars up & down this road and park. Constantly Spoiling the growing potential of the cafe alfresco dining culture. Allowing more outdoor space for small pop up events and just a far more relaxed feel, safer for families with small children ... more space to move & breath on the always busy streets ... 14. Again, can understand reasoning for traffic lights however do not agree with other concepts **15.** Agree with the overall requirement for improved pedestrian space. Most supportive of concept B, second place concept C, third place concept A. **16.** All 3 concepts are being applied for the whole year, and are based on pedestrians. Yet the cooler months there are minimal pedestrians due to the cold wind blowing off the sea. It would make more sense to introduce changes based on the weather, as you are extremely inconveniencing locals based on summer tourists, when the winter doesn't have the tourists you are so keen to attract. Your reduced parking is also contrary to the needs of locals who shop locally, and shop owners who require local business. Locals are elderly so need nearby carparks. People from further away need to drive to Glenelg and then conveniently park. When there are insufficient parks, people drive elsewhere, so local shops will face even more bankruptcies. Empty shops doesn't look good, so why do more to cause this? You need to balance the needs of locals all year round with the tourists during good weather only. Stop reducing local parking spaces. A better plan would be to change Coles carpark into a multi storey, as during good weather and events I can't even get a park to do my grocery shopping. During summer events, all bigger carpark areas are totally full, so we need more carparks not less if you intend to increase tourist attendance. Relying on trams only to bring the extra people in, is small

 All 3 options ar will have to suf ratepayers for plus interest. H to cost rate pay have to put any too far in debt. maintenance a should have be Holdfast Counce return for the r All a waist of tin All a waist of tin All a waist of to All are better th All concepts are because they w traffic flow, & p commute. All good option With option C t All of these con streets - conges carparking for n buisness street needs to be giv All of these pro for local reside move on to Bris which may be y too little free p All the carparks morning (pre 8 who utilise Jett parks are utilise loss of parking All three mak Road as a wal with the incre 	needed for cars to off load those unable to walk huge distances, without fear of pena
 will have to suff ratepayers for a plus interest. He to cost rate pay have to put any too far in debt. maintenance a should have be Holdfast Councereturn for the return for ret	will improve Jetty Road with concept C the most transforming.
have to put any too far in debt. maintenance a should have be Holdfast Counce return for the r All a waist of the All a waste of o All are better th All are better th All concepts are because they w traffic flow, & p commute. All good option With option C t All improvement All of these con streets - conget carparking for r buisness street needs to be giv All of these pro for local reside move on to Brig which may be y too little free p All the carparks morning (pre 8 who utilise Jett parks are utilise loss of parking 29. All three mak Road as a wal with the incre	re a total waste of ratepayers money. The rate payers will get no return. The busine iffer less customers due to lost parking. The total cost is about \$30 million to the which council will have to take out a loan. Ratepayers will have to pay the loan back Holdfast Council are currently \$29 million in the red. Any option in this project is goir
too far in debt. maintenance a should have be Holdfast Counce return for the r All a waist of the All a waist of the All a waste of o All are better th All concepts are because they we traffic flow, & p commute. All good option With option C t All improvement All of these corr streets - conges carparking for r buisness street needs to be giv All of these pro for local reside move on to Brig which may be y too little free p All the carparks morning (pre 8 who utilise Jetti parks are utilise loss of parking 29. All three mak Road as a wal with the incre	ayers well over \$2,000 each over the next 15 years. The holdfast Council will effective
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 All are better th All concepts are Anything to reconstruction All concepts are because they we traffic flow, & p commute. All good option With option C t All of these construction All of these profor local resided move on to Brig which may be y too little free p All the carparks morning (pre 8 who utilise Jett parks are utilise loss of parking All three construction All three mak Road as a wal with the increment 	ime and local taxpayers funds
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 move on to Bright which may be your too little free point to both too little free point to both too little free point too	oposals reduce the ability of people to actually get to Jetty Rd via vehicle. That's grea
 which may be y too little free p All the carparks morning (pre 8 who utilise Jett parks are utilise loss of parking 29. All three cond mildly tolerat 30. All three mak Road as a wal with the incression 	ents that can walk there, but for anyone who wants to come and visit, they will inste
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morning (pre 8 who utilise Jett parks are utilise loss of parking 29. All three cond mildly tolerat 30. All three mak Road as a wal with the incre	parking to begin with and too many people.
who utilise Jett parks are utilise loss of parking 29. All three cond mildly tolerat 30. All three mak Road as a wal with the incre	ks on Jetty Rd west of Sussex & Milton Sts must all be retained. There is an early
parks are utilise loss of parking 29. All three cond mildly tolerat 30. All three mak Road as a wal with the incre	8am) Community of swimmers, walkers, dog walkers, all mainly local, getting coffee
loss of parking 29. All three cond mildly tolerat 80. All three mak Road as a wal with the incre	tty Rd / Moseley Sq / Beach as their prework daily routine. The majority , if not all, ca
 All three cond mildly tolerat All three mak Road as a wal with the incre 	sed every morning. To force this early morning "Community" to go elsewhere due to
mildly tolerat 30. All three mak Road as a wa with the incre	g is avoidable by retaining the parking spaces.
Road as a wal with the incre	ncepts are pretty average and haven't been well thought through. Concept A is only able
	ke positive changes. B or C will cater for longer term growth of traffic. Promoting Jet alking precinct is needed. Park and walk is needed. Parking near a shop is unrealistic reased density of the area.
	ycles to travel down Jetty Road to the beach would be great.
	A with the one way traffic down Durham St I am Extremley supportive of.

	Traffic should stay on existing route not pushed into other Residential streets that done have the
	infastructure to support the traffic.
	We all need parks and access, and not ruin peoples homes.
33.	Alternative parking spots needs to be a part of the plans
	Although Concept A and B will improve public amenity, Concept C provides the greatest overall
0-11	benefit. Closing the entirety of Jetty Road to private vehicle traffic is advisable, although I
	understand this is out of the scope for this project.
25	
	Any concept that has the closure of the Jetty/Colley corner needs to be put in the bin.
36.	Any concept that provides less parking and less access to Jetty road needs to STOP. During the
	week, Jetty Road works well. Perhaps ask the businesses along the strip what they want. Do the
	people who have come up with these Concepts actually live at Glenelg?
37.	As a council rate payer I did not agree or approve the addition of extra charges to fund this
	ridiculous project that will push us away from the area.
38.	As a Glenelg local who primarily gets around by bike, I see a lot to love about Concept C for the Jett
	Road transformation.
	A Safer, More Enjoyable Ride: Closing the Jetty Road and Colley Terrace corner to most vehicle
	traffic (except trams and buses) makes cycling through the area much safer and more pleasant.
	Without the usual congestion, navigating the precinct by bike would feel far more relaxed.
	Better Traffic Flow for Everyone: The changes seem designed to reduce congestion, which means
	fewer cars trying to squeeze into tight spaces and less stop-start frustration for cyclists sharing the
	road. A smoother flow benefits everyone, whether you're on two wheels, four wheels, or on foot.
	A More Vibrant, People-Friendly Space: Glenelg already has an amazing atmosphere, and this
	concept would make it even better. With more room for pedestrians, outdoor dining, and open
	public spaces, it creates a place where people actually want to slow down, stop, and enjoy the
	surroundings. As a cyclist, I love the idea of riding through an area that feels welcoming rather that
	just a busy traffic corridor.
	One thing that could improve Option C is to replace the tram rails with cyclist safety tram rails as
	was proposed a few years ago.
	Overall, Concept C feels like a big step forward for Glenelg—one that prioritizes safety, accessibility
	and a more enjoyable experience for everyone, especially those of us who choose to ride instead of
	drive.
39.	As a long time resident of Glenelg, of course I support the upgrading of Jetty Road; my focus is on
	pedestrian safety, greening the area and the impact on traffic flow. Unfortunately this report has
	not shown the impact of TRAFFIC FLOW around Glenelg if the end of Jetty road were to be change
	or closed off except for buses. I live in Pier Street and have to cross Partridge Street every time I
	or closed off except for buses. I live in Pier Street and have to cross Partridge Street every time I leave home. The roundabout at the intersection of Pier and Partridge Street is a night mare at pea
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	or closed off except for buses. I live in Pier Street and have to cross Partridge Street every time I leave home. The roundabout at the intersection of Pier and Partridge Street is a night mare at peal times. EVERY time there is any interruption of ANY ROAD around Glenelg - road works, school events, tour down under, pageant, city to bay, car break down, any special event (and there are many) etc. we see the impact on Partidge street. Unfortunately it is amplified by the traffic lights o Brighton Road - a huge build up of cars on Partridge street (going south) and grid lock on the roundabout. Many of these cars also get stuck on the new pedestrian crossing just outside St Peter (a fine of \$200 +) The RAA is presently looking at this because I asked a question about the fine. I

	surely would have done some research on this - if so why haven't you shared it? I feel there is a b
	towards options B & C sadly. However, thankyou for the chance to give some feedback.
40.	As a rate payer of city of holdfast bay, I do not agree that residents are being forced to pay for th
	The cost of living is high enough as it is without this added pressure to households. City of holdfa
	bay needs to stop organising events e.g. seafood festival at a loss and leave it to jetty road trader
	to put on these events at their cost. Shops need to be upgraded and city of holdfast bay to set
41	standards so businesses have to update their shop fronts.
41.	As a resident of Brighton, I do not want to pay for this through the introduction of a levy on the
	rates. I also feel that the council is taking on far too much debt, which is basically to be repaid by
	ratepayers. I also see this debt being a noose around our necks for years and years because the
	financial modelling I have seen doesn't get it paid off. If the residents of Glenelg and the Jetty Ro
	traders want this, why don't they damn well pay for it!
42.	As a resident of Sussex Street, it is a disaster if Concept B or C go ahead. Traffic should be on main
	roads, not side streets. We already get a lot of traffic on our small street and how is council and
	police going to control the hooning cars. Also where are people going to park if large amounts of
	parks are removed for the B and C concepts.
43.	As consultation is based on an original master plan close to 10 years ago I'm concerned as a resid
	regarding the impact on the council budget.
	Unless all traders along Jetty Road also improve their shops, cosmetic changes won't be enough
	lift the image of Jetty Road and the rate payer will be left to pay.
44.	As I said earlier my main concern is where the 8000 private vehicles that use that corner now wil
	. I can see it will turn Partridge street Gordon street into grid lock during peak hour and most like
	send traffic down Hight Street / Maturin Road so they can get back to Moseley. I use the Jetty Rd
	Colley Terrace corner every day to get to and from Work and I think this would force me to find a
	new way and would not include Partridge / Gordon street / Jetty Rd unless there were some maj
	changes to that intersection. One solution maybe to look at intersection of Pier Street Brighton R
	to enable more traffic to left turn from Brighton Rd onto Pier street and also left turn from Pier
	Street onto Brighton Rd . I am sorry but it appears that these concept B &C are more concerned
	about visitors to the area than residents. To me it would be option A with a possible move of
	present pedestrian crossing area on Colley street moved further North and Durham Street Plaza
	from concept B or C. Also as previously mentioned any loss of car parking on Jetty Rd will cause
	parking issues in other streets close by. Is there any consideration of making some combined
	changes between A & B or C and and being seasonal so A is in affect during autumn and winter a
	B or C during Spring Summer which is when the pedestrian traffic is at its highest. As I doubt the
	pedestrian traffic during the cooler month would be 19000 per day as in your brochure.
45.	As I've said previously
46.	As previously mentioned. I think this is not just great for jetty road but for all of Glenelg. We nee
	strong identity and this gives it to us. This will enable us to compete with Jetty road Brighton and
	Henley square.
	Not to mention yes we will be paying higher rates but no one will. E complaining about the increase
	in house prices.
	Keep up the good work and stay strong with all these negative opinions
47.	At a minimum, I think the council should go with concept A. I think B is to be preferred so that it
	removes private cars from that Colley/Jetty Rd area, but if this can't be done for whatever reason
	is far better than C. As per my comments, the main reason for not liking C is all the terrible
	outcomes that flow from having a bus layover on Moseley and redirecting buses east down jetty
48.	B and C closing off Colley Ice, are wrong, misguided and will kill the precinct
	B and C closing off Colley Tce. are wrong, misguided and will kill the precinct B and C are not eleminating the traffic. They are diverting the traffic down Augusta and the side

	Go back to the drawing board.
	Have you thought of no right hand turn from Adelphi Tce onto Anzac Hwy between 4 and 6 pm.
	There are alot of tradies driving down Adelphi onto Anzac and then drive down Mosely St.
	Have a sign NO TRADIES between 4 and 6 pm. They need to go left onto Anzac Hwy and onto
	Partridge St or Brighton Road.
50	. B and C have the most appeal because they consider pedestrians, shoppers and tourist.
	. B is pretend and feel like placating interests.
51	bis pretend and reer like placating interests.
	A accortially adde traffic lights and makes no change to traffic but for making it warse by adding
	A essentially adds traffic lights and makes no change to traffic but for making it worse by adding
	traffic lights.
	Cuchile offers the meet change does not do enough to effect the loss of parking on honefit to
	C while offers the most change does not do enough to offset the loss of parking or benefit to
	pedestrians. No wider footpaths east of Moseley St. No where for pedestrians to cross other than
	the scramble. This does not align with the hierarchy of pedestrians at the top.
52	Back to the drawing board! Some part of the proposals have merit but for \$40m
	I'd expect a far better change overall. Seems like a lot is being spent to reduce cars in Jetty Rd.
	Bicycle access needs to be considered.
54	. BOTH ARE Good
55	. Bravo! Let's rejuvenate Glenelg and make it a welcoming, modern, well-thought-out hub for the
	community and visitors alike to enjoy. I'm all for Concept C and more. More trams? Yes please. An
	extension of the free tram zone to appease those who complain about the reduction in parking? For
	sure.
56	. Brighten it up with greenery , pavers etc.
	Reduce speed
	But reducing parking and the flow of traffic into and out of Glenelg would have disastrous
	consequences.
57	. But to have scramble pedestrian lights in lieu of the standard
58	. By closing traffic to Colley Terrace, I believe it will push too much traffic into High St, Partridge and
	Gordon streets, which are already busy streets.
59	. C offers the best solution to increase public safety and the usefulness of the entire area.
	Currently we rarely visit Glenelg though we live in Hove. If we visit Glenelg we travel in by bus or
	tram. This way we eliminate paid parking, the stress of our 'time' running out
60	. Clear, seperated bike paths would be a good addition, also bike racks.
	Concept C is prefereable as it gives pedestrians the most right of way. It would be great if City of
	Holdfast Bay would communicate with the state government the need for improved public
	transport servives in the area. This plan relies on efficient public transport services as pedestrians
	will have less parking options. However the transport is currently abysmal in all of SA.
61	Close colley terrace to vehicles.
	Closing the jetty road/colley terrace would create a massive grid lock down jetty road.
63	. Closure of the Jetty Road/Colley Terrace intersection to private vehicles is absolute lunacy and reeks
1	of pandering to Mr Taplin and his new development on that corner. Residents are asking, "How
1	long has the council been in Taplin's pocket? " Adoption of either proposals B or C will only confirm
	these suspicions.
	comments provided in earlier sections.
65	. Concept A = less disruption to traffic and therefor trade. Concept A will avoid putting additional
	traffic down high St, Gordon St, Partridge, Pier St
66	. Concept A best of a bad lot! I can't imagine you live in the area. Residents have not been considered
1	at all.

67.	Concept A but with increased Parking Spots. Businesses will be hit with major loss and accessibility with lack of car parking.
68.	Concept A does not solve the crossing on the corner of jetty road snd Colley terrace as this is a
	major danger if traffic is allowed to cross into Mosley square
69.	Concept A gives cars, buses and pedestrians the most options with the lease amount of carparks lost
	and should be the most cost effective. Stopping cars out of Durham st would however make it
	easier for everybody to move though that space much safer as it removes what can be a blind spot
	that can catch people by surprise, which is very dangerous. It would also help keep traffic moving.
70.	Concept A is a good plan. What we love about Glenelg is the free flowing traffic with minimal
	restrictions unlike the city with no right turns onto King William street and one way streets
	everywhere with limited free on street parking. The pedestrian lights at the corner of Moseley
	street ias a smart plan, that is always an unsafe corner for pedestrians.
	I do not like the Moseley square idea as it removes the rain proof outdoor dining areas (gazebo/
	tent style dining areas) so It would only be usable on dry days and days in summer that are not to
	hot.
71.	concept A is boring a will be a waste of time and resources in doing this work to effectively change
	nothing
72.	Concept A is business as usual, which does not improve pedestrian and cycle safety / places for
	people. Am leaning more towards Concept B, however Concept C also has its benefits.
73.	Concept A is clearly the best to maintain existing arrangements by introducing traffic lights to assist
_	pedestrians at the Moseley Street intersection.
	However, vehicles and pedestrians should be given equal rights in terms of access to timing of the
	lights.
	Do not remove car parking.
	Do not increase bus movement down jetty Road
74.	Concept A is ridiculous and will clearly cause absolute traffic chaos.
	Concepts B and C are slightly better but certainly aren't transformative. I'd like to see a bold plan
	with concepts that remove private traffic completely from Jetty Road (at least the coastal end).
	Glenelg has a parking reputation problem (there are plenty of parks but local visitors and traders
	don't seem to think so). The large reduction in car parks for the management of traffic flow
	(particularly at the Moseley street end of Jetty Rd) and not for bigger footpaths and ability for
	outdoor dining is really disappointing.
	There seems to be odd level of detail included/missed in the plans - for example the type of paving
	is very explicit and even included as a key design principle but no clear explanation about why each
	car park will be retained or lost.
	On the page that asked about the South Moseley square changes (which I support) there was no
	'please provide comments' option (oversight ?). I'm concerned that the restaurants along the
	square will lose outdoor dining space. And while that seems likely to have a significant negative
	impact on the traders - personally as a proponent of outdoor dining as a way to place make
	everything should be done to increase outdoor dining (with weather provisions) opportunities.
	Concept A is the least damaging to community.
76.	Concept A is the least disruptive and one that enables pedestrians the ability to cross Moseley. The
	loss of car parks and trees is a concern.
77	
	Concept A is the least worst option. I strongly believe these changes will be damaging to visitors
//.	

constantly arrange to meet people at Glenelg & I can see that ending. I also volunteer at the
Community Centre & many of our members catch the bus. Moving the stop some distance away will
greatly affect them, particularly in either very hot or wintry conditions.
78. Concept A is the least worst. The whole basis of the plans are to drive cars away from the precinct.
Not everyone can use public transport. which is not available unless one lives on the very restricted
public transport routes. I think the plan is theoretical and not based on reality.
79. Concept A is the less impact to residents and visitors of all concept
80. concept A is the only one that doesn't cause more problems than it solves.
81. concept A is the only one that doesnt involve the closing of the jetty rd/colley corner so is the only
acceptable solution. concepts b and c will make it very difficult to navigate around jetty road and
create more problems than they solve
82. Concept A isn't worthwhile in its current form and certainly shouldn't have parking spaces lost for
greening/dining. Concept C is okay, but the costs outweigh the gains, particularly for residents of
Gordon St. B is the best bang for buck, achieving better pedestrian safefy and reduced vehicle
movement without having to redirect buses.
83. Concept A must ensure a crossing for both Moseley St and Jetty Rd.
84. Concept A offers little in terms of pedestrian access and safety, with the problem of traffic through
the Jetty Road / Colley Terrace corner remaining. This simply means kicking the can down the road.
Concept B is a solution to the current pedestrian access and safety issues. The pedestrian scramble
at the proposed traffic lights provides a benefit in that pedestrians wanting to cross over Jetty Road
will no longer have to negotiate the "gate" at the tram stop entrance and the unregulated crossing
over Colley Terrace. While traders and some of their customers will be inconvenienced by a
reduction in Jetty Road parking spaces, better utilisation of the Partridge Street car parks would
significantly reduce this impact.
Concept C adds complexity to Concept B for what appears to be limited gain.
85. Concept A provides for the traffic lights where needed which is great - may or could add another on
Colley Tce? - lets allow the traffic to flow to businesses and support the access to commercial
vehicles which support the Traders. Leave side streets alone - Vehicles are happy to wait at traffic
lights - we need to remember that Glenelg is seasonal- lets do not destroy the area by thinking
about certain months of the year!
Of course pedestrian safety is important - has their been any pedestrian incidences? how is this
different than other shopping strips eg: Prospect/Norwood?
86. Concept A provides some useful changes particularly as it keeps the Jetty Road/Colley Tce
intersection open and includes traffic lights at Mosely & Jetty Roads
Concepts B & C both include closing that corner resulting in traffic diversions that the rest of our
lovely area won't be able to accommodate, significant loss of parking & causes major restrictions to
pedestrians trying to move across Jetty Road without having to always walk to traffic lights
87. Concept A provides the lowest loss of on street parking while providing increased safety for
pedestrians and maintaining access along Jetty road.
88. Concept A seems ok but concerned abouty long wait times at Traffic Lights. How long would you
allow for pedestrians to cross.
89. Concept A seems to tick all of the boxes.
90. Concept A with some alterations. Not closing Durham, making it one way. Parking remain free on street. No productrian lights
street. No predestrian lights. 91. Concept A with the variation to maintain one way traffic on Durham street would be the only way
forward as long as Carparks were maintained and increased as part of the project. This has been a
ion ward as long as carpains were maintained and increased as part of the project. This has been a
clear resounding voice from the public online and with everyone i sneak to. A sound that delivers
clear resounding voice from the public, online and with everyone i speak to. A council that delivers
clear resounding voice from the public, online and with everyone i speak to. A council that delivers more carparks will be championed for listening and adapting to hear the requests of the community.

	cept A would be the least intrusive to us. I cannot even entertain the other two they would be a
	Itmare for residents and business would be effected.
	cept A would mean that none of the significant benefits of the Project would eventuate, with
	I ratepayers meeting the cost of superficial changes which are not worth the expense.
	cept B & C are only creating major traffic congestion, less accessibility out of the Glenelg,
	nerton Park area and ease of less parking.
	cept B & C only create traffic congestion through Partridge St/Gordon Street. This is already
	lenced when Colley terrace is closed for events. Traffic is backed up along Partridge/Gordon &
	hton Road
	cept B and C will only push more traffic up to Partridge/Gordon Streets and Brighton Road
	ch is already an issue and along with the lose of carparks with these concepts will directly impact
	Is (especially those with disabilities) and their ability to access services on and around Jetty
Roa	
	cept B appears to provide a very high level of benefits, without extending to the anticipated
-	her costs and greater transportation changes presented by Concept C.
	cept A by continuing to allow private vehicle travel will not transform the area into a safe and
	aging precinct. cept B is best compromise of pedestrian safety and car park losses.
	cept C changes too much.
	routes should not be changed.
	important to improve things for pedestrians.
100.	Concept C fits the best to the use of Jetty Rd
101.	Concept C is by far the best concept as it prioritizes turning Jetty Road into a place for
	ple to be rather than a through fare for people to pass through. These changes will increase the
	nber of people present and surely improve business much like pedestrianized areas everywhere have! People shop at businesses not vehicles.
102.	Concept C is by far the most practical and resident friendly option.
103.	Concept C is my choice as this encompasses the re-direction of some bus services from
	ey Terrace.
104.	Concept C is optimal
105.	Concept C is the best out of the 3. Would like to see all vehicle traffic removed next to the
	are, and i like the idea of the arbour, but would like it to be redesigned to ether a more organic
	be or more of a Victorian style to compliment the heritage buildings.
106.	Concept C is the best selection
107.	Concept C is the clear winner. We need less car reliance. Glenelg/Jetty road suck anyway.
	g on the changes. Long live the pedestrian!
108.	Concept C is the only one to put emphasis on visitors, pedestrians and the modernization of
	Jetty Road precinct that will position it as a viable and attractive location into the future.
109.	Concept C makes most sense for all
110.	Concept C offers (by far) the best option. No one gains by having private vehicles using this
	a, just makes everyone less safe and the whole area less appealing for tourists and visitors, both
	l and otherwise.
	se do not be swayed by a small cohort of NIMBYS who like to use the location as a cruising spot
	s build something to be enjoyed for the future, not just put a 'band aid' on a problem and not
	ress the underlying issue, which (in this instance) is private vehicles unnecessarily using this par
-	etty road.
111.	Concept C places the greatest emphasis on improving the pedestrian experience. The
-	estrian experience is, to me, the special charm and attraction of the Jetty Rd/Moseley Sq
	cinct which should be able to be enjoyed year-round.

112. Concept C provides the greatest pedestrian safety w	hilst providing a more beautiful
environment for both locals and tourists.	
113. Concept C sits nicely with the proposed changes to t	he South Side of Moseley Square.
Thank you.	
114. Concept C will cause more north - south traffic to cre	oss Jetty Road at the Partridge / Gordon
intersection.	
This crossing is already a bottleneck so some design work sh	ould be done to improve the traffic
flow.	
115. ConceptA has some merit to alleviate confusion arou	
in Moseley Square area. Pedestrians can be very inattentive	and irresponsible towards their
personal safety.	
However, Glenelg is not just a day out in the Sun for the resi	-
and living area, with needs for shopping, medical and genera	
of traffic flow are crucial to their welfare and reason to live h	
proposed concepts are not in the best interests of the rate-p	
tourism opportunities are relevant but not the cost of restric	
local access is a big cost to medical, retail, dining and many o	
wonderful coastal town. Please reconsider the impact of the	se concepts on the wider community
not just pedestrians in Moseley Square	
116. Concepts B & C reduce vehicle access (which means	fewer visitors and tourists) which must
be avoided at all costs	
117. Concepts B and C are plain crazy. The residents are t	
concepts are guaranteed to make the resident's life harder k	
push tourists looking for parking spots further into residentia	-
Road and make Brighton Road and Moseley Street much mo	
Most residents are travelling in North-South direction trying	-
often banked up starting from the airport. Moseley Street is	
on Augusta Street to Pier Street and through to Brighton Roa	ad, do you have any idea what it would
be should either of these B or C concepts get through?!	······································
118. Concepts b and c are stupid sorry but it's true. They	
119. Concepts B and C run the risk of too much intervent	•
vehicles. Some consideration should be given to times of the	
(maybe day-time summer peaks only) to ensure the space m	-
closed to private vehicles the traffic issues will be pushed els	sewhere creating a host of other
problems at other intersections	
120. concerned over the whole concept , and waste of ra	
that is destine to go way over budget and not make a great o	deal of difference
121. Concerns around on-street parking losses	
122. Conditionally supportive provided there are no park	
I personally don't see why such expense is being occurred to	begin with. Waste of money for the
ratepayers with very little return.	
All concepts presented have the potential to reduce shoppin	ig appeal, especially for locals which will
be lumbered with the resultant debt.	
123. Consideration needs to be given to wind buffering to	
structure adjacent to the restaurants in Mosely Square. Wir	
encourage all year-round support of these restaurants, peop	•
As a resident and business owner we need to retain traffic fl	
124. Cost. The council is already approx 30 Million debt a	
that. Who is going to pay for this? Shop owners and rate pay	
the case it is obscene. We don't need pretty. We have a vibr	
weekend or holiday. We don't need a Gold Coast. We love w	hat we have , the historical significance

	ogress". Fix the parking. Enjoy the wonderful place we have. It's ours.
125.	Council never listened to the community in 2024 and data from the consultation was egarded. But on top of that, how come Council is now asking for a concept design, but none of
	concepts has a price tag? How much more on top of the 40M Council is going to force
	payers to pay?
126.	Definitely a pedestrian crossing is required and the impact on car parking needs to be
	imal. Disabled and elderly need to be catered for. Jetty Road is a very long street for pedestri
	valk if incapacitated. Safe seating and access to shops (butcher, vegetable store, pharmacy,
	trelink, etc) need to be prioritised for the locals. Glenelg is seasonable so the tourists are
	ortant but the locals are the people who maintain the area in the off season and should be
-	ened to.
127.	Do concept C now or do it in ten years, its necessary and will only become moreso.
128.	DO NOT CHANGE BUS ROUTES !!
COL	LEY TERRACE INTERCHANGE BRINGS PEOPLE TO THE BEACH.
MO	DSELEY ST AND GORDON ST ARE INCONVENIENT
TOIL	LETS ARE NEARBY FOR THE DRIVERS.
129.	Do not go half measure, like a one way major road in the southern area
130.	Do not shut down the only working traffic flow to the south - we are local and it means v
	n dont get to shop here anymore!
131.	Do not support any concepts.
132.	Don't do Concept A.
133.	Dont close off Colley Terrace. You'll just push the traffic elsewhere
134.	Durham Street should remain open to Jetty Rd. The 'Plaza' concept will only allow two
busi	inesses Subway and Mr Potato to be3nefit by adding out door tables. The last thing council
nee	ds is a dirty area like the lane that runs off the square by Zambos. It $$ could also become anoth
	a for undesirables to congregate
135.	Each of these concepts demonstrates the Council's clear lack of understanding (or perha
	e) of what the residents of Glenelg and surrounding suburbs actually need. We have all been
-	ng out for more parking for years. Its a no brainer. Concepts B & C are so far from practical th
	almost laughable. Perhaps not being able to drive down Colley Terrace is a grand idea for
	rists who are here for a few days but actually living with this is? Ridiculous. I do not support a
	he suggestions. v about you look at building a pedestrian bridge instead and let the cars and buses continue.
136.	Elers Insurance Glenelg will be impacted by the loss of carparks. Customers already try to
	our designated parks due to a lack of parking
137.	Even though we are losing car park, there should be more 'free' '3 hour' or longer car park
	ilable within a short walk away from Jetty Road. A multi-story or underground car park would
idea	
138.	Everything is better than nothing but you need to go further with Concept D
	estrianisation of all Jetty road from Gordon/Partridge St with trams the only exception
139.	Everything is really stupid add greenage and fix the paths put zerba crossing or
ped	estrian crossing at the end of Jetty Rd at Beach end.
140.	Extra buses on jetty road is a concern
141.	Extremely supportive of pedestrianising more of Jetty Road, the increase in greening, with
foot	tpaths, reduction in parking spaces, and pedestrian-priority through the area.
142.	Extremely unhappy with the process so far. With todays economic climate and high cost
livin	g the community members can not afford any significant increase in rates.
	Families are struggling to stay financially viable and provide for their families. In these

ur	nder stress and people do not need to fund developments which do not assist them. Who will
be	enefit from these developments? Not your average rate payer. A unwise choice is being propose
ar	nd once again only a few richer people will benefit, it won't change the wintery conditions that
pe	eople are exposed to causing lack of visitors during a good 5 to 6 months of the year.
144.	Fewer cars, more pedestrians
145.	For a hierarchy which ranks cyclists second I am very disappointed to see no consideration
of	cyclists/dedicated bike lanes in these plans. It is ridiculous that we have a fabulous bike bath
	ong the tram line from the city to Brighton Road and then nothing to get cyclists to the
	each/tourist area!!! We live in Glenelg East and would love a safe path to cycle with our young k
	the beach/fun end of jetty road to grab an icecream. Slowing down the speed limit on Jetty Roa
	a step in the right direction.
Tł	ne proposal to close Jetty/Colley to traffic is a terrible idea without considering the school traffic
cu	rrently traffic out of Milton Street may only turn left onto Jetty Road around school start/end
tir	nes. If the Jetty/Colley closure goes ahead then all that traffic heading towards the city has to lo
	ack around the school which will cause congestion down High street, Maturin Rd, Partridge St ar
	e Partridge Street / Jetty Road intersection. Traffic around St Peters Woodlands is already
	ingested, this will make that worse. A couple of solutions which spring to mind are 1. allowing
	orthbound traffic only through Jetty/Colley. 2. private vehicles restricted on weekends & public
	blidays only. 3. remove the LH turn only restriction on Milton and have a large 'keep clear' grid/li
	arking on jetty road between Milton & Sussex giving drivers a chance to get out of the jetty road
	ecinct swiftly and ease congestion. Hopefully the school is being consulted.
146.	For Concept A: Scramble crossing @ Jetty & Moseley St and Pedestrian crossing on Colley
Τe	errace moved north to Hope Street to stop traffic stopping tram movement
147.	Free flow of pedestrians, cars, buses & trams to the beach should be maintained.
Ρι	Itting in zebra crossings for pedestrians at the Moseley & Jetty road intersection (in addition to
th	e stop sign already there) would enhance pedestrian safety without the need for traffic lights.
148.	From my viewpoint, Concept A is the least drastic. I have been a Glenelg local for 30 years
so	admittedly am a little resistant to change, but especially when I cannot see the benefit in it, or
se	e a lot of inconvenience with it. I ride my bike to Jetty Rd as much as possible to do what I need
to	do, and on that note, I am very concerned how these concepts will be accommodating cyclists.
	nere has been zero mention of this. It was bad enough when the tram stop went in on Jetty Rd w
	onsideration for cyclists, making it very risky for them to ride on Jetty Rd with the tram tracks. A
	mp up and down the tram stop could have helped immensely. Clearly the design was not planned
	anyone who rides a bike. However, back to accessing Jetty Rd, I do need to drive sometimes ar
	I know there is reduced parking and it's way harder to access the places I want to go to, I just
	on't bother going down there at all and will take my business elsewhere.
149.	Getting rid of the private traffic here is very important
150.	Glenelg as an area has a real opportunity to become a tourist area that people enjoy and
to	urist areas very rarely have lots of traffic volume. The most popular times on jetty road are also
st	reet parties and the xmas party when there is no on street parking and there are road closures.
	espite this, more people attend the area. This should lead design principles to make it more
	eople friendly as that is clearly what people want. People love the idea of parking close to the sh
	It the cars make the space less enjoyable. Keep the cars off Jetty road. I think closing jetty road t
	rs from Partridge street on would be even better.
151.	Glenelg needs a total rethink. All concepts are bandaid treatment. State Government nee
to	be involved and major changes. These concepts are an expensive experiment that in my opinio
w	ill not address the underlying issues of pedestrian safety, parking and traffic flow whilst achievin
Gl	enelg as a positive event destination experience,
152.	Go back to drawing board. The proposed costs are too high and don't add value to
	sidents nor visitor experience.

153.	ress retail variety and properly manage Go for broke and make the best possible change now
154.	Go for the concept that will provide long term benefits for all users of the Jetty Rd preci
	cept C is the one.
155.	Go for the whole lot. It is a once in a lifetime opportunity to fix this location.
156.	Great idea for the vibrant Moseley square to have less traffic. I live in the area and do u
	route but I believe it's a good option to close for safety. I just find another way to get home
157.	Greening should be focused on beach area shade. Would be great to have trees/ native
shar	ing beach along esplanade.
	ening in greased area near jetty, along Jetty Rd footpaths (roadside) alike King William Rd (H Goodwood) would increase attractiveness and reduce heat.</td
Uns	upportive of the arbour idea on southern side restaurants and removing concrete barriers to
tran	n line. Existing area is shaded, easily accessible and safe. The new concept would remove sh
	ne walkway and dining as it's north facing, and it would become unsafe getting alongside the
	n line without a barrier. Especially with people drinking, it is asking for trouble. Keep the
	ening in between the dining and tram line as a barrier.
158.	happy to make jetty road precinct safer and more enjoyable for residents, visitors, and
	munity events. lets do justice to a much loved location and bring it up to the 21st century!
159.	Have made comments on way through this survey
160.	Having lived in Glenelg for over 20 years, I believe its biggest shortcoming is a lack of
cuit	ural vibrancy.
dete Add	ruly thrive, it needs to be more accessible for visitors—parking, in particular, is a major errent. itionally, Moseley Square could benefit from more green spaces to create a welcoming and
dete Add livel	errent.
dete Add livel imp	errent. itionally, Moseley Square could benefit from more green spaces to create a welcoming and y atmosphere. The pedestrian crossings are also problematic and could use significant
dete Add livel imp 161.	errent. itionally, Moseley Square could benefit from more green spaces to create a welcoming and y atmosphere. The pedestrian crossings are also problematic and could use significant rovement to enhance safety and convenience.
dete Add livel imp 161. Kee	errent. itionally, Moseley Square could benefit from more green spaces to create a welcoming and y atmosphere. The pedestrian crossings are also problematic and could use significant rovement to enhance safety and convenience. Here are some ideas to look into instead of wasting money on unnecessary changes:
dete Add livel imp 161. Kee Clea bea	errent. itionally, Moseley Square could benefit from more green spaces to create a welcoming and y atmosphere. The pedestrian crossings are also problematic and could use significant rovement to enhance safety and convenience. Here are some ideas to look into instead of wasting money on unnecessary changes: p traffic moving on the roads rather than blocking streets and creating congestion. Ining up Mosely Sq and the cafes/restaurants should be the priority. Make the most of the chfront area.
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164. be w	How much more congested will Jetty Road east of Moseley St to Gordon and Brighton Road vith the rerouted traffic?
165.	How will I get to the Glenelg Community Centre via Bus if you remove the 265 from its
	tion Colley Terrace near the Library and other council buildings?
166.	I agree that lights would be good for pedestrians on Jetty road.
167.	I am extremely supportive of concept C because I believe it provides the best opportunity t
impi	ove safety for pedestrians, improve amenity for all visitors and locals and will benefit local
busi	nesses via an increase in visitors.
168.	I am hoping all concepts increase bike parking and accessibility for cyclists.
169.	I am supportive of an upgrade to Jetty Road - it is much needed!!! I also agree that
	estian safetly must be improved. It is not okay as it is.
•	vevever I don't think any of the plans are ideal.
	cept B & C are definitely not good and too many parks lost. Option A is okay, but the wait times
	e traffic lights will cause major issues and saftety problems in High Street and Maturin Road
etc.	
	nk it needs further consideration.
170.	I am very against the proposal of Closing the right turn from Mosely to Jetty Rd & closing
	ey Tce to vehicles. Partridge is already sooo busy & Brighton Rd also so busy - a lot of cars use
	area to do their daily commute. Daily shopping, regular volunteering please don't create
	ssibility issues for our shops /restaurants. Pedestrians can cross a road - then they have a hug
	in Mosely Sauare- coastlines down to Broadway & Pier that are all car free - changing current
	ss - will just move the car problems elsewhere loosing carparks isn't helpful for the local
	lents who keep this street alive all year round. I am in favour of closing the street for events &
	public holidays etc but the normal day to day is not a major issue for pedestrians or cars
	options - A is the least disruptive to my daily life - & pedestrian crossings could be ok - but 10
	wait on weekends does not sound reasonable.
	nain concerns:
•	tess to surf club for members & emergencies
	vement of traffic glut to other smaller streets that are also not set up for heavy traffic.
	reasing time to travel to surf club /library/ bra house - not good for resident access &
	nesses/restaurants
171.	I assume the council don't want people to visit Glenelg as they are stopping traffic flow
caus	ing congestion elsewhere in Jetty Road and the surrounding areas, they are losing up to 60 car
	ing spaces when there isn't enough down there as it is.
l hop	be you have a plan for keeping Juperana Pavers clean as the ones that have been down for a
	e are Filthy and Disgustingly dirty.
How	about you get all the 'Portico's' (shop verandas) tied'd up, with downlights in them to light up
the l	New pavers.
How	about you get the traffic lights at Jetty/Brighton roads in sync so that more than 4 cars can exit
onto	Brighton road at a time to stop the traffic tailing back to Gordon Street in peak times.
How	about getting some decent shops down there instead of all the Chemist/Nail/Galato/7 Eleven
store	es, at least 5 of each, i could go on
172.	i beleive all traffic needs to be allowed to continue to flow through the
Mos	eley/Jetty/Colley corner as it is now, traffic lights to enable safer passage of pedestrians &
vehi	cles through this area will be beneficial.
173.	I believe B is the best option.
174.	I BELIEVE CARS SHOULD BE PERMITTED ON MOSELEY STREET THROUGH TO COLLET
TERI	RACE. CONCEPT "A" EXCESSIVE TRAFFIC WOULD TRAVEL ON HIGH ST.
175.	I believe Cocnept C is the only concept that truely achieves the initial objectives of this
initia	ative

176. I believe Concept A doesn't go far enough to eliminate the current congestion problems	
around the Durham/ Jetty/ Moseley Street corner. This is why I support Concept B & C the most.	
177. I believe Concept A is only option for Jetty Road. Concepts B and C would cause major	
traffice problems for the area.	
178. I believe that Jetty Road should become like a mall, but I know this would be too costly.	We
need to get different and diverse businesses in this area. A decent Fish and Chip shop would be a	i .
start. Followed by local artists selling their products (quality items, not craft stuff).	
179. I can't support Concept B or C when nothing is proposed to minimise the impact on	
surrounding streets for increased traffic movement.	
180. I cannot believe that the Council has borrowed \$30-40 million to fund this project that has	as
not been thought through and in fact still appears to be in the planning stage ! The Mayor and	
Councillors that promoted this project and apparently continue to support it, should resign in	
shame. It was never put out for proper consultation to rate-paying residents, property owners or	-
shopkeepers. And I am doubly sure that the residents south of the Hove train crossing would be	
doubly cross at being lumbered with extra rates for a project that would be of scarce benefit to	
them.	
181. I cannot support any of the concepts presented without changes made to them.	
None of them go far enough to provide additional space and safety for pedestrians, increase	
outdoor dining opportunities or are transformational.	
There is no consideration of loading zone, Uber/Taxi drop off/collection - Uber Eats, Couriers,	
commercial traffic in general.	
The traffic data provided, does not factor in journey destinations so therefore is severely	
inadequate to understand the implication of these changes.	
182. I could shift my opinion re B and C a little if the contradictory statements in the documer	its
were sorted out, but would not support them.	
183. I definitely lean towards a pedestrian only jetty Rd in the future, and concepts B and C ar	e a
step in the right direction	
184. I do not agree with all the Ratepayers money being spent.	
Just clean the pavers.	
185. I do not consider that there has been sufficient information provided.	
186. I do not support any of the proposals on basis that road closures will add to traffic	
congestion, not create more car parks and that council is going into great debt for no advantage	to
residents liveability nor to visitors enjoyment of spaces.	
187. I do not support any of the so called "up grades" of Jetty Rd, a total waste of rate payers	
money. The paving selection colour is terrible and looks filthy. I do not support any loss of	
carparking, we need to retain all current car parking spaces available. If any of these concept	
designs proceed, Jetty Rd Glenelg will continue to decline.	
188. I do not support any reduction of car parking in Jetty Road nor do I support raising the	
street parking to footpath level I do not support taking away outside weather protection for the	
cafes on the south side of Moseley Square	
189. I do not want these changes, they are totally unnecessary with the exception of traffic lig	hts
at mosely st. I have been a ratepayer since 1981. The idea of removing the sheltered outdoor din	
on the southern side of the square is totally a bad idea. The locals dine there through all seasons	-
and wouldn't if the shelters were removed. Stop wasting money. Moseley Square finally looks gr	
after several earlier crazy designs .	Jui
190. i do not wish to see any parking spaces removed from jetty rd and also wish to see college	,
terrace to remain open for all persons . please ensure that the council listens to its residents who	,
are also regular shoppers at glenelg i do not want to see any more retailers close their doors	
191. I don't like the idea of lights at the jetty rd/Moseley st intersection	
192. I don't think any of these concept plans are without downsides. Blocking Durham street	
seems excessive waste as due to it's proximity to Colley square seems unnecessary. The greening	~

the road I am dubious about because of its coastal location and the loss of carpark spaces. I like the change of bus routes and Moseley Square Concept (southern side) is good except the greenery. I like that outside dining is moved closer to entrances of the cafes/restaurants but believe will need shelter/wind breaks as currently have due to harsh winter conditions

- **193.** I don't think any of these proposals do enough to transform Jetty Road. It will continue to flounder and wallow in a hybrid mess. The precinct needs a complete overall with radical transformation with vision and focus. Build something as if it was not there yet! Really make it something where people will want to go and linger. Remember you are building for 50 plus years; possibly 80 years. So think what will we be expecting in 40 years time. Will Council be making small changes and face lifts continually improving the precinct; or will it be reconstructing, another upheaval, and interruption to business and al those things that happen when people leave a precinct and must be enticed back again from other areas.
- **194.** I don't like any of them. For \$30m ratepayers should all gain something. None of these options improve anything for me.
- 195. I don't like the idea of Colley Tce , Jetty Rd , Moseley St closed. I agree to the scramble crossing , & also think a scramble crossing should be at Gordon Partridge jetty crossing .
 I like the moving of 3 bus routes to reduce buses. Jetty Rd & local streets already have reduce speed zones, so I don't think they should be reduced further.
- **196.** I dont believe these concepts have been well thought through. I can see that there is a preference to make the pedestrian access easier around the new hotel. But i believe there is a real chance that the vibrancy of Jetty rd will be impacted by these restrictions. With growing populations, Glenelg will remain as a destination place in Adelaide. We need to make it easy for people to get here by car and to find somewhere to park once here. I am also concerned for the residents of the side streets. It must be bad enough having cars parked outside their houses, but more traffic on these streets would intollerable. Not to mention traffic congestion that will ensue.
- 197. i dont think any of the concepts really tick all the boxes none address pedestrian access across colley terrace if cars / buses still go thru the idea of greenery covering eating areas in mosely square is crazy - adelaide's weather being either hot or wet or windy or all three mean solid protection form the elements is needed i think more thought needs to go into these ideas - it appears that A and C are throw away ideas and that B is the preferred option
 - Why hasnt a scamble crossing been considered for A
 - more work needs to be done
- **198.** I feel an upgrade of jetty road is completely unnecessary. I don't want my council rates going towards this. Please use council rates money towards something more appropriate like better playgrounds in the council, better parks, community gardens.
 - **199.** I feel that concept 1, is the only one that residents would benefit from

200. I fid the whole process an uncessary burden on the rate payers. It amazes me that we have to cover the whole cost with no contribution from the state government .

201. I find it all a complete waste of money and am not happy as a rate payer that so much priority is put on Glenelg, at ratepayers expense.

There have been changes over the years with beautifying some areas which was nice, but nothing can be done about the shops as the landlords have to do that and anything that escalates the value of the street will only cause more shop closures due to higher rents. Personally I will probably give Glenelg a miss due to decreased parking and unnecessary changes

202. I have already said most , but in conclusion I feel the Glenelg Community would be split in 2 with B & C . I thought Covid taught us how important it is for mental health and general well-being to be able to easily access friends, community facilities. And sure it would be nice if this could be done safely, but that does not mean a bias against one type of road user versus another ... make Glenelg a happy space, not an institutional constitution gone wrong. Make Glenelg welcoming and accessible to all ! (Us in the North would never see our Southern friends again... are you

us havilating the Dealth MallO
rebuilding the Berlin Wall?)
PS it's easy to forget in Summer that Winter is coming what about shelter for pedestrians
walking on footpath if the dining area is closer to the shops? Unfortunately, as nice as an arbour is,
it will not help us when the winds and rain associated with a change of season happen.
203. I have commented earlier in the survey my opinion on certain proposals that support
Concept B and C. I can not stress more, that these 2 Options WILL HAVE a significant detrimental
affect to traders in the precinct. At a very sensitive time already in the economy, wouldn't it be
prudent to take the more conservative approach for the well being of all the businesses that are the
bones of the street? Please, please consider us.
204. I have concerns about vehicles moving through our suburbs today let alone when more and
more residents move in with all the new apartments being built. We need a solution that will not
close any streets during peak travel times and will allow vehicles to get in and out of the suburb
quickly and efficiently whilst providing a safe and superior retail and dining experience for visitors.
205. I have gone with concept A because it is keeping the roads open whilst increasing
pedestrian safety.
206. I hope something happens.
We need greenery and shade!
207. I just think Concept A suits more people than concept B and C
208. I like C the best, but would be happy with at least option B.
209. i like concept b with bus and tram as per usual
no traffic in that area
and as long as you find more parking
210. I like the closure of Jetty / Colley to cars
I also like the plaza idea (no disgusting sculptures please)
As I said previously I would have loved to see Jetty Rd be one way to cars & buses so businesses
could use the space outside their shops more.
Myself & many other residents are very hopeful that not only the current state of our beautiful
suburb is considered but also the future. When businesses thrive everyone wins.
211. I like the greening, and think there is some benefit in having a pedestrian crossing. But the
cost seems unreasonably high. Personally, I would prefer the money to be spent on a major upgrade
of the modest and tired Community Centre near Moseley Square.
If any of the changes go ahead, I hope that they are completed much faster than the protracted,
very modest., changes to the footpath/gutters at the east end of Jetty Rd.
212. I like the idea of keeping the public transport routes as they are, I'm not supportive of
changing the bus routes.
I think option B suits the needs most
213. I live near to the Moseley St Jetty Rd intersection the removal of traffic would make the
precinct more pedestrian friendly and enjoyable.
214. I love the idea of no vehicles on the Jetty Rd / Colley Tce corner but fear what will happen to
other streets in Glenelg
215. I only think the greening up of Moseley Square is a good idea.
216. I prefer C as it limits traffic the mist.
Creates more green space and has the appropriate crossing at Moselu Street.
I and many others would like to promote Jetty Rd bring car free, buses and trams only. A proper
dedicated cycle path away from footpaths to be incorporated. Alternatively one way only heading
west down Jetty road with a right hand only turn at Colley and left hand turn at Mosely .
Traffic lights at Partridge and Gordon to remain so cars can cross over but only one way into Jetty
Rd
217. I prefer C by far. It will do the most to enhance our neighborhood

218.	I prefer Concept A as I have concerns regarding the possibility of increased traffic in
surr	ounding residential streets with Concepts B and C and gridlocks on Gordon and Partridge Stree
as th	ney are already used as a rat-run, to avoid the already heavy traffic on Brighton Rd.
219.	I prefer least impact on traffic flow and residential areas.
220.	I prefer options b and c
221.	I prefer to favour pedestrian access and business. It will be safer and allow for freedom of
	ement throughout the area.
222.	I really like Concept C from a pedestrian point of view in further reducing vehicle movemer
prok num com lost	bugh the Jetty Road/Colley Terrace corner however, consider the loss of 60 parking spaces to be olematic. It's tricky enough at the moment to find a park at Glenelg, and further limiting the observed spaces available, may discourage people from visiting the area. Concept B may be the opromise that is needed unless further parking spaces can be found or number of spaces to be reduced.
and	a pedestrian crossing at Moseley St/Jetty Rd intersection.
223.	I reiterate: COUNCILS FIRST PRIORITY IS TO RESPECT/PROTECT RIGHTS IF
CITIZ	ZENS/RATEPAYERS OF GLENELG AREA (sadly neglected in many other developments (sand
mini	ing beach bar. remaining COMMUNITY RESERVES as OPEN SPACE! Given ADMIN go ahead to
deve	elop specific policy for MAX UNTILISATION of Open Space revenue raising!!!
this	has been an ongoing VIOLATION of citizen rights to environmental amenity may will be an
	tion issue!!)
THIS	S IS OUR HOME we come fist in consideration not last.
Afte	r all, apart from civic considerations, WE ARE PAYING large part of the bill.
224.	I rely on Bus so need these accesible from Trams so dont want these to change.
trips coff	n increase in my rates. I see no benefit at all to me as a ratepayer and this plan will make my ca s around the area more difficult. I dine in Jetty Road quite often at the western end and I have ee weekly or more often in the eastern end. These plans project no benefit to me and I will hav ay for them.
	dentally I wonder if \$40m is just the ambient figure - Government contracts have a habit of ving out in cost.
	n see the need for traffic lights at Moseley Street and closing off Durham Street but beyond tha re is little to these concepts that will benefit anyone bar a few pubs and eateries.
226.	I say somewhat supportive of option A but don't pat yourselves on the back honestly it
	ns like the lesser of three evils. You couldn't just clean up the precinct and lobby for better
	ce presence to continue through the year not just over summer?
227.	I sincerely hope that rate Payers hard earned money is not used to purchase
ugly yet 1	/inappropriate sculptures as where purchased and placed in the Plaza beside the Church. I hav to meet anyone that knows what it relates to and it constantly drips water. It looks disgusting probably cost a fortune. Celebrate the local volunteers instead with a sculpture.
228.	I strongly support both concepts B and C for their clear pedestrian-friendly initiatives that Id help reduce noise and pollution in the Jetty Road area.
pedo vehi	e the positive changes made at Henley Beach and in the Grange backstreets, especially the estrian initiatives that allow easy access for residents walking from their homes and parked icles, including clear give-way signs for pedestrians at roundabouts. Given that Glenelg is much er, it is even more crucial to implement pedestrian-friendly solutions to enhance safety and

229.	estrian improvements in the area to justify the associated investment costs. I strongly support Concept B over the other two options.
230.	I support all concepts with just 2 concerns, the reduced number of carparks and where the
	seley Square traffic will go if the route is closed to cars
231.	I support Concept A only with eth variation to retain access to Durham St
232.	I support concept A with changes to make Jetty road one way as per previous
233.	I support Concept A with:
255.	i) Durham Street Variation
	ii) Traffic Lights and scrambled pedestrian crossing
234.	I support concept c as it reduces traffic and this is most important to me
235.	I support the installation of suitable traffic lights.
	changes proposed for southern area of Moseley Square are not practical. There is no shelte
	the sun, rain and wind! We had umbrellas there years ago, which were ineffective against
	ther and were replaced with more comprehensive shelters.
	b Holdfast Shores. The trade increased dramatically once shelters were constructed to prote
	ers from the weather.
	't change the current configuration just upgrade and improve the look.
	e frankly I don't understand why such an extensive upgrade is warranted. NO ONE I know
	ports it!
236.	I think A is the best option as mentioned previously, because if vehicle access is shut off
dov	n at the end of Jetty and Colley, then it will kill the summer culture.
imp	estrians "do not cross/give way to traffic". This is for Colley tce at bottom of Jetty rd. Maybe lement some modern LED signage there.
237.	I think all concepts are a waste of money. Money could be better spent attracting
238.	nesses to all the vacant premises and bueatifying the facade of the buildings I think all the concepts make the area a little bit worse than what it is now, and generall
	ritise form over function. It seems to have tunnel vision on jetty road with an awareness of
raric	
	er glenelg precinct, and an appreciation of how people actually use the area
wid	er glenelg precinct, and an appreciation of how people actually use the area. I think all these changes are too focused on making my home some sort of strolling arou
wid 239.	I think all these changes are too focused on making my home some sort of strolling arou
wid 239. drir	
wid 239. drir visit	I think all these changes are too focused on making my home some sort of strolling arou king coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the
wid 239. drir visit	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for
wid 239. drir visit owr the	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for
wid 239. drir visit owr the 240.	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for n.
wid 239. drir visit owr the 240. Con 241.	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for m. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the
wid 239. drir visit owr the 240. 240. Con 241. stat	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for n. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees
wid 239. drir visit owr the 240. Cor 241. stat out	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properers along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for n. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees weigh any additional benefits above what would be achieved with option B
wid 239. drir visit owr the 240. 240. 241. stat out 242.	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for m. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees weigh any additional benefits above what would be achieved with option B I think I have said enough but thanks for the opportunity to comment. I hope my time a
wid 239. drir visit owr the 240. 240. 241. stat out 242. com	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for n. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees weigh any additional benefits above what would be achieved with option B I think I have said enough but thanks for the opportunity to comment. I hope my time a ments are valued and makes a positive difference (because I have plenty of other important)
wid 239. drir visit owr the 240. Cor 241. stat out 242. con thir	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for m. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees weigh any additional benefits above what would be achieved with option B I think I have said enough but thanks for the opportunity to comment. I hope my time a ments are valued and makes a positive difference (because I have plenty of other important gs to do but instead I chose to do this)
wid 239. drir visit owr the 240. 241. stat out 242. com thir 243.	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for n. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees weigh any additional benefits above what would be achieved with option B I think I have said enough but thanks for the opportunity to comment. I hope my time a ments are valued and makes a positive difference (because I have plenty of other important gs to do but instead I chose to do this) I think it is important for pedestrian safety for the traffic lights & it is important to keep
wid 239. drir visit owr the 240. Cor 241. stat out 242. con thir 243. traf	I think all these changes are too focused on making my home some sort of strolling arouking coffee place, rather than a shopping precinct for the locals (ie the ratepayers) and the ors who want to visit the beach (and not necessarily shop etc). It appears that it's the properties along Jetty Rd who will gain from these proposals, and the ratepayers will pay for it for m. I think Concept A is the one that is the least disruptive to everything mentioned in all cepts. I think concept B addresses the most pressing issues. I think option A is worse than the us quo. I don't like elements of option C - i think the additional loss of carparks and the trees weigh any additional benefits above what would be achieved with option B I think I have said enough but thanks for the opportunity to comment. I hope my time a ments are valued and makes a positive difference (because I have plenty of other important gs to do but instead I chose to do this)

245. I think Jetty rd and brighton rd and the surrounding streets would get so clogged up with
traffic if we remove private vehicle access from colley terrace and jetty rd.
246. I think Jetty Road should be closed to all traffic bar trams. Buses like cars should stop at
Brighton Road. Trees should be kept at all costs. Council should provide more free 2 hourly parking
stations to accomodate residents shopping on Jetty Road and 4 hourly for visitors when events are
247. I think opening up Mosely Square by removing the barriers and changing the dining areas on
the South side is great as the tram and dining barriers really detract from the square at present. It is
a pity tram can't be eliminated fron the square but anything to reduce the visual impact would be
an improvement.
248. I think there could be more designs than the 3 proposed.
I believe limiting Moseley Street traffic to left hand turn onto Jetty Road only would alleviate the
bottleneck that occurs at present.
The pedestrian crossing at the tram line is very important to retain.
249. I think this whole project is a complete waste of money. You are constantly 'upgrading' jetty
road and it makes no difference either way. Leave jetty road alone and save the cash!
250. I think whichever concept is chosen; Council is doing great work in improving the experience
of Jetty Road. It has so much potential that has been lost over the years to over-use. The safety of pedestrians should be at the forefront of all concepts. I'll reiterate that if you were to only
implement one improvement, it would be the pedestrian crossing at Moseley Street / Jetty Road intersection. Well done team!
251. I want to be able to continue to travel. N & S through Glenelg.
252. I will not support these concepts if it means parking is being taken from Glenelg. We need
more parking not less.
253. I would be happy with either Concept B or C. C is my preferred as it achieved the highest
pedestrian safety and movement across the site and makes the biggest positive change to the area.
254. I would change the tram to a single line and make the interchange at Bay Junction Years ago we had a small bus which circuited Anzac Highway. Brighton Rd Jetty Rd and Colley Tce Bring it back
255. I would like to see Concept 'C' realised although I feel that it should be implemented in
gradual stages to enable vehicle owners to re-adjust and change their mindset about the Jetty Rd
zone.
256. I would like to see further work done to pedestrianise much more of jetty road. The entirety
of the coastal zone should be pedestrianised.
The complete pedestrianisation of jetty road would make it competitive with rundle mall, and
become an even more attractive tourist destination. Jetty road should be about people, not cars.
257. I would prefer to have the extension of the tram line from Moseley Square to Adelaide
airport through Harbour Town rather the J bus route.
258. I would support the concept with the least amount of parking reduction
259. I'd even prefer no private vehicles on Jetty Road from Partridge street.
260. I'd prefer the full length of Jetty Road to be made into a mall with additional parking
stations to be built around the mall.
261. I'm fairly supportive of all, particularly B&C, despite the expected impact for someone living
100m away from the Moseley/Jetty intersection. My biggest concern will be ensuring traffic flow
when turning right onto Jetty Road at that intersection. This is something that often flows back from
the impact of the trams' priority at the Brighton Road crossing where left hand turn traffic is often
waiting for right hand turn traffic, which in turn struggles due to the limited cycle time.
262. I'm ok with the eastern end of Jetty Road renovation renewal going ahead - it needed it.
But the rest of the project must stop until the carparking is sorted out and the finances are
examined - this debt is ludicrous and not well thought out.

263. I'm only inte	rested in Concept A if it includes keeping Durham St open to traffic.
264. I'm probably	not convinced that any further development/re-development is actually
essential.	
265. I'm very muc	h in favour of an integrated pedestrian &outdoor experience for Moseley
Square. I'm very muo	h in favour of increasing safety for pedestrians with traffic lights as proposed.
266. I'm very sup	portive of prioritising pedestrians and green space, but am mindful of existing
businesses and the v	ariability of visits to the three different zones. These options focus heavily on
Moseley square and	the beach end, the tourist end. Also, as a user of jetty road most often twice
daily, I live south, my	business is north on Anzac Highway, the thought of increasing traffic
	when there are no alternative routes, appears somewhat short sighted.
-	consider that there has been sufficient information provided to decide on any
	osed. Without further information we cannot form a considered view on any
of the plans.	
	d back concept A. But i think making Durham street a pedestrian area
	lights would slow traffic making congestion.
269. If concept a	is not chosen it would be an absolute embarrassing joke for Adelaide
270. If I had to ch	oose one it would be Concept A. I am not in favour of blocking the Jetty Rd and
*	r at all. It will block the flow of traffic and create more headaches.
	pport any concept it would be A due to having the less or all options with
removal of carparks.	
	ke, don't fix it. The overall amenity of Jetty Rd can be enhanced by greenery but
	lly disrupt traffic movement and create dead-end roads like Colley Tce in
-	re does the Jetty Rd westbound traffic go if it can't get around to Colley Tce?
-	but then where? Will create flow-on effects for surrounding streets too which
doesn't appear to ha	
	y choice, which Council has craftily manufactured AFTER it activated this
	TE from ratepayers who are paying for it - then how can one not support
Concept A?!	Mahajaa if
Concept A is the ONI	
	drive in Glenelg (or want to in the future). REMEMBER it is the ratepayers who Ik of these works and live here. I haven't seen ANY payment from shop-
owners, visitors, par	
	am st (or know someone who does).
-	rian crossing is implemented it might be wise to have a 4 way crossing all at the
•	se delays for traffic. Hopefully the timing of the traffic lights would be adjust to
	en traffic is at a peak and there are less pedestrians using the crossing.
-	verted from Jetty Road and Colley Tce people will use residential side streets
	v and dangerous for both two way traffic and pedestrians
	suffer the inconvenience/pain of disruption etc. then in my opinion we should
	have recently had a few great improvements to Jetty Road ie. The George,
0	c. and especially the greening and attempts to open spaces for pedestrians. All
	ed have been enthusiastically received and used and appreciated. It is a
	hat can be and hopefully will be!
	aysayers (Perhaps the Landlords) who will be apposed because of the loss of
	ns away from Jetty Road for additional car parking please,
	ng to be done go the whole hog and fix it properly now so the plan doesn't
have to be rejigged i	
Concept C is the best	
	ing to do it, do it properly once and for all. Can't claim world class and not
	Concept A and B don't go far enough.

279.	If you are going to do it, push for more rather than a watered down compromise. The
Mos	eley Square dining flip should be considered around the entire square not just the southern
side.	If you are stopping the cars and buses, move the tram stop up in front of Sunglass hut and
oper	n up the square completely into a real piazza/plaza.
280.	If you go for Concept C, you're just moving the problem down the road, and the Gordon St
inter	section is already bad enough. Also putting the bus layover back into Moseley St is exactly wha
	removed a few years ago to improve traffic flow, and it is better than it was.
281.	If you picked concept A and again allow one of the very very few stretches of less than
	n of space in the city that is pedestrian first to be compromised by cars because they require
	ing less than 100% of all available space and priority in every single corner of the city and ruin
	t could be such huge impact for such a small amount of space in a high traffic and tourist area,
	should all be ashamed, do option C
282.	If you're doing a new future, do it big and all encompassing. You of course didn't mention
	ey anywhere in terms of relative pricing of options. This is of relevance and could impact
	usiasm for the actual ratepayers. If this is an international and interstate and statewide
	card then I hope other tiers of government are contributing appropriately.
283.	Ignore all the nay sayers - something needs to be done, the whole area is a nightmare.
	cept A does nothing to overcome the current problems.
284.	Improvements in the Jetty Road Precinct are very worthwhile but the current concepts are
not g	going to create an exciting new practical area that people want to visit. Less parking means
less	people will come.
Pleas	se go back to the drawing board and form a creative team to come up with a totally new
excit	ing concept that ratepayers will be happy to spend money on.
Pleas	se put a hold on all current plans.
285.	In summary more car parks and not less as this will keep Glenelg alive.
286.	In the best of worlds I would be very supportive of B and C; I am a regular visitor to homes
on tł	nat part of Colley Terrace and walk there regularly. The wider traffic and parking implications
seem	n to me to make those options problematic and I would like evidence that they are being fully
addr	essed by all concerned. At the moment, traffic noise and behaviour can be very poor but
	ng the area could just move the issue to the back streets.
287.	Incredibly short sighted. In a word AWFUL.
288.	Is there a better option. B and C are absolutely the worse waste of money i have ever seen
	ke the one way Esplanade at Somerton Idea. We should be getting our business to thrive not
	into a ghost town.
289.	It is difficult to determine what is proposed under each option with the abundance of
	mation provided. The 3 concept plans are very similar, and it would be very hard for people no
	liar with traffic plans to decipher what is proposed.
Idiiii	ilar with traffic plans to decipiter what is proposed.
Paca	d on my review, ontion B and C are very similar, with the execution of a shared zero whereby
	d on my review, option B and C are very similar, with the exception of a shared zone whereby
	and bus drivers would need to give way to pedestrians. I don't believe this sets the 2 options
•	t enough to warrant their being 2 separate concepts to consult on. I hope that the percentage
	sponses for each option is not considered alone, as it would make sense to assume that anyor
	supports concept C would also support concept B. The difference between the 2 concepts
	ears to be more of a decision for public transport operators and road safety professionals rathe
than	the general public.
Llavy	a the averaged transformation of concerts D and C places depit succurs to
	e the proposed transformation of concepts B and C, please don't succumb to pressure to
•	ement concept A which is basically an expensive aesthetic upgrade with a set of new traffic
light	5.
1.6.1	t also at Conserve Coult have the also at the Coult of the barrier
Wha	t about Concept C without the shared zone? Reduce the bus movements, but don't expect bus

	tram drivers to travel at 10km/h and give way to pedestrians. It would also be rather odd ng a scramble crossing immediately adjacent to a shared zone.
290.	It is disappointing that Council have only given 3 options in which all 3 remove car parks.
	would have thought in a cost of living crisis you would be trying to support businesses and
	ing it as easy as possible for more people, particularly those with young families, the elderly
	disabled to have easier access to parks near shops, the beach and the library. I would be hap
	ay for car parking closer to the beach and library like there currently is on colley terrace but t
	t even considered.
291.	It is hard to work out if fixing one problem will result in another
292.	It needs more works done on it. Where is concept A alternative in the above question?
293.	It's a real shame to understand the enormous investment made in ridiculous ill founded
sche	mes that do nothing more than close some roads off and limit accessibility of people. What a
wast	e of funds at this stage
294.	It's hugely important that the corner of jetty Rd and colley terrace is closed to private
vehi	cles- this will transform Glenelg and bring it to world class standard. It is a must - for safe, ea
	estrian enjoyment of Glenelg
295.	It's very disappointing that none of these concepts even talk of cycle traffic. Surely a
lifest	yle precinct like Jetty Road needs to be welcoming and attractive to cyclists- but there is no
	ation here or whether they are allowed in the shared zones, how their safety would be
-	oved and whether the new street furniture would include structures against which bikes car
tidily	/ locked.
296.	Jetty Rd needs a spruce up. Pedestrian crossings need to be added - but not in the above
	epts.
297.	Jetty Road and Moseley Sq should be a safe place for people to walk, live and play. The
	ey Terrace pedestrian crossing into Moseley Sq is notoriously dangerous, as cars speed aroun
	corner, and I actively cross the road to avoid the Jetty Road/Moseley Street intersection.
298.	Jetty road and Moseley square need a revamp or more so a big clean especially the pave
	fixing current broken infrastructure. More plants would be great, maybe some sculptors (bu
	nother heart maybe a beach them would be more appropriate!) and better lighting in the sid
	ets. More free safe parking. However, none of these concepts address these problems.
	essing the social issues that are occurring due to homelessness and a drug rehab centre beir
	e by. It is not pleasant being abused and feeling unsafe when walking to the car or in Jetty
	I. Mini plaza although look great in your pamphlet reduces parking and safety. Blocking roa
	implementing no right hand turns results in people driving for longer on the roads and puts
	e traffic into Jetty Road. The business's need more people coming to area, there are a lot of
	beach areas with restaurants close by so Glenelg needs to stand out maybe the solution is vals in winter such as the winter wonderland ice skating or family events etc. Without parking the set in winter wonderland ice skating or family events etc.
	safety tourist and locals aren't going to be coming into the area. Money would be better spe
	ng these problems. If I had to support a concept it would be A as it is less disruptive to traffi
	less carparking spaces lost and it should be a lot cheaper, implement without reducing speed
	s to 30km, without installing mountable kerbs, no traffic lights and clean the current pavers
	add a few more plants and upkeep of current greenery.
299.	Jetty Road is and always has been, a shopping strip. as ratepayers, both residential and
	mercial, our needs and requirements should come first and foremost. That means shops to
	e and shoppers being able to access those shops. Beautification is an ever changing concept
	to a priority.
	cle access, to and from and through Jetty Rd is important.
	estrian safety is important.
	common sense.
	ot underestimate the people of Glenelg just to satisfy the whims of few.

200	latty Dood poods for parking spaces for the quick shapping trip
300.	Jetty Road needs car parking spaces for the quick shopping trip I hour is sometimes too short. Not enough free car park in the area
301.	Jetty upgrade would be great.
	e it doesn't take too long.
•	e greenery is always nice.
Word	. greenery is diways nice.
But b	iggest concern is flow of traffic around Jetty rd and the car parking available. If this is figured
	and clearly presented then there would be more support.
302.	Just do the minimum possible without changing traffic flows. It is highly likely we would
	shopping (which we do several times a week) at Glenelg if concept b or c is implemented.
303. thing	Just fix the broken pavers / clean the footpaths and tidy things up. Why don't you maintain s, you don't need a complete rebuild just maintain what's there.
304.	keep colley terrace open, provide a pedestrian crossing, more green space. Minimize loss of
parki	ng but remove parking from mosely street jetty road intersection
305.	keep traffic flowing and do not include unnecessary green plants corners- which will not get
main	tained, will be used for rubbish and keep more parking - concept A my preference
306.	Keep traffic flowing so traders keep selling.
307.	Leave everything as is, but reduce the speed in ColleyTerrace to Moseley to 15 ks.
308.	Leave it as it is.
309.	Leave parking and driving on Jetty Road
310.	less bitumen - more greenery
311.	Less cars moving through Jetty Road is a good idea, and reducing speed limits will
enco	urage more pedestrians and enhance safety.
312.	Less cars, more pedestrians
Preve	enting motorbikes + cars from "cruising" - more shoppers and diners - less fumes from vintage
cars u	using leaded fuel
313.	Let the cars stay!!!
314.	Let's move towards the future quicker!
315.	Let's be bold and make some big changes to increase pedestrian access and safety. I am a
local	with young children and we are frequently down at Jetty Road. I want it to be safer for them,
more	e shelter and more events. The winter festival, ice cream festival, winter Fringe have all been
fabul	ous.
316.	Lights for pedestrians are whats important, safty first, acces maintained to carparks. Bus
	es should cater as best as possible for everyone using them.
317.	Like the idea of a Mini Plaza Concept B Do not like Concept A at all.
318.	Losing street parking is a problem. Losing protected undercover outside dining at places like
	a Carmela's is a problem. Making bikes a priority down a street with tram tracks is just stupid -
	'm a bike rider!!
319.	Main reason loss of parking.
320.	Mainly wanting to keep traffic available through colley
321.	Maintain this area as a vital north/south traffic corridor and not worsen traffic problems
	already exist on other north/south corridors.
322.	Major concern is where will through traffic cars go if no through access to Colley Terrace
323.	Make it easy to navigate and park in. Remove parking fines and lower the cost of parking. If
	Il easy then people will visit. I don't go to jetty road glenelg because it's a pain in the bum to
navig	
324.	Make jetty road one way west to east. Keep Colley terrace open. Use existing roads for
	c not ruin a residential street by direction acting traffic down Moseley Street. No easy path out
and c	liverts all the traffic to residential streets.

325.	Making the area more pedestrian Friendly would encourage people to visit Glenelg.
326.	Many locals west of Partridge St and King George Ave use Colley Tce as a route to get hom
avoid	ing congestion on Brighton Rd, Gordon St and Partridge St. Closing Colley Tce will force them
onto	these streets increasing congestion. Rerouting buses would also increase congestion.
327.	Minimising traffic through jetty Rd/Colley Tce is the single change with the maximum
impro	ovement in the amenity of Moseley Square. Eliminating the noisiest traffic (loud motorbikes
and c	ars) and vastly reducing the risks of the crossing point from simple pedestrian/motorist
confu	sion to hoon driving.
328.	More detail and possibly thought is needed regarding traffic and pedestrian wait times; if
delay	s are 10-15 seconds every minute, an unaware driver could create a lot of tension; if drivers
are m	ade to wait 10 minutes every five minutes, they'll stop coming to Glenelg at all
329.	More detailed plans required showing all bus stops and Colley Tce to Anzac Highway.
Ident	ify which trees may be removed.
330.	More people. Less vehicles. Encourage use of bicycles / electric scooters.
331.	Most important is increase green spaces and pedestrian safety. Removal of car parks will
	ote public transport.
332.	Most of them are impractical for traffic changes. However, including more greenery to
	e heat is a good idea.
333.	Must lead to enhancement of greening, pedestrian accessibility and amenity. Otherwise
	spend the money.
334.	My absolute preference is concept C, although concept B does provide much of the same
	changes. However, overall, these changes have been necessary for a long time and seeing a
-	o make the changes inspires hope for our public spaces.
335.	My main concerns are loss of any parking on Jetty road and also increased traffic on
	sta St, as this road is already as busy as Jetty Rd and an existing shortage of car parks
336.	My options in order of preference: C, B, A
337.	My preference is Concept C, followed by Concept B. However, even with Concept A the
	duction of traffic lights and a pedestrian crossing is a good step.
338.	My preference is definitely for C
339.	My preference is for concept C because it appears to enhance to pedestrian experience an
	<i>i</i> . It would allow for safer access to the foreshore, enjoyable community events, outdoor
dining	
340.	my suggestions
	d free tram zone further East
	disabled and 15min zones in Jetty Rd and surround
	t all traffic back to Tapleys Hill Rd and Brighton Road- reduce speed on North Esplanade and
	Street Bridge to help this diversion for through traffic trying to avoid intersections and traffic
-	. This peak hour through traffic has no value to our Council area and invariably drives too fast
-	isrespectfully.
341.	Need to keep Jetty Road accessible.
342.	Needs more mentions of cycling infrastructure.
343.	Needs more thought unless the objective is to reduce personal vehicle access.
344.	No changes like this that do not achieve anything you are seeking to do. You should have
	it alone as the first option! Listen to the residents first as you have commenced works witho
consi	Itation. Reopen Chappel street to allow more access, get rid of the horrible sculpture and
	use of the space. Zero use as it is, you will do the same to the whole of Jetty Road, people
	a man as they could note and got around with all reads log increased
	come as they can't park and get around with all roads log jammed. No consultation or consideration for the glenelg surf club or access for events or emergend

346. No plan tackles active transport such as bikes or scooters and provides safe thoroughfare
for these people.
The addition of trees seems cursory at best, and requires a dedicated rethink.
There seems to be a focus on installing traffic lights at the corner of Mosley street and jetty road, where a right hand turn only scenario would provide similar pedestrian safety benefits.
This is a poor outcome for users of the hokdfast bay Glenelg precinct.
347. No proposal has local support and all would be a waste of ratepayers' money. Strongly
opposed to the Council's flight of fancy
348. No support whatsoever. No reduction in car parking please.
No support for the project whatsoever. Council is \$29m in debt why would they go into \$60m debt
on a project that the majority of ratepayers dont want and there will be a reduction in car parking
spaces. No, No, No.
349. None of the concepts are great and adding traffic lights to Jetty Rd & Moseley st will cause
much more congestion than is already there including for the tram. Concepts B&C are the worst and
will just push traffic onto Partridge which again is already busy & congested at particularly peak
times
350. None of them allow for outdoor cover outside the cafes for rain, people with dogs who
cannot go inside or to block the sun 🛞 🛞
351. None of them please me. I prefer you close the whole area to all transport except the tram. I think this is the least polluting. Let the shops re-provision by special tram from an existing tram
depot, after hours.
352. None of these are ok - leave it as our forefathers gave it to us
353. None of these concepts invite an area with outdoor dining- NOT playgrounds - we need
ocean facing restaurants and bars as seen in every other city in Australia
354. None of these concepts turns Jerry road in to a pedestrian mall but including the tram
355. None of these option go far enough to improve safety and enjoyment of the precinct , or to
justify the expense proposed.
Please see previous comments re one way traffic on Jetty Rd to reduce congestion, increase
pedestrian access and encourage shopping, cafe, social engagement . One way traffic flow would
also allow for some additional street parking
356. None of these options are acceptable back to the drawing board. The restaurants need all
weather protection for their outdoor areas not an arbor.
357. None of this needs to be done. You're just spending money for the sake of it.
358. None suit. What we have is the results of year of experience, consultation and practise.
359. Not supportive of any redevelopment. Get the street cleaner working more often and a
pressure washer.
360. Not sure about bus route & bus stop/layover changes. Dislike to see any trees removed
361. Not wholly happy with any of the concepts
362. Nothing has been mentioned in the booklet about the costs of each of the concepts that we
can find. Will this information be supplied?
363. NOWHERE Does it mention BICYCLES - !!!
Adelaide is home of the T.D.U!!!
WHY spend MORE money, when current works in Jetty Rd have hardly been started - & nowhere
near finished?.?
364. Once again, I'm not too fussed on the three concepts myself because I understand that we
need to move forward and we need to make Jetty Road better a place
My biggest concern that I have is fucking traffic lights do not traffic lights in jetty Road

365.	Only if there are no reductions of parking in this MODEL A
366.	Only supportive of Concept A with the Durham Street alternative and the traffic lights at
	eley Street/Jetty Road intersection. The less mucking around the better, which hopefully will
	ce the cost which in turn means the less we have to pay for in our rates. Pretty plants and
	ng parking spaces will not attract visitors to Glenelg.
367.	Open to Concept A with Durham St open to left turn and no requirement for greening,
	h will maximise the number of available car parks but also allow traffic lights, some outdoor
	g and the upgrade of pavers.
368.	Option A :
	ain Durham Street access for service delivery
	ain all parking
369.	Option A is the least worse option. I'm not supportive of it, just more so than the other ty
	destrian crossing is required on Colley Terrace to cross into Moseley Square. This could be
•	c lights or a zebra crossing.
	ortive of making Moseley Square more welcoming.
	supportive of removing carparks in Glenelg.
	ortive of greening Glenelg.
	supportive of putting tourists ahead of local residents, especially the elderly. For carparking a
	ss to services.
As so	meone with a financial background I can't justify the spend for the return, especially if the
	nt city end of Jetty Road development is anything to go by for the beach end.
	ks for the opportunity to provide feedback.
370.	Option A only somewhat unsupportive as it is the only option that doesn't close Colley To
to Tr	affic. And I think the least amount of carparks lost
371.	Option C is by far the best proposal but is still too conservative.
Coun	cil has the opportunity to revolutionise jetty road and make it a far more welcoming place to
be. If	option C is implemented it will be better than current conditions, but it will be a missed
орро	rtunity for a better future
372.	Option C is definitely the best!
373.	Option C provides the best outcome for pedestrians and visitors and set up the area for t
futur	
374.	Option D, leave it alone.
Stop	wasting rate payers money where its not required to be spent.
375.	Options A and B are half measures. They are heavy compromises that will do little to
impro	ove the visitor experience. Option C, though still unambitious, has the most merit through
impro	ovements to pedestrian safety and overall visitor amenity.
376.	Overall each concept allows for greater pedestrian safety and greenery which are very go
ideas	Concept B offers the best solution in my opinion. Thank you.
377.	Overall, these proposals are very disappointing. I see no creativity, unique few features,
revol	utionary vistas, capture of the laneway boom around the world etc. And I cannot see how
	ers will benefit at all from anything proposed.
Loss	of parking spaces is such a short-sighted, ill-conceived basis of the options given.
Whe	re is the Durham street variation listed? That one gets my vote - loss of only 26 parking spot

379. Parking is already a problem for Glenelg how are you solving the problem? Where are all	I
these pedestrians you are looking after coming from?? Probably from the cars they are driving	
there in so if there are fewer parks in all these concepts where are we parking??? Paid parking ?	
Lots of people will stay away if they have to pay	
380. PARKING PARKING PARKING!! more is needed (either permits or discounted parking) to	
accommodate staffing at the western end of jetty rd especially due to the high amount of young	
workers who work late night shifts there is nothing cheap down there and to park and ride from	the
tram stop across Brighton road is not feasible in most cases as they would all be filled up with the	
day workers and the \$5 at cheap as chips gets full too would you be okay with your young adult	
walking that far late at night and especially at the weeks end when all the drunk night clubbers a	ire
milling about or in the inclement winter weather	
381. Partially support the Mosley Square upgrade to restaurants area, however that Arbour	
should have a roof on it.	
Winter is a real downer when the wind picks up and you're trying to eat and everything including	z
your expensive meal is stone cold, and your coffee is stone cold before you can finish it. So, I car	-
understand why you would want wind protection for customers and why its currently set up the	
way it is at the moment.	
Really need to think of the customers and the shop owners and listen to them.	
382. Pedestrian safety could be improved by diverting foot traffic away from the corner of Jet	łtv
Road and Moseley Street.	.cy
383. Pedestrian safety is key. Designing out the problem we all know exists , hoon driving and	
loud engines, is essential. It tarnishes the Glenelg destination. The more upmarket vibe trying to	
created by the new Molly & The George will be wiped out if the current hoon car and motorcycle	
extreme noise continues. Outdoor dining is not fun with that sort of noise as a soundtrack.	-
384. Pedestrianisation and green spaces protect the public increase area enjoyment and	
maximises use of space for events. If you aim to increase number of people coming to glenelg yo	<u></u>
have to amke space for them	Ju
385. Plan D leave it alone .	
Plan E put in speed humps down Colley Tce to is go -	
	or
If it is all blocked of off where will the concerts be held if no access fro semis to drop off their gea	ar
near the platinum Apartments?	
How will i drive down and find a park to just get takeaway. 310 days per year no one is around Glenelg after dark	
Where will taxis go ? presume take even more parks. And then you will work out trams take mor	~
time and move trams to Brighton Rd.keep it local only.	e
386. Please be bold in making Jetty Rd a premier pedestrian / lifestyle destination. It will be	
worth it.	
387. Please consider bike lanes too	
388. Please don't reroute buses. You must take into consideration the older and less able bod	
demographic in Glenelg who need to be able to park close to shops and amenities. They pay the	
rates you are using to attract tourists. If there are not enough parks people won't come and	
businesses will have less patronage - we will go where we know we can get a free, guaranteed le	
restrictive peak. Please do something about the number of cars that can turn right from Jetty Ro	
into Brighton Road each green light . Letting turning vehicles have to wait for pedestrians making	g it
difficult for right turning vehicles. Don't have pedestrians at the same time!	
389. Please don't close off the west end of Jetty Road to through traffic. Particularly not at ou	ır
own local residents' expense!	
Whilst the area can be busy on warm weather weekends & school holidays, it isn't all that busy f	
much of the other time and local residents still deserve to be able to move around reasonably to)
access their supermarkets, retail and resources.	
390. Please leave Jetty Rd / Colley Tce open for traffic.	

391.	Please make sure to not only claim to make the area greener, please refrain from removing
	dy existing green spaces and trees. Large trees are inevitable for the air, shade and climate and
	bt be replaced by anything. It would take decades to regrow such big trees and removing them
	d be a huge loss for the area.
392.	Please please please do it!!!
393.	Please prioritise people over cars. For too long Adelaide has been car-dependant, I trust this
	cil will aim to reduce our car dependency and prioritise the movement of people rather than
	te vehicles.
394.	Please provide differential costings, and who is to pay for them before asking residents
	n option they want. We are less trusting now that we know Holdfast Bay ratepayers often foot
the b	
	nly change that is actually required is a pedestrian multi-cross way at the end of Mosely
Squa	
-	k you for dropping in the Concept leaflet to our letterboxes - much easier to follow/understand
than	the website.
395.	PLEASE READ EARLIER COMMENTS THANK YOU.
396.	PLUPLK LIKE MR TAPLIN THINK THAT THEY RUN GLENELG. AND THIS FORM ALLOWS THAT
THE (COUNCIL ARE ONLY THERE TO COLLECT THERE MONEY AND DO MR TAPLINS BIDING
397.	Prefer Concept A over the other two as I don't support the closure of car access via Jetty
Road	to Colley Terrace. I don't support cars being diverted down Mosely Street and then into
conn	ecting streets.
398.	Prefer Concept C due to reduced overall traffic movement. My preference would be for no
road	traffic there at all. And would prefer if the tram terminus could be at the end of Jetty Road and
not ir	n Moseley Square.
399.	Prefer more green space and increase outdoor space for pedestrians and visitors
400.	Prefer people over cars.
401.	Preference is for option A generally but where asserted increased wait times are as stated
-	I question if these could in fact be less/minimised based on the cycle and preference of
	les in any lights sequences) I am less supportive of this.
402.	Pushing all traffic from Mosely St into Jetty Road will choke Jetty Road. People coming from
	orth cannot access Jetty road easily unless they use Gordon St which is already overloaded.
403.	Put in more free off street parking in the Western half of Jetty Road
404.	Putting in traffic lights at intersection of Jetty and Moseley is a good idea. Preventing
•	te vehicle traffic through that intersection and removing parking spaces along Jetty Road will
	trimental, particularly for local residents who are the main customers. All the other proposed
	ges are just window dressing for visitors. Please think carefully about the local residents and
	ess owners and their needs before you take such drastic measures just to make the place look
"bett	
405.	Really, as I do not see the need for any change, I see Concept A as the best of a bad bunch.
406.	Reduction of vehicles to increase visitor to the area makes no sense.
407.	Refer previous notes.
408.	Regarding the green canopy proposal along the tram on Moseley square. Will this include
wind	and sun protection if required? Current restaurants have plastic sheeting and heaters for use
in wii	nter.
409.	Reiterate the need for garbage trucks and large delivery vans to be able to access Jetty Roa
throu	gh removable bollard(s) to overcome the need for reversing and beeping all hours of the
day/r	
410.	Remove all vehicle access and make a beautiful safe family destination for locals and
touri	
411.	Remove buses to DIT roads only - get them off local roads

412.	Removing as much traffic as possible from the Colley Tce Corner is the best outcome. Traffic
	s are long overdue!
413.	Removing cars from the area and making it safer for pedestrians is a priority.
414.	Retain All Parking
-	Durham Open to a 1-Way
415.	retain all parking
416.	Road closure of jetty road would destroy atmosphere and visitors to area
417.	See previous comment.
418.	See previous comments on my preference for concept C
419.	See Q2 response.
420.	So excited to see Jetty road/Colley terrace being designated a pedestrian area with the
redu	ction of cars which really takes away from a nice peaceful experience in this area.
421.	Some zebra crossings over jetty road would be great. Also, please improve the retail
-	erience so that it offers more boutique/local operators rather than more Pricelines/Lorna Janes
422.	Somewhat supportive of Concept A but do not want Durham St to Jetty Rd to be closed
423.	Stop spending money rearranging Glenelg precinct. Instead offer incentives for better
	ity shops/restaurants into the area.
	creating areas where undesirable people gather and harass people for money. Glenelg is
	ng a bad reputation of being unsafe. Please do something about this issue.
424.	Stop this nonsense
425.	Stop wasting money on traffic
	nd money to facelift buildings so they do not look trashy
426.	Stop wasting rate payers money, you are in large debt now and many rate payers cannot
	rd the extra costs proposed with this plan.
	it will not attract more visitors or locals due to the lack of paring spaces.
427.	Stopping vehicle access to Moseley tce will casue multiple other issue with traffic in the
	its building now- its clear. making this safer through lights is agreeable, however the light set
	the beach side) should move down to colley terrace, so pedesrian crossing can be greater
428.	Substitute traffic lights in Concept A to scramble lights
Pede	estrian crossing Colley Tce to Moseley Sq.
HBR	esidents in their right mind would stay away from Jetty Rd if they don't like crowds. Crowds
	ect to weather.
429.	Supportive BUT only if no carparks are lost. Parking is the biggest problem in Glenelg and
	want to make it worse. Staff that work late will need to park further away. Very unsafe.
-	rly and disabled can't walk far.
430.	Supportive of making jetty road more walkable and removing vehicles. This will active the
	e a lot more as it is a pretty average area as of now. But if car parking is being removed. Other
	ons must be improved. Right now, driving is the only option to go to the supermarket. Some of
	ntersections are so slow, like Brighton road Anzac highway. Pedestrians are stuck waiting.
	aide is not a walkable place. Public transport is unreliable and expensive. In order to remove car
	ing and create walkable spaces the entire culture needs to change and the only way to do that
is to	make public transport and cycling the easier, safer and cheaper option. Thats not the reality so
peop	ble will still drive. The whole area is too congested. Assuming Brighton road and Anzac highway
are s	still staying at 60. How easy and safe is it for pedestrians to make it to jetty road safely? Or do
they	need to drive and park 20 mins away then walk and cross jetty road? I think bigger changes are
also	required, you can't just remove something and not replace it with a better option.
431.	Supportive of option A with no loss of parking and variation to Durham street to keep it 1-
way.	no mini plaza.

432.	Thank you for your communications and considerations.
l hop	be that renovations will be quick (eg 24/7 works) so that we don't lose any more business in
jetty	road.
433.	The addition of lights at Moseley St and a small Durham St plaza seem to be a good
bala	nced approach. Concepts B and C, by contrast don't provide balance, and there is not enoug
	ence to support the changes proposed in terms of improving amenity or access to shops etc.
The	addition of the Moseley St crossing should support increased ease of access to Moseley Squa
	do away with the 'informal pedestrian crossing' that exists on Colley Tce. What would be a
	h better option would be to move the existing 'informal' pedestrian crossing further north o
	y Tce (about halfway along) to support access to Colley Reserve is the scene of a lot of
	estrian activity. All options seem to ignore Colley Reserve.
434.	The ambience of Jetty Road can only be maintained and enhanced by viable, accessible a
	enient shops.
	epts B & C will damage the viability of the "main street" shops.
Cont	epts b & c will damage the viability of the main street shops.
The	closure of the Mosely/ Colley traffic route will put an unworkable traffic load onto Partridge/
	lon route.
	build be easily demonstrated by a trial closure.
435.	The arbor concept for the Southern side of Mosely square looks beautiful and like it will
	ove the openness and flow of foot traffic. However I'm concerned that it will actually reduce
•	mount of solid shade for cafe-goers (who can currently sit outside under fully shaded areas)
436.	
	The bigger shift the better, jetty road has been dying since the mid 2000's and needs a re
	up the backside. So I think the more radical design you choose the better outcomes
437.	The closing of Colley terrace and Durham street meets with my approval
438.	The closure of the corner of Jetty road and Colley terrace to all vehicles except trams wou
	ne safest and best use of my council rates.
	fast bay would then have a mall where families can be safe and enjoy the new open areas.
439.	The concept centers around Tourists and others visiting Glenelg
	ind it unacceptable to use Rate payers money to fund what should be a State Government
	st initiative which has a detrimental impact on those that are being force to pay for it
440.	The concepts are cosmetic and do not address the key traffic management issues or prov
-	emier visitor experience
441.	The concepts are great i really hope you can get C across the line and i will advocate with
	community.
442.	The concepts are really variations of each other with no real thought process. The cost to
unde	rtake all of this on the Holdfast Rate payers is extremely poor. I havent really ever felt the ne
to vo	te at council elections. I will be the next one coming around.
443.	The concepts do not take the shopping/parking needs of locals into account which is the
	economic source on Monday to Friday, does not take into account the windy conditions for
half	of the year.
	is it that none of the options included decked parking on the Elizabeth Street car park. Surel
the (Council Car Parking Fund and the sale of council land air rights could have provided sufficient
fund	s by now.
444.	The concepts in their aim of changing the hierarchy go too far and will badly impact the
area	. Moderate changes and a whole picture approach is required. A scramble pedestrian crossir
	d be a sensible addition with the Colley Tce southern end crossing removed, this would redu
wou	, .
	ncidents of pedestrians forcing their way in front of vehicles. I still find the the proposal to cl

AAC The second has a second the sum are of the buildings in both. Dead are all us made does
445. The council needs to ensure the owners of the buildings in Jetty Road are all upgraded as
part of this plan. There is no point spending millions of dollars upgrading the road when the facades
and signwriting on some of the buildings is disgraceful.
446. The current palm trees in Mosley Square appear to be retained in all options. The current
palm trees in Mosley Square are inappropriate for the area and should be sold and replaced with
more appropriate landscaping which incorporates and mix of shade structures and trees.
447. The disruption to access and locals for Concepts B and C is beyond extreme and crazy to
think that these were even considered options to present for feedback.
Even Concept A has far too many craparks being removed but it does retain plenty of decent
features, however i beleive these could be retained with half as many carparks being lost.
448. The increase of more safe spaces for pedestrians with without vehicles and with reduced
speed limits would be welcomed and would hopefully reduce the hooning behaviour of motorists
and motorcyclists along jetty rd, Colley terrace and surrounding streets of which is not actively
monitored and is extremely dangerous and noisey.
449. The least impact on traffic flow in residential adjoining streets eg: Sussex St
Enhancement of Jetty Road prescint is very important and reduction of speed limits!!
450. The main objection is the closure of the Jetty Rd/Colley Tce intersection to traffic and loss or
so many car parks
451. The Mosley sq concept as shown does not offer the same level of sun protection as the
eateries along his strip currently have.
If I am dining outside as I often do in the square I would not eat at an establishment unless I was in
full shade. It does not pass the current drive to protect your skin from what is a deadly cancer.
452. The most supportive of C, but there are further improvements to be make. I would prefer
designs with all private vehicles and parking removed. If cars can use the space, parking should be
removed to allow for wider footpaths and separated, protected bike lanes.
453. The only reason i pick concept a over the other 2 is I live in Hallett cove and use the disabled
car parks on Colley Terrace I usually enter jetty road from Moseley Street and then turn into Colley
terrace to access the parks, but understand and do agree that closing the jetty road/colley terrace
area would be safer pedestrians. I absolutley love the design concept of making the footpaths and
road level as a full time wheelchair user it makes it so much easier and more seemless to get
around.
454. The outdoor dining space on Moseley square is used heavily by local doggie walkers who
have no option but to sit outside. There is no argument that this is a very run down area and needs
upgrading but it also needs shelter from buffeting wind and rain through the winter months and
protection from the Sun and hot wind in the summer. The design to flip the dining area closer to
the buildings is great for operational reasons with cafes bringing food/coffee outside but there is
not enough shelter based on the design renders. This area MUST be sheltered for the 6 cold winter
months and hot summers. That part of jetty Rd is a wind tunnel and would be very uncomfortable
and then accordingly not used. Locals which keep these business's afloat in the quieter months and
business owners must be consulted to fine tune these plans. Designers MUST go and sit there on a
cold, wet and windy day and have a coffee with their dog. Please get this right and locals and
tourists alike will be happy.
455. The removal of car parks and limiting accessibility to the entire area is concerning and will
be detrimental to businesses. Also the funds and upgrade not extending to the Moseley square
main area is a loss of opportunity. Being the main focus of the beachside, shouldn't it be included ir
the upgrade?
456. The tram could be realigned to turn right into Colley Tce instead of terminating in Moseley
square. This would avoid the conflict with trams and cars, allow the enlargement of the square and
maintain slow through traffic from jetty rd to colley Tce.

457. exist	The tree arbor - great idea, but what about weather shelter from the sun and rain? The ing arrangement isn't ideal, but at least it has the area covered.
458.	The whole of the plan seems divisive, ill conceived and very wasteful of both money,
	istructure and resources.
	Il also create a great deal of inconvenience to all concerned during any of these processes in
	t is already a very busy precinct.
	uld be extremely advantageous to businesses and Colley Terrace residents but great detriment
to th	ne rest of the community and the ratepayers of Holdfast Bay.
-	nton Rd is currently often a nightmare for traffic and and any extra loading due to Glenelg rictions would be very negative.
	estrian safety could be easily addresses on both Moseley St/Jetty Rd intersection and the Colley
	ace/ Jetty Rd intersection
	ening and beautification should be at the expense of the local businesses involved. A levy could
	pplied to this group.
459.	The whole project needs a rethink
460.	There was no option within the survey to provide comments on the Moseley Square sign.
	cept drawings include artists impression of removal of the covered dining area on Moseley
	re restaurants but there is no additional detail provided on this. My first thought was that this
	designed by someone who has never visited Glenelg in winter! It would be impossible to dine
	ide without protection from the elements especially in winter and even in summer the north
	ng aspect would be unbearable in the heat. Changing the current format would significantly
impo	act the businesses who already struggle with reduced trade in winter.
Also	this is not a 15 minute survey - closer to 60 mins!
461.	These "beautifications" will look good around Taplins latest TOWER - why are the
rate	payers forking out for it \$40m spent on Jetty Rd will increase the capital value & rental of the
man	y shops owned by Taplin - all at no cost to Taplin.
462.	These 3 Concepts have been proposed to attract tourists to Glenelg and facilitate access by
pede	estrians.
	e is nothing in the plans that improve the quality of life for the people who live in Glenelg and
•	b it viable throughout the year.
	pay very high rates to live in Glenelg and these concepts will affect us in a very negative manner. lose parking. There is NO proposal to provide alternative or additional parking for Residents
and	Ratepayers in these concepts.
Wey	will have severe traffic disruption and congestion
We	will lose easy access to our shopping facilities.
Tree	s will be removed.
l find	d it curious that the plans are to attract tourists and families to Glenelg but there is no
addi	tional car parking provided for them. Paid car parking is expensive and visitors and families
seek	places where they can park for free. It is obvious that they will look for the free parks in
	lelg and consequentially will use up residents' shopping spaces.
	Idition, for safety reasons swimmers are encouraged by the Life Savers and Council 'to swim
	veen the flags'. However the flags are very inaccessible to families who cannot afford to pay for
	ing so they go to the southern part of Glenelg beach where they can find a free park but there is
	ccessible coverage by the Life Savers. They do the occasional stroll along the beach but that is
	sufficient in an emergency. Think about it!
	an for improving Moseley Square and Jetty Road facilities for Residents, pedestrians and tourists
-	asonable as we always need to upgrade and maintain our City with its facilities. However in
	sing such a plan it is important to consider all the stakeholders who will be affected. This plan
	res two major stakeholders who are the backbone of our City. These are the Ratepayers and the
igiiU	tes the major stakenoliters who are the backbone of our city. These are the Ratepayers and the

Resident	
	nown and, I suspect, unknowable ,whether the responses to the Options will be acted upon
by Counc	
	and that the Council is required by law to consult with the Community but there is no
	nent for Council to act upon (or even give) the results of the consultation. I find this
unaccept	
spent on ridiculou	These concepts are totally impractical and non-sensible & 40 million dollars could be better repairing roads in and around Glenelg. Many shops are constantly up for lease due to the sly high rent charged by Taplin and others. Better spending money into attracting the
	f shops - not junk shops!!!!!!
	They are all a waste of money and will add no benefit to glenelg. There will be no increase in to the area.
	They seem to benefit mainly residents in very close proximity and perhaps some 'high end'
visitors t	o the detriment of residents in the surrounding Holdfast area and visitors in private
vehicles.	
	Think of shelter and shade. I will not go to Glenelg in winter if there is no undercover
-	space. Car parking is already difficult. I can't even park at Coles Glenelg to do my shopping
	day. Reducing car parking is not an option.
	This appears to be unnecessary change which will impact road users and those living with a
	There are much higher priorities for a council to be attending to such and the
	sness crisis and supporting local with cost of living relief. Please reconsider what is likely to
-	ople best
	This feels rather late in the process to be seeking input from residents. How has the project
been cos	ted if the plan has not yet selected? The loss of any street parking and trees is
unaccept	table
469. 1	This is a bit too complicated to have a firm concept in a short time.
470. 1	This is a once in a generation chance to get this right. I support concept c as the best overall
plan, par	ticularly for long neglected pedestrians.
	This is a once in a generation opportunity to transform this area into the kind of pedestrian
	which work so well in Europe. Please remove cars as much as possible. Provide enhanced
	on the periphery and make the tram the only interruption to the calm for pedestrians.
	e fine, but should be reduced to the concept C idea. Let's be bold and do this for our future.
	This option to close off Durham street ONLY works if no change is made to the current
	by and vehicles allowed down Colley Tce OR all that is happening is ALL traffic from the
	Anzac Hwy is pushed down Partridge street or other small streets that are not designed for
	tional traffic and residents would be very upset to have even more traffic travelling and
	up in their small old streets. Unless millions of additional budgeting has been forecast to
-	ALL of the se streets (Partridge in particular) it lacks common sense and logic to even discuss
-	
	B & C to close off the end of Jetty Road to ALL vehicles and allow buses and trams only.
	This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers
	creting is a disgusting misuse of taxpayer funding when what we currently have is perfectly
	might have buckets of personal money, but the rest of the community is struggling.
	This survey takes a lot longer than 10-15 minutes! There are many documents included
	ed to be considered.
	atever concept has been chosen by the council we need to make sure the footpaths are
-	an - a good scrub would make all the difference. Putting down new footpaths will not make
•	rence if they are not kept clean.
beach an	p Glenelg a family friendly place and encourage people to visit Glenelg for Glenelg - the nd the permanent shops. The lawns and general area are constantly decimated by ry events which come in with their own food & don't contribute to Glenelg at all. We need
-	ent residents who care about the area. We also need to improve the safety and appeal.

	day and Saturday nights can be a nightmare with the many alcohol venues open to the early
	urs of the morning and drunk and disorderly guests from these venues making Glenelg a very
	safe and unsavoury venue. Let's clean it up so that tourist are happy to visit and feel safe!
475.	This was 'approved' by council at increased cost to rate payers at these times. And only r
•	u're asking for feedback?
	w is it that most of our councillors voted against this costly exercise yet it went, or goes ahead
	yway?
	here's the foresight and planning?
	here's the additional parking? Or hasn't Taplins released that yet?
	hat's with the current chaos of roadworks from the esplanade/ Moseley st, Partidge St, Pier St,
	ty Rd?
	e signage for detours is appalling, by-the-way. Cars lining up to do 3-point-turns because of suc
•	or signage.
	ems you're going to do what you want anyway. It all looks pretty on the plans.
	ear for what lies ahead.
476.	Time to make a generational change for the better: seize the opportunity to fully realise
	nenity that the greater Mosley Square/foreshore/Jetty Road space deserves.
477.	To block all vehicle access from Moseley St to Colley Tce would put undue pressure on th
Pa	rtridge St Jetty Rd intersection.
478.	To block all vehicle access from Moseley to Colley Tce would put undue pressure on the
Pa	rtridge St Jetty Rd intersection.
479.	To not allow traffic to flow from Mosely to Colley to Anzac Highway will cause everyone
us	e Partridge and Gordon Streets and there is no capacity to increase traffic on those streets.
480.	Too many large changes at once. I think it would be fair to start with the basic needs and
re	calibrate after 6 months in operation to view if any further concepts should apply.
481.	
401.	I oo much congestion and too many car spaces will be lost. Shop owners need tourists
	Too much congestion and too many car spaces will be lost. Shop owners need tourists Too much traffic to other side streets causing even more congestion. It is not a long tern
482.	Too much traffic to other side streets causing even more congestion. It is not a long tern
482. so	Too much traffic to other side streets causing even more congestion. It is not a long tern ution.
482. so 483.	Too much traffic to other side streets causing even more congestion. It is not a long tern lution. Total waste of taxpayers money
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482. so 483. La of	Too much traffic to other side streets causing even more congestion. It is not a long tern lution. Total waste of taxpayers money ndlords charging outrageous prices for rental premises causing businesses to close down , noth any great interest in jetty road anymore and area full of undesirables who harass locals and
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482. so 483. La of to 484.	Too much traffic to other side streets causing even more congestion. It is not a long tern lution. Total waste of taxpayers money ndlords charging outrageous prices for rental premises causing businesses to close down, noth any great interest in jetty road anymore and area full of undesirables who harass locals and urists alike and very little done by local police Totally unnecessary, too many car parks abolished and the debt is way too high \$60 milli coo much for a small Council and it wont stop there. What about other Council infrastructure a
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482. so 483. La of to 484. is on 485. No 485. ex sa tra 487. re: ald of 488. th	Too much traffic to other side streets causing even more congestion. It is not a long term lution. Total waste of taxpayers money indlords charging outrageous prices for rental premises causing businesses to close down , noth any great interest in jetty road anymore and area full of undesirables who harass locals and urists alike and very little done by local police Totally unnecessary, too many car parks abolished and the debt is way too high \$60 milli coo much for a small Council and it wont stop there. What about other Council infrastructure a going maintenance - who is going to pay for that. Traffic lights at Moseley St Jetty Rd intersection will be needed for any of these concepts to excessive waiting time or people will run red lights. Traffic lights per concept A will solve many issues. Please consult with local traders, for ample I have spoken to those along the western side of Mosely Street, on the southern side will y that metallic canopy type arrangement and also the placing of where people walk, will dama ide, they don't need thisplease remember how weather effected Glenelg is on trade Unfortunately it is not as simple as a perfect option. In choosing Option C I do have a servation that the amount of traffic turning, right only, from Moseley Street could increase can ong Jetty Road to an uncomfortable amount, long queues etc, but with this in mind the positiv the C option is probably worth the change. Unfortunately question 11 did not provide opportunity for comment. I very much support e concept of the arbour along the Restaurant Strip but with a modification of design. I am not a
482. so 483. La of to 484. is on 485. No 485. A86. ex sa tra 487. re: ald of 488. the tra	Too much traffic to other side streets causing even more congestion. It is not a long term lution. Total waste of taxpayers money indiords charging outrageous prices for rental premises causing businesses to close down , noth any great interest in jetty road anymore and area full of undesirables who harass locals and urists alike and very little done by local police Totally unnecessary, too many car parks abolished and the debt is way too high \$60 millik too much for a small Council and it wont stop there. What about other Council infrastructure a going maintenance - who is going to pay for that. Traffic lights at Moseley St Jetty Rd intersection will be needed for any of these concepts to excessive waiting time or people will run red lights. Traffic lights per concept A will solve many issues. Please consult with local traders, for ample I have spoken to those along the western side of Mosely Street, on the southern side why y that metallic canopy type arrangement and also the placing of where people walk, will damage de, they don't need thisplease remember how weather effected Glenelg is on trade Unfortunately it is not as simple as a perfect option. In choosing Option C I do have a servation that the amount of traffic turning, right only, from Moseley Street could increase car ong Jetty Road to an uncomfortable amount, long queues etc, but with this in mind the positiv the C option is probably worth the change. Unfortunately question 11 did not provide opportunity for comment. I very much suppor e concept of the arbour along the Restaurant Strip but with a modification of design. I am not a der along this strip but I can see with the current design, a loss of off all weather covering and
482. so 483. La of to 484. is on 485. A86. ex sa tra 487. re: ald of 488. that tra bose	Too much traffic to other side streets causing even more congestion. It is not a long term lution. Total waste of taxpayers money ndlords charging outrageous prices for rental premises causing businesses to close down , noth any great interest in jetty road anymore and area full of undesirables who harass locals and urists alike and very little done by local police Totally unnecessary, too many car parks abolished and the debt is way too high \$60 millio too much for a small Council and it wont stop there. What about other Council infrastructure a going maintenance - who is going to pay for that. Traffic lights at Moseley St Jetty Rd intersection will be needed for any of these concepts excessive waiting time or people will run red lights. Traffic lights per concept A will solve many issues. Please consult with local traders, for ample I have spoken to those along the western side of Mosely Street, on the southern side will y that metallic canopy type arrangement and also the placing of where people walk, will damage ide, they don't need thisplease remember how weather effected Glenelg is on trade Unfortunately it is not as simple as a perfect option. In choosing Option C I do have a servation that the amount of traffic turning, right only, from Moseley Street could increase car ong Jetty Road to an uncomfortable amount, long queues etc, but with this in mind the positiv

489.	Unfortunately whatever concept is chosen you will not make everyone happy. Pros and
	o all concepts
490.	Vehicle access required. No access would destroy area
491.	Waste of money. Be more like Semaphore.
492.	Waste of ratepayers money
493.	We are very much against these 2 concepts especially 'C' which not only removed 60
	g spaces but the idea of '182' buses per day travelling west to up Jetty Rd from Moseley St
	n St. Once again diverting more traffic onto a busy thoroughfare.
494.	We do not support any of these plans
495.	We need CHANGE limit the cars traffic can be trained / redirected to use Partridge /
Gordo	
496.	We need to retain the most parking as possible. Keep Durham street annd Colley tce ope
497.	What i would suggest is to get rid of all vehicle traffic on jetty road but allow the tram. m
	m small like brisbane so its safe and looks cute. let cafes have beautiful outdoor seating and its REFERENCE DONE DO CREW if your thinking about adding group ANYTHING dont do it. Make
	sign PLEASE DONT DO GREY if your thinking about adding grey ANYTHING dont do it! Make
	and classy. add rich woods, gorgous beachy tiles, beautiful tiles, greenery, red brick so old dont slip and can actually see them, like they do on the grey rundle tiles. make it so peop
• •	o take photos, also woman and children are your number one customers in glenelg so
	modate for them. Also remember that if you get the girls there they will post it on instagr
	en you'll have great social media traction. i would think the inspiration board would look li
	hing from italy and portugal and like something taken out of Gilmore girls. Just make glene
look tii	meless and make it so it fits in with the beautiful historical buildings there. please dont add
ugly m	odern art and grey tiles with ugly patterns its gross. its a beach add colour!
498.	When Brighton road traffic is a standstill due to accident, water mains problem etc, conc
	vs traffic wanting to get to Glenelg South etc to continue from Colley to Moseley
499.	Where are you going to put alternative parking and I'm worried about Gordon and Partri
	becoming very congested with traffic, i like the idea of Mosley square being more pedestr
	e outdoor dining options. I would really love to see the Grand or another place have a bar
500.	is outside and overlooks the sea, like you see in other beach locations interstate Where is the street art?
	oneers memorial should be removed. Some Aboriginal storey boards should be integrated
•	e design.
501.	Where is the traffic management plan?
502.	While B and C are my preferred options I slightly prefer B due to some buses being direct
	ey St so as not to have as many buses continually heading down Jetty Road
503.	While I prefer concept C, I would rather have a concept plan for no traffic at all through
Mosele	ey square, except trams. This would allow the removal of all barriers and be a pedestrian a
only.	
504.	Whilst the area is a drawcard for tourists at various times of the year, it is however the
	nts' community. If they are the ones who are having to foot the bill for any changes, then
	they should be the ones benefitting from any changes made. Concepts B and C appear to
-	this important issue. This is incredibly important for residents and these plans should sure
	what they want!
505.	Whist it will be lovely to have a more modern space. The three options above will not so
	bblem, just as more issues to an already busy area. Back to the drawing board.

507. Why are the concepts presented as "either-or"? eg combine limiting bus access	s yet retain
car traffic through Jetty Road to Colley Tce	
508. Why can't the crossing all be scatter eg in Concept 1 it is not.	
Please keep the fountain squirty things in Moseley Square - they are fun and very popu	ılar.
Public transport needs to be IMPROVED not made worse.	
PARKING needs to be increased NOT decreased.	•
Please extend the traffic light exit time at Jetty Road & Brighton Road to let more traffi Jetty Road. This can be done now & would help traffic flow immediately.	c OUT of
Remember for each park you remove that can be 4-6 people that you've stopped buyir if that vehicle had a family in it, eg 4-6 meals, drinks, icecreams, movie tickets, etc. It's vehicle - its lots of purchasing power that is being removed.	-
Has Council done on-the-ground research ie asking THE PEOPLE who are actually using they think things could be done to improve the area? Council may have all these grand	ideas BUT if
they don't fix the actual problems people have then nothing beneficial will be achieved	l.
Lack of PARKING is the number one issue for any visitor going to Glenelg.	
Who determined pedestrian safety is of biggest concern in Jetty Road? And is this accu	rate? The
footpaths are good, there are several lights to cross at.	
Why not have 4 crossings along Jetty Road to cross Jetty Road & have them work in syr	ich then the
traffic all goes, then the pedestrian crossings all go, etc	
NO changes to bus routes - ESPECIALLY if it will further CLOG UP Jetty Road.	
The back page of the pamphlet says "the final concept design may vary from the option The final design, as presented to Council for adoption, will not be subject to further cor Does this mean Council have already a plan up their sleeve, and this is just 'being seen the right thing'?? I certainly hope not.	nsultation."
509. Why do you need to remove so many car parks. When they built the cinema co	mplex they
stressed the need to keep all car parks	
510. Why does this upgrade have to be so dramatic and disruptive to Glenelg as we	know it.
None of these proposals will help retain "GLENELG". The loss of carparks is rubbish.	
511. Why not have an option where Jetty road is pedestrian/tram only between Mo	seley and
Partridge, (like Bourke St mall in Melbourne). Allow cars to flow along Brighton road, pa Gordon street and turn left from Moseley/Jetty Road intersection onto Colley Tce.	artridge and
There is already a backlog of traffic at the pier/Partridge roundabout at all times of the queuing around the roundabout and blocking traffic flow.	day, people
Parking on Jetty Road should not be a priority, greening, heat reduction and making it p friendly should be the goal.	people
512. With increased international tourism during fringe/livgolf/other times of the year of the generation of the seen as a prime tourist location. Places in Europe and transitioning towar	
pedestrian-friendly spaces, removing car parking and vehicle traffic. This is the way of t	he future,
and it would propel Glenelg into the 21st century and make it a sustainable location for	
years. Everybody loves the pedestrian friendliness of Europe and other leading internal	-
locations for tourism. The real question is: who do you want going to jetty road and wh	nat do you
want them to do? Do you want it to primarily rely on car-based travel as a tourist attra	ction, or do
you want it to focus more on the lifestyle and amenities and unique experience that it	
Glenelg with my family at least 3 times a week, and the traffic situation is terrible. One	-
is stopped if someone's trying to park, people hooning all the time, and the roads aren'	
enough for the ridiculously large SUVs and 4wds that people are buying. Sometimes yo	
safe crossing the road because people are trying to beat all the other cars turning into	
Street and it leads to weird situations where people try cross, cars are sitting in the mic	-
road having to stop, then holding up all the other traffic and people are running across	
try and avoid it all. Removing cars from the Moseley Square end and reducing overall to	

prov	provide significant benefits for everyone and make Jetty Road a much nicer, cleaner, safer and more		
sustainable destination			
513.	Would A be cheaper and less disruptive?		
514.	You get to do this project once, be visionary. Prioritise pedestrians, those with access needs,		
thos	e on bikes, and delivery of goods.		
515.	You need more off street parking to compensate and increase parking overall or it will be		
easi	easier to explore other options elsewhere		
516.	You need to go back to drawing board. None are suitable. No removal of access - these		
concepts will destroy businesses and visitors			
517.	you need to have separate surveys for traders, landlords, residents and visitors.		
518.	You need to support all the businesses and not just Taplin and Polites as greedy landlords.		
Cutting parking and traffic flow will damage business. Jetty Road must have more accessible free			
	parking and there should be more support for businesses in the Death Valley centre of Jetty Road.		
519.	Your lack of car parking has killed the popularity of Jetty Road already. All concepts make		
this even worse. Build parking facilities so people can actually use the great Glenelg area. The vas			
majo	majority of visitors drive rather than use public transport, no matter what council may wish - public		
tran	transport is not viable for most of us.		

	Appendix I – General comments					
1.	- I find the whole concept appalling! - other than proposed Red crossing Jetty Rd/Moseley St.					
	- Surely there are higher priorities than this.???					
	- Please consider as a matter of priority - ensuring safe c & practical / but for bicycles between coastal bike					
	path - & the one along the tram track (from Sth Tce/Greenhill Rd - to Brighton Road.) It's not safe for cyclists					
	on Jetty Rd at present					
2.	- No loss of carparks in the precinct, particularly Jetty Road and Durham Street					
	- Durham Street to remain open as a one-way.					
	- Colley Terrace to remain open					
	- Traffic Lights - details to be provided for understanding					
3.	*I am in favour however if traffic lights for pedestrians corner Moseley Street.					
	*Considering our ageing community - loading zones should be provided to allow drop offs & pick-ups. You					
	are taking away parking spaces! I'd hate to be a business on Jetty Road. Businesses will suffer.					
1						
	*With respect poorly drafted survey very confusing! Definition of "shared zone" eg with who? Where is the					
_	heading for "Concept A" - was this to confuse?					
4.						
	2. Increase trams					
	3. Showcase the changes from the George street upgrade in Sydney and changes to tram route along north					
	terrace.					
	 Include some economic analysis as a result of the changes As a transition implement car free sundays along jetty road starting now 					
	6 campaign for short trips to glenelg walk cycle or take public transports					
	7 Discussion around how all functions with major events					
	8. Build on city to bay when jetty road is only open to pedestrians					
	9. More cycle parks at Cole's and Woolies					
	10. Competition to design a grrennspace					
	11. Grow some herbs and veggies					
5.	1. Moseley Sq - Narrowing of walkwy between outdoor dining and tram if seating included. Also seating					
	"moisy" next to tram.					
	2. Would like to see a designated pedestrian crossing of Jetty Road difficult to get across = "slow					
	pedestrians" eg wheel chair, walking frame.					
	3. Brighton Rd - Jetty Rd intersection - designated turn left lane. Currently a bottle neck, while waiting for					
	short turn R sequence, when most cars turning L onto Brighton road. Build up of traffic along Jetty Road,					
	slowing all traffic.					
6.	1) Have you not already got a plan? You have allocated a budget for the project already.					
	2) Can you please provide details on what impact all of your project concepts will have on the budgets					
	allocated?					
	3)Are you intending to seek more or less money from rate payers?					
1	() Are you peticoly cooling further state or foderal funding to reduce the encount the residentia are fourther					
	4) Are you actively seeking further state or federal funding to reduce the amount the resident's are forking					
1	out for this project?					
	5) Can you please stop saying "putting people first" - as you are obviously not doing that with regards to their					
1	opinions and your funding models.					
1	opinions and your funding models.					
1						
1						

- 7. 1) I have mobility issues. I visit the Glenelg Library. Will the Accessible Parking space in Collet Tce, opposite the library still be there? 2) The fewer parking spaces there are in Jetty Rd precinct, the less change I will have visiting Glenelg. This is a shame as I visit National Pharmacy & library, plus cafes (Feed and Mammacamela) regularly, plus Elegance at the Bay. Theres no parking available, I will not be able to visit Glenelg. 8. 40km should be the minimum speed limit. 30 is made up, SA only uses 25 and 40, and 40 is in fact the national low speed in the the standards. 40 is safe, 30 just becomes confusing by introducing a rarely used limit. **9.** 8000 vehicles transiting/day are simply dismissed. Quick parking outside shops is what keeps the street alive. Mountable kerbs are awful for motorists - just try parking in King William Rd! This is a plan that will kill the street. Most of all, HBC cannot summarily restrict the flow of N/S traffic to suit its own flawed ends. It is parochial, shortsighted, and a wicked abuse of ratepayers levee. In my case, I would need to seek other employment because I would not be able to sustain the increased commute times, nor access local shops on he way to & from. 10. 92% of rate payers didn't want this to happen. It has gone ahead anyway. Hopefully you listen to us and don't waste more money than is needed. Don't take carparks away. People will shop elsewhere and you will destroy Glenelg. **11.** A dedicated turn left lane from Partridge St into Jetty Road would alleviate the sometimes dangerous result of 2 lanes going into one lane in Gordon Street **12.** A high level of public consultation must remain. Transparency over rates and further increases is a concern. **13.** A multi storey car park closer to the beach end needs to be built before taking away any car parks as proposed 14. A scramble crossing should be introduced at Jetty Rd , Partridge & Gordon Sts as this is a very slow crossing. I don't see the need to reduce speeds in the area. They have already been reduced. Closing the intersection of Moseley, Jetty & Colley will only push more traffic into side streets & overload Brighton Rd & Partridge St I approve of closures for limited special events I don't think Durham st should be closed for new hotel access, retirement home access & through traffic ,parking , taxis, drop offs etc. I think the buses idling in Colley Tce, regularly double ramping needs to be reduced. Access to the library other than on foot is non existent. The south side of the square needs a make over. The jetty rd street parking should be like King William Rd making it user friendly for special events , the elderly, walkers & bike riders **15.** A thorough consultation package. 16. A waste of money 17. absence of disabled parking spaces 18. Again, The proposal to close Jetty/Colley to traffic is a terrible idea without considering the school traffic, currently traffic out of Milton Street may only turn left onto Jetty Road around school start/end times. If the Jetty/Colley closure goes ahead then all that traffic heading towards the city has to loop back around the school which will cause congestion down High street, Maturin Rd, Partridge St and the Partridge Street / Jetty Road intersection. Traffic around St Peters Woodlands is already congested, this will make that worse. A couple of solutions which spring to mind are 1. allowing northbound traffic only through Jetty/Colley. 2. private vehicles restricted on weekends & public holidays only. 3. remove the LH turn only restriction on Milton and have a large 'keep clear' grid/line marking on jetty road between Milton & Sussex giving drivers a chance to get out of the jetty road precinct swiftly and ease congestion. Hopefully the school is being
 - consulted. **19.** All a waste of rate payers funds. Stick to collecting rubish

- **20.** All concepts are good, a lot of elderly, people who walk, I've live here for 40 years & feel it need revitalising. Glenelg has always been the place to visit & should remain at that standard. Support a walkable place.
- 21. Although pedestrian priority is significant, it should not be at the expense of people who are not very fit or mobile. Also it's important that the people who live in Glenelg should not be severely disadvantaged for the sake of tourists. We local people provide most of the regular income for businesses on Jetty Road.

22. An exorbitant cost for one street. Concentrate on fixing roads and footpaths that need repair instead.

- **23.** Any changes that will enhance safety issues for pedestrians would be most desirable
- 24. Anything that keeps the noons off our streets suits me
- **25.** As a Council I cannot find one positive example of anything that has been undertaken to improve the quality of life for residents. It's all about the traders and tourists. I have been a resident of Glenelg all my life and all I have ever gotten for my rates is a rubbish collection
- 26. As a local of Glenelg for over 35 years, we embrace some change, but reducing parking on Jetty Road will only hurt the businesses which we support. As a ratepayer, we should have been given a vote to any proposed concepts or changes. These changes will affect our daily lives, it won't bother the tourists that may or may not visit. The tourists will come regardless, they already are. They won't care about speed limits or crossings. As a local I am aware of extra pedestrians around tourist season and take extra care. The money spent on this could be spent on upgrading footpaths in and around Holdfast Bay, which some are a disgrace, instead of catering for tourists all the time.
- **27.** As a local resident for 30 + yrs I'm probably not convinced that any further development/re-development is actually essential (It's already come a long way in the past few decades). Many interstate friend/family appreciate the Bay area as it currently is.
- **28.** As a long time resident of Glenelg I do not trust people from outside telling us, while spending our taxes, on how to survive.
- **29.** as a pioneer descendant of SA, I enjoy shopping, strolling on jetty in the area which has special significance to me.

I prefer more side street parking and affordable off street parking anyway

You need more car parking access not less and this has been overlooked

- **30.** As a rate payer, I would like my opinion to be heard as currently I feel this project is being driven by people who either do not live or visit the area. No matter how safe you try and make this area for pedestrians, there ate still those who will ignore and flaunt the road rules as they currently do, making it unsafe for those law abiding vehicles and pedestrians.
- **31.** As a resident and ratepayer who will be contributing to any changes to be undertaken in Jetty Road Glenelg I am choosing to outline preference in a Word document.

The survey format I found confusing and I don't feel it captures my feedback effectively.

Changes are to funded by ratepayers and catering for our needs should be the number 1 priority.

1. Traffic lights with a pedestrian crossing at Moseley St/Jetty Road intersection are essential to facilitate safe crossing for pedestrians and to regulate traffic manoeuvres.

2. Lowering of speed limits to 30km per hour makes pedestrian and car movement safer.

3. There should be NO loss of car parking along any section of Jetty Road. As a local resident who chooses to support local businesses I expect to be able to park in the vicinity of the retail outlets I wish to patronise.
4. In a council "transformation" of this scale which includes the proposal for large reductions in street parking - I would have expected a parking station development to be included in the plan. As there isn't a proposal for one in the plan leave existing parking spaces. We don't want to see more empty shops along Jetty Road which will happen if parking isn't available. Traders need to make a living - support them by maintain parking!

5. I do not support the closing of the Moseley St/Colley Terrace. access. This current access enables the natural "flow of traffic" from south to north and the narrow streets which run at right angles to Moseley St and Jetty Road are not suitable nor should they have to take the traffic looking for an alternative. This proposal in option B and C is counter to residents safety. Increasing the volume of cars and buses down Jetty Rd in proposal B and C makes no sense!

	6. I support closure of access from Durham St to Jetty Rd.
	7. Moseley Square outdoor dining spaces need to be maintained at existing sizes. All year round protection
	needs to be maintained and this includes not only sun protection but wind and rain protection.
32.	As a resident living in the vicinity of Jetty Road, I have long been disappointed by the state of the streetscape as well as the appalling condition of many of the buildings some of which have heritage value. Not only is it frustrating as a resident but I feel that many hard working small business operators are let down by the state of the built environment. I am encouraged that this long overdue upgrade of Jetty Road is finally under way and see it as an opportunity for meaningful and long term improvements that will benefit residents and sma business owners alike. This is an opportunity not only to give the street a facelift, but to make it a more enjoyable and attractive environment for the community. To that end, the greening and pedestrian friendly elements of these proposals (particularly concept C) are indispensable.
	I am concerned that there seems to be a campaign to push back on some of the more ambitious elements of these proposals by private interests that would like to continue prioritising traffic and parking. This campaigr is representative of very narrow interests and in my view, is counter to the interests of the community at
	large. I would be extremely disappointed if such a campaign succeeded and would view it as a significant
22	missed opportunity. As a resident of High Street within close proximity of the car parks on Partridge Street, I am familiar with all
33.	the issues raised in the survey. Happy to provide any further information based on my daily experiences along Jetty Road.
34.	As above
	As above, need cycling infrastructure mentioned in this as we want to be promoting more cycling if there is a
	push for less cars.
36.	As I have already said:
	Stop spending money rearranging Glenelg precinct. Instead offer incentives for better quality shops/restaurants into the area.
	Stop creating areas where undesirable people gather and harass people for money. Glenelg is getting a bad reputation of being unsafe. Please do something about this issue. Redirecting traffic etc doesn't address this problem.
	Putting pedestrian lights on Moseley Street and Jetty Rd is the only essential thing that needs to be done. Le us live without the continual disruption. Clean the pavements, put decent culverts in for the disabled and give incentives for better shops and restaurants to attract a better demographic. Glenelg is unsafe!
37.	As long as it helps flow of traffic Lights would be ok
38.	as mentioned - all weather screens should be considered as part of the outdoor dining proposal for Moseley Sq.
	perhaps a retractable overhead cover on the proposed arbor to cover from rain & provide shade (Vergola
	type cover would be great - but possiblty cost prohibitive !!)
39.	As part of the plan, it would be good for the council to consider how to get outdoor pubs / restaurants onto the beach facing areas. go to any other interstate city / town with a beach area, and they all have pubs or restaurants where you can sit have a drink and look at the sea / sunset (even Henley Beach has better
	entertainment area). The strip between the beach and the built-up area is soulless and underwhelming. If you want to get a 'buzz' and people wanting to come to Glenelg to enjoy themselves, they don't want to sit away from the waters edge (down jetty road / mosley square).
40.	As part of the upgrade please require all dogs to be on leads at all time, increase signage on the matter and start fining people. Currently many dogs are not under effective control, it is dangerous to children and others and also owners are not observing/ picking up dog poo on grass areas used by people for picnics etc.
41.	As previously mentioned Where are the taxi ranks/ride share pick up going to be situated?
	What's happening to the other and of Colley torrace and the podestrian crossing and cafety with the Anzac

What's happening to the other end of Colley terrace and the pedestrian crossing and safety with the Anzac

	highway roundabout?
	Will the Anzac highway side of Durham street remain one way?
	As previously stated
43.	As you spend tax payers millions can you consider what to do with the increasing people who sleep on the
	streets.
	More drop in places for people
	Many sleep everywhere and it's a sad thing for all involved.
	A hotel or community centre with free showers beds would be so important.
44.	At least it will be safer for pedestrians, less car traffic hopefully, beautify the street and encourage more visitors to the area. Hopefully more vehicle parking will be provided nearby to offset loss of car parking on Jetty Road.
45.	Both my wife and I fully support Concept C or B. Concept A would be a lost opportunity and a waste of
	money, might as well leave it and spend the money elsewhere.
	Build more car parking! Please!!! No taking parking spaces away.
47.	By supporting Concept A I would like to see a crossing in front of St. Louis to Moseley Square.
48.	Can each of the options include the development of off-street, under cover parking?
	Car parking and access are essential for traders but from a residents perspective so is limiting traffic down side streets or we are just moving the problem elsewhere
50.	Carparking at the bay is a problem. I urge council and government to consider creating a 200 site carpark on the existing "sunken" Colley Reserve by slightly excavating the entire reserve grass base, concreting the base, constructing walls around the reserve perimeter to footpath height, using pillars and a concrete roof over the entire area at existing footpath level and planting the entire roof with grass to recreate exactly the same
	area of grass reserve, BUT with a 200 park carpark underneath WITH car ramp access from Chapel Drive and person lift access from the southern end of the carpark/reserve up to adjacent the existing rotunda. It makes so much sense AND it's not difficult.
51.	Changes at Moseley/Jetty Road intersection for vehicles would mean you will have to pay attention and make changes to other streets, particularly in Glenelg South.
52.	Close colley terrace to vehicles. There are gangs of cars, motorcycles and scooters that speed, disturb the peace with dangerous driving, loud engines, revving, drag racing, burn outs, etc. They are not from this neighbourhood! They all converge in colley terrace and harass the residents everyday and night and the weekends are outrageously abusive to residents. Please make colley terrace free from these terrorisers and motor vehicles, it's unsafe and disturbing''s the peace and environment.
53.	Closing Durham St makes sense. Pedestrian crossing at Moseley/ Jetty Rd is good idea. Rest is completely unnecessary. Removing shade for open arbours along the restaurant section is silly - it is hot and sunny, or rainy, these outdoor areas can no longer be used reducing outdoor vibe!
54.	Closing sections of Jetty Road to any traffic would be more disruptive and results in more traffic being pushed into surrounding streets creating 'log jams' in those areas and therefore not achieving any improvement in traffic flow. Yes the Jetty Road/Moseley Street intersection can cause delays but these are predominantly on weekends only. I longer dedicated turn left lane onto Jetty Road from Moseley Street would help.
55.	concept A has potentially the least amount of traffic disruption but have i mentioned the lack of parking yet
	Concept a if anything. It's the only option
	Concept A is by far the best.
59.	Concept B and C will only push more traffic up to Partridge/Gordon Streets and Brighton Road which is already an issue and along with the lose of carparks with these concepts will directly impact locals (especially those with disabilities) and their ability to access services on and around Jetty Road.
	already an issue and along with the lose of carparks with these concepts will directly impact locals (especially

61. Concept C is bold, optimistic, and presents a rare, once-in-a-lifetime opportunity to deliver meaningful	
change for the community and residents. That's something truly remarkable.	
62. Concept C would make a visit to Glenelg a more inviting, safer and pleasant experience and would freshen	up
a very tired and in desperate need of revamping space.	
63. Congrats on planning this makeover.	
But please no fuggly ugly street installations like the one between the church and Sportsgirl!	
That was a really bad decision by the Council.	
Everyone I know hated it!	
Good luck with the project	
64. CONSIDER IMPROVE SIGNAGE TO INCLUDE HOLDFAST WALK AS A DINING AND SHOPPING PREINCT	
65. Considering the useful life of the project it's worth investing in long term benefits for people. Option C!	
66. Consultation should be made with all rate payers not just residents of the Glenelg area.	
I live in Seacliff but my council rates are also paying for this improvement.	
Scott Donaldson	
67. Could an update be posted on trams stopping date and start up date and what's alternate when this goes	
live	
68. Council needs to get a grip and stop wasteful spending just to make people's life's harder	
69. Current traffic congestion along Jetty Road and ranking of buses in Colley Terrace is unsustainable. Any	
planned growth would make the whole area completely untenable for both residents and visitors. Entering	•
Moseley Square for pedestrians, the main focus of the seaside, is currently chaotic. It is also confusing for	
motorists and the situation is compounded by the Moseley Street /Jetty Road intersection.	
70. Definitely no reduction in car parking in the area.	
Definitely no reduction of the speed limit. Has there been a significant number of accidents on Jetty Road	
that the reduction of speed would have stopped?	
Definitely no "giving right of way" to pedestrians, this is only asking for more accidents to occur.	
Also wondering why there wasn't a cost plan for each option so people could see which is costing more.	
If you are offering me to select a Ford or a Ferrari I would pick Ferrari however I also know I could not affor	a
a Ferrari.	
71. Disappointed that designs B and C are so similar Removal of sheltered under cover dining area is shortsighted as Glenelg is very windy at times, very hot off	on
and freezing cold in winter. The arbour idea is lovely in perfect spring weather but not great for other time	
of the year.	2
72. Do better	
73. Do not block Jetty Rd corner onto Colley Terrace. This will increase congestion. Have an area where people	
can show their cars and bikes and have it policed regularly so the idiots can be responsible for their actions	
You want people to come but reduce car spaces? Makes no sense. South Australia has a massive car and	•
bike scene. Why not cash in on that and make it easy for people to park.	
74. DO NOT CHANGE BUS ROUTES!	
75. Do not close jetty road	
76. Do not make outdoor seating places not properly sheltered from the sun or rain 🛞	
77. Do not spend on superficial beautification, like artificial grass.	
Sidewalk footpaths are uneven and dangerous in places.	
Brick and tiles do not provide smooth surfaces.	
Concrete or tarmac would be far better.	
78. Do not support any concepts. I do think Durham road concept somewhat acceptable	
79. Do some simulation of the changes.	
80. Don't let NIMBYs get in the way of this great project.	
81. Don't miss out this historical chance to step into the future because some people are reluctant to change.	20
bold please !	26
שטוע אוכמזב :	

- **82.** Don't wish to support any of it, as the debt burden will be immense and possibly send this council into ruin. The Hyde Park upgrade is a total failure, and I fear this is going down the same path.
- **83.** Don't close down current road access.

The reason it gets so busy with general traffic is due to the slow traffic at Brighton/Anzac/Taplies hill road intersection. If this was actually addressed and free flowing, Colley Tce would have half the traffic!!!! Fix the cause of the problem before causing another traffic banking up problem.

- **84.** Don't remove large existing trees. Moving bus stops to other places or leaving them there would be less impactful than removing this valuable source of shade and cooling.
- **85.** Ensure all the buildings and external signage in Jetty road are upgraded.
- 86. Ensure there is enough shade for pedestrians and commuters.
- 87. Extend the Moseley Square dining flip around the full square.
- **88.** Extremely upset that council have committed to another \$30m debt on top of the greatest debt this council have ever had of \$29m. I am extremely disappointed that this level of consultation is happening on these 3 option but no consultation on the commitment to the project in the first place. Council is not listening to the ratepayers and doing what the ratepayers want. The world is in a very shaky financial position now. How can council commit to so much debt at this time. The dreaded RECESSION word is being heard more and more. Please council take some financial responsibility at this time.
- **89.** Feel free to contact me if you'd like me to elaborate on my answers more. I work for the government on national climate change/sustainability policy (9)
- **90.** Further to Option C, the council should look at Moseley Square itself and boldly declutter the area. Take away all the fencing, consider how the levels could be made easier to walk across the area. Currently, this square, one of the main destinations in Adelaide, is so butchered and compartmentalised, that it does not provide a welcoming, easy experience.

Council should also question whether the tram needs to travel this far towards the beach and should reclaim the area for people. Given the very slow speed the tram is traveling, no fences are required - there are no fences for trams in Europe in tight mall and pedestrian spaces.

- **91.** Get rid of cars altogether in my opinion.
- Trees are more important

92. get rid of cars and make it look cute. thank you

93. Get rid of cars on Jetty Road

- **94.** Given the change to proposed hierarchy elevating pedestrians I am surprised there is no comment on how Jetty Road is being made safer for pedestrians. Crossing points along Jetty Road where pedestrians are encouraged to cross (e.g. somewhere near Centrelink, Chapel Street precinct, near the theatre & tram stops and near Sussex Street) rather than the adhoc approach now. Whilst mini shared zones are probably not the answer but it seems investigating options used elsewhere is worthwhile. People will still cross on a random basis but it would benefit the elderly and families/children.
- **95.** Given the project has been in the pipeline since 2017 the concepts presented are mundane. None of the concepts will be transformative at best they will be annoying for private vehicle users, significantly increase traffic onto local surrounding roads and make it easier for pedestrians to cross Moseley street for the hefty price of \$40m.

Concepts don't include any innovative features for example there is no consideration of drop off zones for pedestrians or food delivery pickup points, no cycle facilities and no responses to known issues (ie lines in front of the North Indian/Yo-Chi).

It's really unclear why Concept B and C have the same traffic light scramble when the flow of pedestrians would be very different in concept C given the reduced number of buses travelling on Colley Tce (making crossing towards the beach much easier than in any other plan).

As a local ratepayer and very frequent user of Jetty Road I do not support any of the concepts being progressed. It's very disappointing to be presented with a 'transformative' project that is so short sighted and clearly full of tradeoffs that has weakened the intent and reduced the usability without any clear benefits.

Road users, traders, residents and visitors will all be negatively impacted by the proposed concepts. Such a wasted opportunity to be bold and really put Glenelg back on the map.

96. Glenelg already attracts large number of visitors and is easily accessible via various modes of transport. Installing traffic lights on Moseley / Jetty intersection will add to driver and pedestrian safety. Glenelg is also a largely residential area however it seems that this has not been considered in the planning as all concepts will have a negative impact on residents. With the planned restrictions, closures of streets and reduced parking, residents will bear the brunt of it with increased traffic in residential streets, no parking for friends / visitors and businesses will have less customers. With the proposed changes, what is the impact on rates for ongoing maintenance of the various concepts?

97. Glenelg has its own unique attractions.
By doing any of the above in their entirety, you will ruin the vibe.
PLEASE further consultation with *RATEPAYERS* is crucial. After all, we pay your wages.

98. Glenelg is a beautiful place, 1. Let senior people enjoy peaceful environment.

2. Let small children play & laugh.

3. Let Tourists tell their friends that they visited a wonderful place in SA.

4. Let parents relax while their children playing anywhere along The Promenade.

99. Glenelg is already too quiet

reducing parking and speed limits will just stop people coming

100. Glenelg is tired and needs upgrading. I support the concept 100% however it will never be 100% right. You cannot please everyone.

The 'Transforming Jetty Rd Glenelg' glossy brochure states that Jetty Rd has 1.3 million visitors annually (3,591 per day) with approximately 19,000 pedestrians per day. These figures show that locals are the biggest uses and supporters of Jetty Rd and businesses.

This is where council need to focus as in the middle of winter when there is a gale blowing down Jetty Rd it is the locals, those who live on Gordon and Partridge Streets, those who live a little further away and the elderly who need their cars to shop and use the services on Jetty Rd that keep the local businesses going. Furthermore Council's vision to Reclaim Jetty Rd for pedestrians, Elevate SA's top coastal destination, Develop a greener and modern precinct and Improve infrastructure for future generations comes at a cost, a lot of it provided by local ratepayers, not visitors.

So let's get on with it and get it at least 81.1% right. :)

101. Good consultation.

102. Good Luck with the consultation, especially given the difficulty you will have analysing feedback for three options and trying to choose a preferred option.

103. Good proposals

104. Good start to re-developing Glenelg Jetty Rd. Hope in time more can be done to improve the quality and ambience of the whole Jetty road. It needs to be more enticing for tourists and in my view become a bit "classier". Compare say with Henley square.

105. Great concepts with little cost to rate payers, great use of funds and should improve the overall experience to Jetty road for traders, locals and tourist/visitors to the area.

106. Great that this is being investigated and that there are so many ways to contribute our thoughts. However, there are other areas that should be considered - upgrading the jetty, provide some services out there, improving the beach house laneway and environs, improving traffic flow and segregation (bike/ pedestrian/ car/ bus/ tram. Happy to slow the traffic down, provide some versatile and green space, be good to provide more conceptually intimate areas, but please don't block to private vehicles. **107.** Great to see these designs. The Mosely square image suggests the removal of the bike parking near the cafes. Bike parking needs to be included in multiple places along Jetty Rd close to destinations, with good visibility.

108. Great work! I really look forward to seeing an enhanced Jetty Road.

Some consideration for cyclists should also be included, eg providing signage that would allow cyclists to use the entire lane on jetty Road so they don't get caught in the tram tracks.

109. Greenery:

Using excessive date palms (as pictured) is not a good idea. These trees cost a lot of money to maintainpruning fronds . They are not a good idea.

- 110. Has any thought been given to providing designated pedestrian crossings further along Jetty Road? Particularly at the Byron Street tram stop and theatre intersection and near the church plaza and also near Sussex Street.
- **111.** Helping businesses and making a more pedestrian friendly space is priority. We need more access to public transport north/south and better infrastructure for cyclists.

Parking should be catered for elsewhere either on side streets or requiring new builds to incorporate parking.

- **112.** Holfast bay council should stop wasting ratepayers money on outside consultants and stop this unnecessary vanity project. If the failed wannabe parliamentarian mayor and her deputy want to join state government please resign and stop wasting my money on this nonsense. The damage and expense done by this council will be lasting and the proponents will move on and leave the levy's and blowouts in extra costs to the ratepayers . There is no plan to help reduce costs or streamline services to ratepayers only how to extract more revenue without a return.RRR!!! RATES ROADS RUBBISH.
- **113.** Hope concerns of the residents are listened to.
- **114.** Hopefully commonsense prevails.

115. Hopefully I've done that

- **116.** Hopefully this is the start of a jetty Rd mall from Gordon St to Colley Tce. Future planning needs to start immediately to plan for parking and traffic flows perhaps underpasses for Partridge and Moseley Sts under Jetty Rd.
- 117. I acknowledge this survey however the overall consultation process has been flawed.
 90 % of Residents have not accepted the funding model and accordingly a responsible and ethical council should have tailored the upgrade / costings in view of this fact.
- **118.** I agree with pavements becoming less hazardous but what about the homeless, drug addicts, criminals, bogans and drunks? Are we making these changes to accommodate them? Get rid of them instead of making them more comfortable in the streets scaring the local older residents who are too afraid to leave the safety of their homes. Where is the police presence? The criminal element is already high and these changes will only encourage more malicious intent.

I agree with the lights at Moseley street and fixing the pavements, but the other end of jetty road/brighton street is like a dead zone. What about stabilising the rent by Taplins so there are less retail closures? I'm more interested in the beautifying the other end of jetty road as it's neglected and vacant. I work at this end of jetty road and it's just sad to see the street empty. As a resident I am also afraid to venture out too late as I am constantly approached by the local aboriginal community for cash. Help the business owners at the other end of Jetty road. Mostly square doesn't need help.

- **119.** I am a big fan of the upgrade project; council should be doing what they can to turn the strip into a safe & accessible zone for everyone to enjoy. I think these concepts are a positive step to achieving this. I would also like to see permanent structures/ hard stands for events strategically placed in Moseley Square/ The Foreshore. This would reduce the cost of setting up events, making it more attractive to Promoters to hold them in the area.
- **120.** I am a local resident of Glenelg. An upgrade is very long overdue. Hoping we can make it feel classier with better shops and restaurants like Norwood. It feels a bit trashy with bad shops

121. I am all in favour of making Glenelg a great destination for tourists both local and from outside. But we cant ignore the way people get here and how they move around here. One of the draw-cards for Jetty road is it is one of the remaining street shopping strip in Adelaide. Car access is therefore essential. Moreover, it is a beach-side strip unique to Adelaide and one of the main reasons why i came to live here from Melbourne. It is the St Kilda or Bondi of Adelaide, but Glenelg is different and unique to them. We need to work within the constraints that we have, but realise that car access is critical to jetty Road, and you could argue the car culture is part of what makes Jetty Rd what it is. Mosely square is the heart and drawcard of Jetty Rd Glenelg, but i dont see the benefit of extending it, to incorporate the new hotel and the expense of the congestion and reduced parking that it will create.

I believe that there are small changes that could be done before going into these changes, like genuine pedestrian crossings at Mosely street and Colley terrace, and trials of closing the Jetty Rd/Colley Terrace corner to evaluate traffic movements before going any further.

- **122.** I am concerned about the ongoing maintenance and cost thereof, of the garden beds in the area west of Mosely Street alongside the tram line. I daresay this is not included in the \$40 million transformation cost. It would look good initially, but could deteriorate very easily.
- **123.** I am concerned for businesses and public if the covered dining ares are removed from coffee shops. Has anyone experienced the freezing cold sea breezes in winter and people need shelter to eat outside not and open area. Have designers thought about this at all. The proposed plans are not considerate of the seaside climate. Also the grapevines and plant will require constant pruning and leaf drop in autumn is considerable and needs raking up. I f the leaves get wet they are very slippery. ASK towns where there are open arbours which are not used in winter and how much cost is to keep up. REALLY AGAINST THIS
- **124.** I am extremely impressed with the design concepts presented by council, with the intention of creating a safer, greener, more pleasant experience for all. The reduction of parking spaces will not lessen the number of people accessing the Moseley Square precinct, as there are plenty of public transport options, not to mention safer walking routes.

My only concern is that cyclist access, safety & bike parking have not been addressed.

125. I am incredibly concerned about what Council is proposing. Whilst I think there is some merit in Plan A, I think Plans B and C are appalling. They forget that residents live here all year round and are lumbered with the enormous cost of this redevelopment.

In addition, I'm concerned at the lack of consultation with residents and businesses in relation to any of these plans. Jetty Rd does indeed need a face lift but the arrogance with which Council has pushed this redevelopment is outrageous. The cost involved is horrific and the ongoing impost upon residents indicates very clearly how out of touch the Council is with its constituents. The Mayor and a number of Councillors have lost credibility as a result of this process and seem to have forgotten who voted for them and who they are supposed to represent.

- **126.** I am looking forward to a "user friendly" space to tie in with Mosely Square and the beach. I am concerned that option "A", which is so HEAVILY endorsed by Taplin Real Estate is in their own commercial interest and not in the interest of users of the space. I think it is encumbered to the Glenelg Council to make an unbiased decision which benefits the groups I've mentioned. (I refer to the the letter-drop by Taplin, trying to influence people's votes)
- **127.** I am not in support of any redevelopment of Jetty Road Glenelg. It is one street that benefits only the Jetty Road Retailers. It is of no benefit at all to the rest of Holdfast Bay ratepayers and I see no reason why our rates (plus) should be spent on one street. There are a lot of more important places in Holdfast Bay that need to be upgraded, mainly for safety reasons. Perhaps the Mayor and CEO should get out and see what is actually happening and needed in Holdfast Bay.
- **128.** I am opposed to the whole transforming Jetty Rd plan and the associated huge debt being foisted on us the ratepayers, without proper consultation. I object to the way the wishes of the overwhelming majority of ratepayers have been totally ignored.
- **129.** I am personally excited for an upgrade, I hope what eventuates is good for everyone, residents, businesses, visitors. I know major consideration needs to be given to traffic & parking but please realise people will use this space if you do it well, no matter how they need to get here

- 130. I am please improvement is taking place. The one sore point is the Jetty Improvement is not taking place also. The no shade, not enough seating situation and the overall stature of the jetty is underwhelming. It looks like the jettys you see when you visit a small country abandoned township. My other observation, along with the updated setting of the Foreshore area Businesses must be held accountable and be advised to regularly clean their frontages, glass and outside areas including seating. The aftermath of visitors is shabby frontages which detract from the pleasantness of whatever the council does. Harbourtown is a prime example of how cleaning maintenance is very attractive. Perhaps the Council could have a cleaning maintenance team to service the stretch of Jetty Road for that purpose. It maybe a worthwhile endeavour and a tip to HBC to be assertive in this idea.
 131. I am sincerely hoping that these proposed changes will not impact on an already unstable retail and
- hospitality sector and surrounding residential areas, especially with an increase in traffic and congestion in surrounding side streets.
- **132.** I am somewhat supportive of concept c if it HAD to go ahead. But I think more work needs to be done and better options put on the table
- **133.** I am supportive of any concept that improves pedestrian access and safety, increases greening, cuts down traffic chaos at the Mosley St corner and gives Jetty Road the cosmopolitan look that it deserves. Personally, concept B seems to be the one that achieves this the most.
- **134.** I am surprised the final plan is not already organised considering work on the upgrade has already begun. This puts doubt into people's minds that this survey is actually going to be acted on or is this just the tick box for consultation.

135. I AM VERY CONCERNED ABOUT THE VERY DIRTY STATE OF THE FOOTPATH. ALTOUGH I AM TOLD THEY ARE SPOT CLEANED FORTNIGHTLY BUT I HAVE SEEN NO EVIDENCE OF THIS HOLDFAST WALK NEEDS REGULAR CLEANING (AND GREENING)

ITS DISGUSTING.

WILL THE NEW TILES/PAVERS BE CLEANED REGULARY?

ALSO THE REMOVABLE TRAFFIC ISLANDS IN COLLEY TCE BADLY NEED TO BE REFURBED. DUE TO THE UNEVEN SURFACE I WENT OVER ON MY ANKLE AND CATAPULATED ON TO COLLEY TCE. I WAS JUST EXTREMEMLY LUCKY NO CAR WAS APPROACHING AT THE MOMNET. VERY DANGEROUS.

- **136.** I am very hopeful that the council does suitable research into the impacts of pedestrian movements and how they influence the precinct outcomes. Concept C seems obvious to me, having worked in this area, however, I can understand the can-centric population being against it. Please work on peer reviewed research rather than subjective convenience!
- 137. I am very supportive of the urban design transformation of Jetty Road.However I believe that the existing traffic movement remains the most efficient.As a retired architect/ planner I have been responsible for planning & design of a number of similar shopping precincts.
- **138.** I am very supportive of this initiative. This is a good opportunity to correct some ongoing issues with Jetty Rd to make it a better place to visit.
- **139.** I am very supportive on anything which improves the look and utility of Mosely Square as I think it needs lifting in some way. Better integrating the southern dining precinct would help greatly.

140. I appreciate the opportunity to comment. More hands on information is needed, not just posters along Jetty Rd. Information in local council publications with links to the website and survey. Print materials available in local Libraries within the south/west, letter box distribution perhaps. Local MP newsletter? Many past developments have failed to gain traction because of competing interests. There was a major upheaval when the tram tracks were relaid. Lots of pain for users then and a lost opportunity for silent trams. (I've been in cities in Europe that have 'silent trams' - you just don't hear them.) I obviously hate noise pollution!

141. I appreciate this is a complex project and the effort that has been undertaken to really make a positive change to Glenelg that will benefit the local community and visitors to the area for generations to come.
142. I attended the Landlord Luncheon on Friday and am a resident of a side street to Jetty Road. I hear from

12. I attended the Landlord Luncheon on Friday and am a resident of a side street to Jetty Road. I hear from everyone i speak to that parking is an issue all the time in Glenelg, especially when the weather is warm. All

projects need to look to maintain the carparks and even provide improvements to parking access and numbers. These parameters need to be included in all future Scopes of work.

I would be interested how far the 3000+ carpark statistic was included to.

i would be interested now fail the soool carpany statistic was included to:
143. I believe the removal of carpark spaces and no plan to increase them in other areas will deter people
from going to Jetty road. As a local if I want to quickly pickup something from the chemist, butcher, baker,
liquor store, bank, or grab a takeaway coffee the ability for me not to find an easy convenient park will deter
me from going there and I will likely go somewhere else. The plaza space in front of the church is under
utilised and so Durham 'plaza' again would again not be needed. Traffic flow needs to be maintained and
improved not what seems to be congested with travel corridors being reduced or shutoff completely
144. I can't wait!!! Will the tram stop at Brighton Road while this is happening?
145. I do not support the proposed changes to Moseley Square south side. As a regular user of the outdoor
areas provided by the restaurants in the area the current facilities provide:
Shade from the northern sun.
Protection from the wind and rain
Heating when necessary
Covered walkway for pedestrians
The proposed change would be a step backward in all these issues.
146. I do not support this development at all
147. I do not want Jetty Road/Colley Terrace closed to vehicles
148. I don't know if I support removing vehicle access to Colley Tce from Jetty Road in concept B and C. It
wouldn't be the end of the world because it would be safer for pedestrians, and everyone would get used to
it.
149. I don't think these concepts will aid tourism, retail or access to the precinct.
150. I don't want the project to go ahead because of the huge debt involved.
Also council was initially loathe to release the traffic survey and the impact on local streets in the area
especially between Jetty Road and Anzac Highway - why. It was eventually released. It is based on limited
real data and assumptions.
151. I don't mind upgrading the footpaths and i think we have ample outdoor eating space
152. I feel plan B is the best as it is a good balance between pedestrians and vehicles
153. I feel strongly against mountable curbs. They have been diabolical on King William Rd particularly with an
ageing population.
Any effects that the upgrade may have on heritage has not been mentioned. Glenelg's heritage buildings are
being neglected or lost.
154. I feel that if a pedestrian safe area is crated, then both cars and buses need to be removed from the
area.
155. I feel that none of the concepts offer enough options to access jetty road less traditionally eg designated
bike/airport mini vehicle (for transport of less physically able) lane. Could jetty road be more pedestrianised
etc etc
156. I feel the Council is wasting \$50,000,000
Glenelg can be beautified with far less expenditure but with more maintenance, street wardens, homeless
sheltered somewhere else, and someone in council looking at the real needs to beautify a city.
157. I feel this upgrade is completely unnecessary. Jetty road functions perfectly well, is bustling and
accessible. This is a huge waste of council rates. How about we make Brighton road safer if you are so keen
to do a structural change to roads and traffic. Jetty rd is perfectly safe.
158. I HATE HOW THIS IS GOING TO AFFECT OUR EVERYDAY LIVES.
159. I have already stated that proposals B and C are idiotic, pandering to Taplin and his new newly developed
edifice on that intersection. Why does council cowtow to Taplin. Does he run council or do the residents
have any say at all? Why are you proposing to redirect hundreds/thousands of car and buses into side
streets? Lunacy. Pure Lunacy!

- **160.** I have been a resident in Glenelg South for over 45 years & regularly shop, eat, drink & attend appointments in Jetty Rd, Colley Tce, Moseley St, & the neighbouring streets. "Pedestrian Safety' (no mounted shared kerbs); 'Traffic flow'; Parking; retaining concrete wall near tram terminus for pedestrian safety is important (don't clog up the footpaths with more extended dining spaces); keep the trams + buses as is & dont ruin Coley Tce with a road block to private vehicles (or some sort of "U Turn!).
- **161.** I have been living in the area for 32 years and am obviously call myself a "local" please keep in mind that this is about what is best for Jetty Road, Glenelg our comments matter. Your surveys of crossings are not accurate as a true gauge cannot be determined over the unpredictable and predictable months of a calendar year. Jetty Road Glenelg is working well as it is keep it open to traffic
- **162.** I have included here an email sent separately to the project team in case you dont accept comments outside of this form.

Dear Project Team/Holdfast Bay Councillors

(please copy this email to all councillors, including my personal information)

I must say that I am saddened, even distressed that this project has been promoted on misleading information, and/or an apparent lack of objective data or alternatives. Indeed, the lack of transparent consultation with ratepayers suggests to me that some aspects of the process are being intentionally concealed.

Full disclosure of the data used to generate the three options, and discarded options, including costs, should be made available to ratepayers before any decision is made.

Relevant information to the substantial changes to the intersection of Colley Terrace/Moseley Street in Options B and C is not provided. What are the people safety needs that are lacking? I understand that there have been two people/vehicle accidents on this corner in the last 5 years. What were the circumstances of those accidents? What funding was needed to improve people safety? What options were considered?

Equally, no information is provided on people/vehicle accidents on Jetty Road itself. And yet, no options to improve safety on Jetty Road seem to have been promoted. Could one or two zebra crossings be cost effective options?

The information provided by the Council does not address the potential traffic impacts on all surrounding street for each of the options when completed.

My previous correspondence expressed concern that the removal of the Colley Terrace/Moseley Street North/South transit route would transfer a large volume of traffic to the Gordon Street/Partridge Street corridor. In particular, the already current bottleneck at the Partridge Street/Pier Street roundabout. I was told that the volume would not increase. However, when pressed, it was apparent that the data collected to reach this conclusion was taken in the middle of the day - NOT at school ending/rush hour times.

Accordingly, I would like to formally request information on several questions, and that the responses to these questions be made public. Indeed, I wish to be present at the Council meeting when these issues are discussed, and I would like to reserve the opportunity to discuss these issues at that meeting(s), before a decision is made.

Full disclosure of all relevant information must be provided to all ratepayers to facilitate informed opinions.

The questions are:

1: how many recorded people/vehicle accidents have occurred in the last 5 years at the Moseley Street/Colley Terrace intersection? When did they occur (time of day/ season of year)? What were the nature of the accidents?
2: same question, but for the rest of Jetty Road?
3: what options/costs were considered to improve people safety at these times?
4: what are the details of traffic surveys that lead to the development of Options A, B or C? Time of day/time of year/duration of survey?
5: what traffic survey information was used to determine the likely impact of options B or C. on other routes north/South through Glenelg. I.e - when were the surveys taken? Were they during peak periods?
6: on the same basis, what traffic parking surveys were taken leading up to this project? When were the surveys taken? Were they during peak periods?
163. I have indicated earlier in the survey that greening up the street is low in my priorities. I'd like to clarify
that I would love to see a more greener street, but not at the cost of carparks. Why can't the design include
more arbours, like those shown on the northern Moseley Square proposal? Instead of dedicated street level
planter boxes and the like that take parks away? Get more creative with greening the street up!
164. I have not approved or agreed for additional council charges to my rates.
165. I have provided comments in previous sections and would only be repeating myself. I really think some
more consideration needs to be given to residents who live close by and use the Jetty Rd Colley Street corner
every day and why I think yes B & C would be very good for tourists and visitors to the area , they would be a
disaster for nearby Resident who live south of jetty rd and need to travel north of every week day.
166. I have tried to work out how the bus changes would work with Concept C, but without a visual
presentation of these changes I wouldn't support this one. Thank you.
167. I hope council have considered long term measures to these changes particularly for residents in the
Glenelg area. Traffic already an issue along with parking and high levels of speeding
168. I hope we receive honest feedback of this survey
169. I hope you keep the water feature in Moseley Square. It is a lovely concept.
170. I just don't think the advantage of the larger Moseley Square plaza and improved pedestrian safety is
enough to outlay the increased traffic on Jetty Rd and the side streets. Pedestrians cross Jetty Rd at random
spots and this will now become more dangerous with twice the amount of traffic.
Adopt concept A with the traffic lights, the lower speed limit and narrower Colley Tce and you may just find
that the through traffic reduces naturally without having to ban private vehicles.
Regarding the southern side of Moseley Square - the concept is great however you will need to extend the
verandah section all the way out to cover the new footpath as pedestrians (and diners) currently have
protection from the weather when walking past the section near eg: Europa cafe.
171. I like the idea of better connection of the Moseley Sq with Jetty Rd as now it's not favourable to
pedestrians and the changes would improve that and also allow better the views of beach and jetty.
172. I lived in Glenelg through my 20s (I'm now 33) and grew up in Somerton Park so I care about this precinct
a lot but to be honest, I'd much rather frequent Brighton or Henley Beach these days. The quality of shops (in
terms of product, aesthetic etc) is awful, as are a lot of the food options. I would never take visitors there - a
lot of Glenelg is a total eyesore, tacky and embarrassing (ie that lane near Beachouse or cafes like Uniqorn).
If this improvements are made, the quality of shops/cafes need to improve too otherwise you're wasting
your time.
Also, please look at including more safe and clean public toilets and parent facilities. I avoid them at all costs - absolutely disgusting.

173.	Llook forward to seeing these changes being realised
	I look forward to seeing these changes being realised.
174.	I look forward to the exciting new changes!
Hol	I note you have NO meetings scheduled in Brighton! This is an oversight! Unless people receive the dfast Bay news via e-mail they would not know of the public consultation being held! Your meetings are ng held at times many cannot access.Try
176.	I oppose Concepts B and C totally. I can see benefits in Concept A and even in the new bus stops
pro	vided they can be built in a manner that will not make traffic flow in the area worse than it is already.
	ing said that I also wonder if Council is not rushing into this too big and too fast. Go with Concept A and t and see.
the	I can see that the Bay is an entertainment hotspot but that is very much seasonal. Summer season. In pub area. Sure daytime use of the whole of Jetty Rd is busy all year but it is still quite useable. Night es are much quieter especially in winter/spring - and even in autumn when the weather gets cooler.
Aga	in I encourage Council to go ahead with Concept A and review the outcomes in a few years.
177.	I really enjoy visiting jetty road with my family. The best occasions are when the street is closed to cars. Areciate if you could consider a bolder plan to improve the area for all users.
178.	I resent heartily the council using my rates for development of this area. And I disagree with the token
	ognition of management of climate change. All options look like lots of tar, cement, cars and buses
179.	I see this plan more as a cosmetic brush up rather a structural upgrade.
see	i sincerely hope the council listens to its residents and accordingly i only support concept a . i do ant to any parking spaces removed from jetty rd . the convenience of parking out the front of your preferred iller is one of the real highlights of shopping at glenelg
	I sincerely hope you haven't paid hundreds of thousands of dollars to have these concepts drawn up, as I eve you need to go back to square one!
the	are getting rid of so many carparks, it's really short sighted. You will push locals away from shopping in our local area. The traders will leave in droves. Take a left out of The Parade Norwood, a much better pping experience.
As a	for the upgrades, when the commercial land owners should be paying the lion share.
ped	whole concept seems to revolve around pedestrian safely, yet you don't quote any statistics regarding estrian incidents or accidents
Ver be.	y disappointed in our council. I hope people vote with their feet in the next council elections, I know I will
	i summed my thought up in the last comment but add that on top of all that, reduced parking and fused drivers will add too and reduce traffic congestion
	k forward to more consideration as i dont think these options really cover all the issues
dini stag	I support an integrated pedestrian and outdoor dining experience on the southern side of Moseley are, removing the concrete wall and pedestrian maze, repositioning a narrower and uniform outdoor ng space closer to the building line and relocating a wide footpath with public seating on either side at gered positions. Garden beds that create a safe separation from the tram lines, in compliance with public asport operator requirements, will extend the ambiance of Moseley Square.
	arbour should not rely on plantings to protect pedestrians from both rain and extreme UV exposure, but uld be roofed.
184. mot dov	I support lowering the speed limit on Colley terrace. However this will not stop the noisy hoon cars and corbikes speeding from the roundabout on Colley to jetty road. Have you thought about speed humps on Colley? Crossing over Colley terrace is quite dangerous when cars speed down the road. Not sure if ering the speed limit would stop that from happening. Speed humps would definitely slow them down.

Keeping as much parking a possible is vital! I quite often stop somewhere to purchase something before heading out.

Also please make sure that you keep our pedestrian footpaths covered as much as possible. Shade from the sun and dry when it rains. Nice to be able to shop all year round and not get burnt or wet.

- **185.** I support making jetty road safer for pedestrians, but you can not reduce traffic over jetty road to one main route (partridge/gordon street). the addition of a rambler style pedestrian crossings would improve safety without completely reducing flow of traffic. it would also allow cars to turn right onto jetty road from colley terrace more easily so could improve congestion on moseley street during peak times.
- **186.** I think cutting down the amount of cars on Jetty Road and moseley street is important for the safety of pedestrians and the overall visitor experience. Having CCTV in Elizabeth Street carpark to eliminate intoxicated behaviours is important also

187. I think I've made my thoughts clear. It's evident you don't care about the community.

188. I think increased pedestrian safety is very important but I live in a lovely Glenelg South community. To block traffic flow at Jetty Road means everyone will turn right onto Jetty Road and then use already crowded Partridge and Gordon Streets. Please keep Colley Terrace open.

I cannot see the benefit of a plaza at Durham Street. Mosley Square is a huge plaza.

- **189.** I think it's so important to have a timed intersection on this corner it is often busy and with so many young children around very dangerous. I also think it would be good to avoid the high level of traffic along colley tce as often you see drivers being irresponsible and speeding down there at night. My main concerns would be a loss of parking and accessibility deterring people from coming to the area if they believe getting a park is going to be an issue.
- **190.** I think shade in Moseley Square, including along the footpath area near Mama Carmella's (where the dining will now be in shade but not the footpath), is essential. Our summers are only getting hotter and sun protection is essential, so plantings and structures that provide shade are critical. I know it's outside the scope of this survey, but thought should also be given to more shade protection over the playground in front of the town hall.
- **191.** I think the Concepts lack clear focus for a new era for Jetty Road. They are being hamstrung by current uses and activities; resulting in more and more of the same and giving no reason for anyone to come and experience a wonderful new destination in Adelaide. Sorry guys, this misses the boat for me.
- **192.** I think the concepts which ever one is chosen are fabulous and will improve the area immensely I especially love the improvement in accessibility for those that use mobility devices. I would like to see an increase in the number of disabled car parks on Colley Terrace or even on the Moseley street side.
- **193.** I think the Jetty Road upgrade is important & believe concept A provides the best balance for safety, traffic flow, convenience & accessibility.
- **194.** I think the upgrades are a fabulous idea for a more vibrant precinct and believe any increases in rates will be worth the outcome.

195. I think this is a really bold project and will challenge many of the residents. It should absolutely be done.

- **196.** I think this whole project is a complete waste of money. You are constantly 'upgrading' jetty road and it makes no difference either way. Leave jetty road alone and save the cash!
- **197.** I want Colley Tce/Jetty Rd corner kept open. And for vehicle access to remain open into Durham St. The traffic chaos it would cause to the area would be immense if these roads were closed. Sussex St and Nile St do not have the capacity to take all this extra traffic. Totally unfair to residents of other streets which will need to obsorb the increased traffic flow, significantly reducing property values.
- **198.** I would have been happy with a complete closure of jetty road to vehicles except pedestrians, public transport and bicycles and not spend that much money.

199. I would have liked to have seen some statistics reagarding pedestrian safety/near misses/altercations etc rather than just a total figure for pedestrian movements.

With proposed changes I can see there will be increased traffic on smaller side streets and increased congestion.

200. I would like to commend the Council for instigating the planning, and the designers for their work - there are many good aspects to the plans. Unhappily perhaps, they are confined to Concept A. It seems to me that

forcing all taxis and private traffic out of Jetty Rd / Colley Tce is only going to send more along Jetty Rd - which seems to me to run counter to the other aims of the whole plan. So some work will have to be done to make the north-south flow along Brighton Rd and Gordon-Partridge a whole lot more able to support the increased traffic.

- **201.** I would like to have seen costings for each plan as it is my money being spent. I think the council has not been open and honest to its rate payers and that the project as a whole should be put on hold and councils actions/inactions so far should be investigated.
- **202.** I would like to see the Jetty Road shops appearance be upgraded as many of them currently are looking very tired and especially with fascia signs having been battered by trucks. Im concerned that with roll over kerbs and no increase to the width of the footpaths, trucks will continue to hit the fascia signs. I believe this has come about following the last Jetty road upgrade when the width of the road was increased and this Transformation provides the Council with the opportunity to remedy the problem.
- **203.** I would like to see the traffic surveys conducted especially for concept B & C and what days/times these were conducted. This needs to be available to all residents especially those affected in anyway by these concepts. Consultation with residents is not detailed enough. Not enough information has been provided. What are the ongoing costs to ratepayers??
- **204.** I would like to see upgrades and removal of private vehicle traffic along all of Jetty Rd, not just the Western end
- **205.** I would love for there to be no traffic through the Mosley Square area, as per Concept 3. However, the removal of three trees would be such a shame.... they offer shade, noise and exhaust absorption, and heat reduction.
- **206.** I would prefer a larger section of Jetty Road (at the eastern end adjoining to Moseley square) be closed off to all traffic.
- **207.** I'd prefer the full length of Jetty Road to be made into a mall with additional parking stations to be built around the mall.

Buses and other traffic can cross Jetty Road at Gordon/Partridge Streets. No traffic, other than trams, should be allowed to travel along Jetty Road between Brighton Road and Hope Street.

- 208. I'm a retailer of 30 years on Jetty rd. and have enjoyed the thriving bustle of the Bay for many more. Customers tell us they like the vibe of Glenelg and how easy it is to get around. Of all the ideas and concepts put forward B and C are the most ill conceived I've ever heard of. On street parking, traffic flow are important to the feel of the area and I don't understand what the positive outcomes are supposed to be from closing Jetty rd. /Colley tce. A pedestrian crossing is a good idea and even that will have a slight congesting affect on traffic but it's for the
- greater good.209. I'm sure council will be inundated with complaints about the loss of parking. This will happen no matter which option is selected.

The people complaining are not rational and will not accept the economic, social and environmental benefits pedestrianisation will bring. I call on council to be bold and do this right the first time. do not try and compromise with a vocal minority who will not be satisfied until every public space is turned into free parking.

210. I've said this multiple times throughout this do not put traffic lights in this just seems like a dumb move from someone from university that's that's trying to push their agenda and that is absolute bullshit

If you remove trees you should be planning two trees for every one tree you remove so put your thinking cap on

And as for Khali Terrace through the Jetty Road onto Mosley Street, I think this should be a full continuation S BEND

And traffic coming from Brighton Road down Jetty Road should be told to giveaway to that traffic

And traffic coming from Mosley Street should not be allowed to turn right onto jetty Road They will need to turn left as the aspen continues down to the roundabout and do a U-turn and then come back up

- **211.** If it is made more difficult for people to access Jetty Rd by taking away vehicle access and parking spots then the street will die. The City of Adelaide council has done everything to discourage traffic in the city and people just don't want to go there. Public transport in SA is very poor so it would be suicidal for Glenelg to shut down access for cars as the result would be less people in the area. Brighton Rd and Partridge/Gordon Sts are already overloaded with traffic and would be worse if Colley Tce is closed off.
- **212.** If local people understood that the planning process for these concepts were initially agreed upon years ago they might accept why this development appears to be introduced without consultation.
- **213.** If the idea of closing Jetty/Colley corner is to restrict traffic flow/enable pedestrian access then why not consider closing the area to traffic with pop up bollards at busy times or on weekends when the traffic flow becomes is often congested.
- 214. If the majority are old school money rate payers were stuffed! Climate change is real - its not about destroying Glenelg its creating a balance there are more cars then people anyway!! Moe decent shops to attract people thee needs to be a more community input as to what is trading too many cafes/restauants need more acessible business's/cheaper Rents, Greedy landlords who Push traders out with high rents!!

215. If the traffic goes down Augusta St and around the church round about. It will be a nightmare.

216. If you want more people visiting, removing parking spaces is not the answer. It will have a negative effect. Blocking roads, a negative effect. Moving bus stops away, more inconvenience, especially for older people. Business's will suffer from less people able to find a park. Build a car park close to Mosely square to attract more people. Or a car park near the Brighton Rd tram stop. Make it easier fore people to get here, not harder.

217. Im a new resident to Glenelg, I drive to Jetty Road and find a park. Its always on a time limit, I can only go on weekends as I work in the city. But in that time, I have to get my groceries, I like going to the meat shop and the awesome Greengrocer on Jetty Road, and then Haighes, and the bottle shop and then I've got not time to get my nails done (1.5hours on average) then there absolutely no time to brose the awesome shops, for clothing for house wears. Don't bother meeting your friends for any kind of long lunch. Just park, eat and piss off, because you'll get a parking fine. I can't understand how shop owners make a living when the council is trying to make it so difficult for locals and tourists the take their time enjoy Glenelg and Jetty Road. But hey reduce the parks, block off the road and put in traffic lights. I may as well drive to another suburb or shopping complex where I have all the time in the world. But lets aim at the greenies, stick a couple plants around on a paved area (lol) and try this make it so called "greener", then stick a toxic bus in the middle of it all, and take out all the car parking spaces.

Why don't you do up the Marina and over near the reserves make that more touristy - leave the local shopping area as it is.

How about just keep what you have and make it cleaner and more inviting. Work with the shop owners and locals that live in the area. Add more parking and longer parking times, instead of driving everyone away. The saying goes "Be a tourist in your own state" but only for 60 minutes at a time, if you can find a park that is.

218. Im most concerned about loss of parking as it will be of major detriment to the convenience of daily shopping.

Council needs to be more focused on managing anti social elements on Jetty Road which will not be fixed through these proposed redevelopments.

219. Improved pedestrian use of the area with the least impact of changes to traffic glow & uses of the area. Highly supportive of maintaing & promoting the aesthetic and safety of Colley Terrace and Jetty Road.

- **220.** In favour of upgrading Jetty Road. Keep trees. Provide more parking stations for residents to keep them happy. Increase from 2 hourly free parking stations to 4 hourly when events are on. Buses are an eyesore and should stop on Brighton Road. Only allow team down Jetty Road. The tram is iconic
- **221.** In general I like the concept. My main concern is that this new area will attract even more antisocial behaviour in particular the drivers driving fast down jetty rd. This is very off putting and this should be addressed. These concepts don't seem to adress this (speed bumps?) But at least concept c reduces the traffic.

Also more greenery is always appreciated.

222. In summary: Please manage Colley Terrace traffic and pedestrian safety. There is nowhere for pedestrians to cross the road on Colley Terrace at all; the Anzac Highway corner is blind and dangerous. Please, finally manage the speed track of Anzac Highway, Colley Terrace, Jetty Rd. Yes, reduce speed limits please, but also enforce them and add speed humps etc to physically slow drivers/bikers down

- **223.** Incentivising people to use their legs or take the bus/tram instead of making useless short trips in their car, in my opinion, should be a universal concept in town planning. Unfortunately, there are some people who would much rather bulldoze entire neighbourhoods to make room for giant, hot and dangerous stroads and highways; an idea that is a relic of the past, if you're asking me. Enough waffle, I must commend the Holdfast Bay council for their dedication to fix the oddity that is the traffic situation of Jetty Road. For years, I've often wondered why loud, and increasingly large cars have been able to careen down the road without any thought or care for the wellbeing of pedestrians and passengers of the trams and buses. Thank you for proposing these changes, and thank you for allowing the public to decide on how their beloved Jetty Road shall look like in the near future. May the constant drilling be worth it in the end!
- **224.** Increased council rates to support these concepts is a very unnecessary burden on local rate payers. Local rate payers shouldn't have to support infrastructure for visitors and tourists.
- **225.** It is a bitter pill that we, the local residents, are being charged major rate hikes to fund these plans which will largely inconvenience us as we try to live in and move about our own neighbourhood. Please try to minimise the negative aspects to us whilst also keeping our visitors happy and safe.
- **226.** It is a pivotal time for Glenelg and it is important not to turn it into simply a tourist attraction. The needs of the residents need to be acknowledged as moreover it is a residential area too.
- **227.** It is important to deliver some major benefits from this expensive projects, specifically reductions in through traffic around Colley Terrace/ Moseley Square, western Jetty Road not just streetscape upgrades. It is hard to see local support continuing if the preferences of outsiders, who just want to drive around and park easily, are given priority.
- **228.** It is very good to see the council holding meetings and information for the residents feed back on these important issues for council residents.
- **229.** It seems like a huge undertaking. And having just heard Taplin will be building apartments on the corner of Jetty Road and Byron St. traffic at that end of Jetty Road will be increased hugely.
- 230. It seems that Concept B & C will add no value for pedestrians In fact the additional traffic along Jetty Road, Mosely Street, Gordon Street and Partridge Street will cause extra vehicles including buses along all these Streets

For a huge cost we local drivers will find that with extra traffic and bus stops getting out of inner Glenelg will become more challenging & frustrating than it already is. As pedestrians we will struggle to cross Partridge street anywhere but the traffic lights at Jetty Road and the traffic lights at the school and crossing. Gordon Street will be a significant problem - it is already dangerous to cross Gordon Street at Anzac highway. Pedestrians & tourists love to move from one side of Jetty road to the other for shopping or coffee The additional traffic will mean that those who are a little slower will have to walk to traffic lights every time they want to cross - in some cases restricting what they can achieve in an outing

I understand that the decisions are based on data that was collected in a 1 hour timeframe on a less busy week day The result gives us skewed information

It is quite irresponsible of the Council to even consider the high cost of such proposals as Concept B & C when the result will cause more disadvantages to both visitors and locals alike

- 231. It was disappointing to hear about the Ubers being fined for dropping off people. If you can't have a dedicated spot for Ubers to drop off and there is never parking on Jetty road, what are they meant to do? I know it's illegal to park on yellow line, but maybe you can incorporate a drop off zone like the one near Moseley Square.
 I also believe there is a need for an upgrade, but its sad to hear that people are already struggling with a cost-of-living crisis. Now they also have to pay this on top. Also people in Hove that are having to pay this
- when they don't visit Jetty Road, Glenelg often.232. It Would have been good to have some preliminary costings to go with these plans so that residents can make a truely informed decision about how their rates are being spent.

The comments provided are based purely on pedestrian safety and the "experience" of Jetty Rd & Mosely Square.

- **233.** It would have been good to include data about the current usage i.e. how many cars turn right/left at Moseley, how many pedestrians use the Colley Tce informal crossing versus the 'tram' crossing etc.
- **234.** It would have been great to see a dedicated cycling lane on both sides of Jetty Road as it is not safe to ride along the footpath or the road. There are many bike routes that try to take you up Jetty Road, but it is an unpleasant experience. However, I understand you can't have all things at once!
- **235.** It's a manufactured result. I am appalled that Ratepayers have to pay for a project that is underway before it's finalised.

It is underhand and suspect to the extreme.

All the benefit goes to shop owners and pedestrians, yet I haven't seen ANY payment from shop-owners, visitors, party-goers on NYE etc.

236. It's currently challenging to get around Jetty Rd comfortably and safely as a pedestrian. Even when I drive to Jetty Rd, I then spend more time navigating it as a pedestrian and therefore my responses correlate with wanting the street to be more pedestrian friendly. By doing so, I believe it will help businesses - if it's easier to get around, I'm more likely to visit more of the businesses. Currently I avoid whole sections of the street, particularly on busy summer days, as I can't be bothered with the challenge of crossing the street. I would question why state government isn't contributing to this project? And I question what the businesses and building owners will be doing to contribute - e.g. doing up their own buildings, getting better (more appealing) businesses into the street to help attract more people to shop there.

- 237. It's important to reduce vehicle movements along Jetty Road and make the space pedestian friendly. I have some concern that vehicle traffic will increase significantly on Gordon & Partridge Streets so measures may need to be taken to restrict this.
- **238.** Jetty Rd is long overdue for a makeover It looks tired & the space is not used in the best way

As a frequent pedestrian I am pleased to hear the changes to enhance access for pedestrians

- **239.** Jetty Rd is popular with locals because it is close and accessible. Lets hope your plans improve access and not detract from it.
- **240.** Jetty Rd lends itself to a mall-like environment. It would be much safer for pedestrians with closures of roads to traffic.
- **241.** Jetty Road & Colley Terrace access is fine how it is. Traffic lights or a round about at the Moseley Jetty road intersection is much needed.

242. Jetty Road has been in need of a major facelift for many years. A lot of the current businesses are subpar so hopefully the proposed changes bring new life to the area. Prioritising pedestrians and improving the space for events and outdoor dining is a step in the right direction. Hopefully the state government decides to help a bit more as both parties seem to ignore the fact that it is a major tourist attraction and hospitality/retail hot spot. A 24 hour police station wouldn't go astray either, ridiculous that the second biggest nightlife district outside of the CBD is pretty much ignored.

Wishing this council all the best for the battle ahead, judging by the comments on socials and the misinformation from news reports, it isn't going to be easy.

243.	
	Road corner would be wonderful. Maybe there could be discouragement of people walking across the Colley
-	Street corner?. Signs don't work.
244.	
245.	exhausts and dangerous driving all prevent families from enjoying and coming to Glenelg -
-	
246.	Jetty Road needs an upgrade but spend the extra and do the job properly if you are going to spend money on it, and provide the extra parking on the western end BEFORE the messing with car parks along
	Jetty Rd
247.	
	job would be to remove those ugly Polite signs
248.	
	that the council can come up with some concept to make as many residents happy as possible without
	removing too many car parks as we all now this is a major issue with parking at any time!
	It would be nice to have some outdoor dining but considering the colder months which doesn't look like from
	any designs this has been considered this.
	It would be great to attract some more nice restaurants like Henley does but I do think that the rent element
	put new vendors off.
249.	Just a simple pedestrian crossing at Mosely and Jetty road would suffice.
250.	Just a waste of money with the council is going into great debt for no advantage to residents liveability
	nor to visitors enjoyment of spaces.
251.	
	past and disregarded. Do not run up more council debt for what is not wanted or needed.
252.	Keep it simple! The least inconvenience, the better.
253.	
254.	
	affects rate payers to our detriment, as does the costs of these "improvement" to Jetty Road & Moseley
	Square.
255.	
	outdoor dining areas clean, support green environmental initiatives and work together to create a positive
	vibe for Jetty Road.
256.	Leave as is. Maybe stop the tram at Brighton Rd.
257.	
258.	
259.	· · · · · · · · · · · · · · · · · · ·
	for such a large development when we don't use the place, and taking on so much debt is wrong. I could go
	on and get into pedestrian safety (pretty sure none really get hurt at the moment assuming they're sober)
	and greening (seem like plenty of trees there now and also in the area) or perhaps reducing car parks (seriously folks!)
260.	
261.	
262.	
263.	
	Lots of fabulous night lights. Our beach looks fabulous with our Moseley Square lights and the Ferris wheel
	and King St Bridge. Really think about how we can use LED lights and make visitors think they are in a world
	class tourist spot.
264.	•
	road to vehicles never happens apart from event days

265. Love the idea and I think the tourists/visitors will too. (after they get over the change south Australians
struggle with).
266. Main vehicle access required. Utilize side streets more as done in hindley street in city
267. Maintaing all existing access points & incressing access if possible.
Avoid added & unnecessary traffic to Jetty at all costs, Do not force people to use Jetty Rd to access car
parks.
268. Make it happen, make it pedestrian safe, make it green and beautiful, make it a dining and public activity Mecca, and make Glenelg proud!
269. Maximise car parking and stop putting blockages to prevent people coming here. Shops need trade.
Empty shops look awful. Shop owners already experience hardship to get trade during winter, so stop
introducing designs that only cater to people coming by tram, as locals use cars and people from the wider
Adelaide area use cars. Cars need to be able to travel, and need convenient carparks. Definitely don't stop
cars on Colley Tce all year round, but maybe introduce it only during summer. Locals can cope driving to
other shopping centres for a few months of the year, but not permanently, else why are we paying such high
rates to love locally if we can't shop locally?
270. Maybe go back to the drawing board and come up with a few more viable options which retain access,
public transport and parking for all users of the area not just summer weekend visitors.
271. More communication is needed for the whole process
272. More consideration needed to provide financial support and direction to business owners to upgrade
shopfronts/signage. Many shop fronts are not well maintained and this is the first impression many visitors
will experience as they travel along Jetty Road in the tram or bus/car. No benefit spending money on pavers
and greenery if the buildings are not being maintained to match.
Traffic flow through Glenelg has increased substantially in recent years and also needs to be addressed.
273. more parking required and not paid for or timed - more people would attend this area if this was
implemented
274. More people will come to Jetty Road and Moseley Square if they know they will be safe from traffic.
People used to say that Rundle Street shopping would die if it became a mall. The opposite has happened over the test of time.
The only concern with Moseley Square redevelopment is the appearance that there will be no shelter for
pedestrians and diners unless there is a canopy extension. Particularly in winter when both wind and rain
protection are needed.
275. Moseley st parking is a premium at the moment. If people parked Brighton rd end where there are car
parks it may help, but people do not like walking down Jetty Rd.
Also footpaths need to be upgraded they are all uneven and not safe to walk on
276. Motorbikes need to be removed totally from Jetty Rd. They don't come to shop or dine, they only come
to make hideous noise and intentionally disrupt the peaceful enjoyment of normal people enjoying a coffee
or dining with friends. So called "vintage cars" are also a menace, belching toxic fumes from their "vintage"
exhaust, as they drive loops up and down Jetty Rd like they think it's the Bay to Birdwood.
277. Mounted Carparks DONT DO THAT!
278. My concern with reducing traffic in concept b and c is the impact on other streets around Glenelg. It is
already challenging to cross at Aldi heading towards the beach. With increasing traffic in your area it will
make it harder and impact on pedestrian safety even more. This concern has been raised previously. Perhaps
with the changes to tram crossings at Marion road, Cross road and Morphett road it will reduce flow on
Brighton road and people will not use Jetty road so much
279. My greatest concern with the proposals is the impact on car parking. There is already a lack of parking in
the Jetty Road precinct so where are all of the visitors expected to park their cars? Whilst the concepts are
great in theory, businesses will suffer in an already tough trading environment. Glenelg is not that unique
families will go to places that are more car park friendly. We are locals and we can walk to Jetty Rd to do our
shopping but with all of the works to the footpaths we are now going elsewhere. The works to the city
precinct are already negatively impacting business. Just ask the traders (I have!)

280. My partner and i have lived in the area for the past 20 years, Jetty Road has deteriorated in those years from a vibrant little road where we would go and do our shopping, have dinner or have an evening stroll to watch the sunset, now its looking tired and dirty, there are no shops that i would buy from unless i was unwell, wanted my nails done, wanted a Galato, or to get something from a 7 Eleven style shop, there are maybe 2 decent clothes shops, for men, no parking spaces at busy times unless you want to walk 700 metres to the restaurant or pay for your parking. Would rather go elsewhere, I think a lot of people will start going elsewhere if you keep getting rid of parking spaces, Glenelg could be a thriving little place, its no good doing up the street scape if there is no parking spaces and nothing to come here for.

281	 Navigating the information for each concept hasn't been the easiest.
282	. Need to consider the inclusion of structures that enable all weather pavement dining e.g covered roof on
	arbor structure.
283	Need to prioritise pedestrians.
284	No changes to accessibility to surf club & Colley Tce
285	No consideration seems to have been taken as to where traffic will be redirected and the impact of both
	cars on buses on supposedly residential streets, some of which already have lots of traffic.
	More noise and more pollution.
286	No costings have been provided for any of the concepts or indeed of the whole of the Jetty Rd
	redevelopment.
	Ulitmately the rate payers will have to meet these costs whether through a levy or increasing council rates I
	am sure that some residents are already struggling to meet their day to day cost of living expenses
287	No loss of car parks in the precinct, particularly Jetty Rd & Durham St. Durham St to remain open as one
	way. Colley Tce to remain open. Traffic Lights. More details to be procided. Vehicles traveling sout on Colley
	Tce must be able to do a right turn into Wilsons c/p
288	B. No,no,no! Don't waste my money!
289	None of the concepts acknowledge the existence of cyclists. While care has been given to pedestrians
	and vehicles not thought appears to be given to cyclists despite this being a 'hub' and very popular
	destination for cyclists. There are current dangers with tram lines and traffic should be addressed.
290	North / South South / North Traffic flow through Moseley St / Colley Terrace is my prime concern.
	Anything that affects that flow is detrimental.
	Local residents matter more than tourists
	Local businesses need local patronage & local patronage comes in cars & on buses.
291	. Not before time (this is a constructive comment)
292	Not happy with these plans, no parking, and a shopping strip that is not easily accessible. Colley Terrace
	is a wide main thoroughfare, if you close it off, where will the flow of traffic go? Through the narrow back
	streets, doesn't make sense.

293. Not in favour of traffic lights at Jetty Rd & Colley terrace at all

Not supporting the excessive loss of parks in concept B and C. That has overshadowed the good urban 294. design outcomes in these concepts.

295. Not sure how well this was thought through to be honest. Whilst its nice to have nice looking new things its better to fix the existing problems. I don't think this will have a positive impact on the business's in the area at all, in fact it will significantly hinder the amount of people visiting. I know I won't be coming to Glenelg for recreational purposes in the future because it will be too hard to navigate and nowhere to park. 296. One day consider no vehicles on jetty road.

297. One thing I would love to see, as it has been an increasing issue over time, is some control over Uber Eats (and all the alternatives), where they parking, particularly Western end of Jetty Road is littered with slow moving traffic, illegal parking, u-turns and general craziness.

Similar to managed taxi ranks, I'd love to see managed food pick-ups. Individual restaurant pickups by bike/scooter/foot only and then taken to a central location (like the old bus laydown area if scooters could

go through the zone) for a drive-through like managed exchange to a car for deliveries further afield.
It's out there but the number of ubers on the road between like 5-9 seems staggering to me
298. One way road on jetty road
299. Parking is essential to keep business alive and thriving .
Take it away and business will be lost
300. parking parking parking
you need to adress parking
glenelg has so many empty shops lets get more parking and people back to jetty road
301. Parking seems to be raised as a common issue. This occurred when Rundle Mall was introduced. There are over 100 empty carparks every day in the cinema / partridge car park which is centrally located.
302. Pedestrian access and safety on Jetty road requires fewer parking places. it would improve amenity and
trade.
303. Pedestrian movements must be given priority in this area, the city desperately needs a pedestrian zone
without cars. Vehicles can move around other streets to access other areas easily. Residents can still get in to
their properties
304. Pedestrian safety is a priority especially as Glenelg is retirement city therefore many senior pedestrians.
Removing traffic from the precinct will make it a lot safer for residents and the large volume of visitors we
have particularly on weekends and during special events. It will also stop bad behaviour by some motorists
and motor cyclists who make extreme noises at nighttime and on weekends
305. Pedestrian safety is paramount & improved safety will encourage more people to come to Jetty Rd. More
shelter for pedestrians & diners need to be considered
306. Pedestrian safety is paramount. Removing traffic from the precinct will make it a more useful and
pleasant environment for residents and visitors. Importantly, it will also remove bad behaviour by some
motorists, particularly motorcyclists who make extreme noise at night and on weekends.
307. Pedestrians are the key to the shopping areas so must take priority. Tram and bus services will continue
to be needed to transport people as will non Jetty Road car parking.
308. People are more important than cars, don't forget it.
309. Permanent Mall on Jetty road from Nile Street to Mosleey St (Trams only excepted) should be
investigated if Concept A used.310. photo front page brochure depicts change to pedestrian access across tram line. The current system
alerts pedestrians to look where they're going. Leave it as is, Pedestrians wonder along not being aware of
surroundings.
Surroundings.
The proposed greenery PS doesn't look like it will provide shade or protection from weather. (fluffy &
gratuitous)
Juperana pavers. So pretty. Who is going to keep them pretty & clean? Are they slip resistant?
Strongly suggest adequate trial with temporary blocking measure to determine practicality of does \$40m
need to be spent in given time?
311. Please bring back the ladies toilet near Coles. It was not nice to take this away. Please make bus stops
convenient for bus users. Otherwise what is the use of having a bus to Glenelg. Surely it is better to
encourage public transport than to bring cars into Jetty Rd.
I think Holdfast Council residents should be front a centre as we are the ones paying for this through council rates. Also the main ones who patrinise the shops on letty Pd
rates. Also the main ones who patrinise the shops on Jetty Rd. 312. Please consider Sussex Street residents carefully. The southern end require clear passage down Sussex
street to gain access to one way Soal street. As it is this is a very busy street, anything other than concept A
would be a nightmare for residents of this street due to the influx of extra traffic. Not fair at all to the people
who live here, many who are elderly.

- **313.** Please consider the impact these proposed changes will have on the life of residents. They are the people paying the council rates. Neither concept seems to have taken this into account. Concept A is less awful than B or C, but why change things that are not broken and spend the ratepayers money on a project that is guaranteed to make the residents' life harder?
- **314.** Please consider the residents in this survey. We are the ones that live here and get stuck with the new rules. Visitors come and go.

315. Please consider traffic flow.

316. Please consider your residents! We are the ones paying rates and who have to live here! We moved here because we love Jetty Road and shop there all the time. Please dont make living here a nightmare!

- **317.** Please do another option D, which is leave it as it is.
 - We like it how it is.

It's a waste of rate payers money.

318. Please do not close off private access to colley.

- **319.** Please do not forget cyclist in these designs.
- Where are the bike lanes, and parking bay for bikes?

320. Please do not make changes just to improve the appearance of Jetty Road. Do not cater just to visitors. Think about those of us who live there! Do not close roads! Do not remove parking spaces willy-nilly!

321. Please ensure a focus on green, shade, canopy and wsud is included in which ever option is chosen.

322. Please ensure active transport access

- **323.** please ensure that traders are given as much opportunity to comment this needs to remain user friendly area for shops to continue to operate and small business to stay at Glenelg need some nicer shops like Henley Square and cafes to bring people down to Jetty Road too many chemists and its very dirty most of the time what a wasted spot near sports girl the only people it attracts most of the time is homeless and lost of rubbish is left behind -
- **324.** Please ensure the water play area in Mosely square is retained or improved. It's much loved by kids. Please ensure there are enough bike racks available for increased visitor numbers. Please install water fountains. Please ensure sufficient shade for cafe-goers on Southern side of mosely square

325. Please keep car parks near cibo and put some greening in front of that new awful Jail George.

- **326.** Please keep the pavers clean as so many are putrid and disgusting ie: alleyway between Moseley Square & the beach house. If you wish to close Colley Tce to traffic heading Nth & Sth it would be better to close Jetty Rd to traffic altogether (where is the traffic going to go.) (NOT GOOD.)
- **327.** Please plan the interface between the Colley Hotel's licenced outdoor dining and the tram tracks very carefully as part of the Moseley Square concept.
- **328.** Please provide estimated costings & who is to pay for each option before submitting a 'final' community consultation such as this absolute charade of a consultation process.

329. Please put some provision in for zebra crossings. They work and Jetty road would be much safer to cross if we had more of them, all along the strip. Like in Henley Beach.

330. Please refer to comments in the concepts area.

331. Please refer to earlier comments.

332. Please refer to my previous general comment.

333. Please remember the disasterous, costly mistake of mucking around with the esplanade - not enough modelling and consultation was done for the project. It ended up being put back the way it was. As a rate payer I want more diligence done, including the council to clearly outline exactly what problem is being solved with this development e.g. pedestrian safety incidents/ car crashes/ bus crashes/ complaints about bus routes, the case for the Benefits of each option and the justification explaining exactly how each concept specifically will lead to each of the benefits being aimed for. Suggest minimise the initial change and demonstrate to the community how those targeted benefits have been achieved before making more significant changes in concepts b and c. I am not convinced all that money needs to be spent all at once and

	the council should justify why each and every change is essential and exactly how the community benefits
	from each change.
334	Please see my last comment
	Please strongly consider greatly reducing private vehicle movements within the locality. It is extremely well documented that this improves amenity, safety, and business revenue, whilst also benefiting the environment and reducing car-dependency. It is extremely difficult to create educated arguments against improving public and active transport, and this should be one of Councils key focus points for this and other projects.
	 Please take my comments for what they are. I have lived here for a long time and when you know the area like I do you know what these changes will do. Once you do it there's no turning back and nobody want it.
	Spend our money on essentials like tree replacement and roadside curbs not a space that we already have 100 meters away in Mosley Square.
	the whole basic concepts of taking away our local community, and replacing it with something else
	altogether, and then, having us pay for someone else's idea of a recreational area, and for property owner and retail profits. Bottom line - will any of these concepts lower my council rates in the future? I think not. I do however support the traffic lights at Moseley Square.
338	
	 Poor constructed survey. Plans not detailed, little space for comment. Key features not identified. Road Plan needs scaled drawings showing width of road and Arc of Traffic greening sounds nice - what is it. Good time to introduce noise camera on Colley Tce. +As of Now How Much is Project under/over Budget?
	Providing access to visitors is critical for the businesses in the area. Providing good amenities and nice surroundings is key. The water feature and nice street art adds to the feel. Having free/cheap parking is important. Consider the use of the area in winter as well as summer.
341	• Public transport is unreliable at times due to lateness and any slowing of speed limits is only going to make this worse. Please think of this before implementing crazy speed limits like 10 on public ROADS.
	Ratepayers do not need this level of debt - please consult (properly) with ratepayers providing ALL information. Remember a democracy means the majority of people who vote for something - wins. This is definately NOT the case with the Jetty Road concept. Yes the street needs tweaking. The pavers (red) were absolutely fine. No need to change, therefore save
	heaps of money. Leaving a Legacy (by the Mayor) is not on, at the expense of ratepayers.
	Very sad to see Leagl action may be a last resort. Please communicate in an orderly fashion with all ratepayers on all major issues. We vote Councillors in, but they have a hidden Agenda, as does the Mayor. A very poor look/outcome for Local Govt.
343	
	The concept photo appears to show the following:
	 minimal coverage from winter weather and sun tables moved back nearer to cafes which it seems would minimize space available for them due to necessary access to doors and window/counters. Our group may no longer be accommodated. bad impact on those local businesses

- there are also groups of cyclists who prop their unlocked bikes against the frontages of cafes. Where will these go?

- the pedestrian access is swapping sides to the tram side which is also likely to be reducing the table area. I suggest trying to reduce pedestrian access in front of cafes to the customers only and funnelling pedestrians to the huge area of the square itself if they are on their way to esplanade or beach.

- It is not unknown for cyclists to actually ride their bikes through this area a very dangerous practice for customers exiting cafes. The Dismount signs are totally inadequate and ignored.

344. re-route buses away from Colley reserve. Traffic flow would be better. I think laying new pavers is a waste of money. Planting new trees is great as long as no parking spots are lost. Outside dining is a good concept. They will need bollards or similar to keep patrons safe. 30km down Jetty Road is a good plan. I would like to see money spent of the cleanliness of Jetty Road. Vacant shops and some shop fronts are very unclean. eg. the old Chemist Warehouse building (disgusting!). Most shop fronts need a deep clean and their windows should be sparkling clean. It is fantastic to create a new look for the area, however it all needs to be sparkling clean to have an amazing impact.

345. Really favour 1) Scramble crossing at Moseley St 2) Mini plaza at Durham St 3) No cars through Jetty Rd and Colley Tce intersection

All meanmaximum pedestrian safety.

346. Reconsider and get State Government involved. Then think more creatively. These concepts smack of the Esplanade disaster some years back when it was made one way. Expensive, inconvenient and not well thought through.

347. Redraft the options with all emergency services considerations including the glenelg surf club.

348. Removing all vehicle traffic from the Mosley end of Jetty Road is vital. Improving pedestrian safety is paramount.

Removing car parking is not an issue. Providing free shuttles or encouraging free tram use along Jetty road is the answer to remove vehicles, open up more street dining and green spaces.

349. Retain traffic through the jetty road until a viable multilevel carpark is built in the coles carpark area.

- **350.** Return the heart to jetty road, remember the long term residents, the ones that grew up here. I feel that these people have been alienated.
- **351.** Ridiculous at the moment to be redoing the pavement on both sides east of the lights. Makes it hard for pedestrians to navigate. Silly planning.

352. Right now my main concern is safety.

Pedestrians are at high risk of an accident at the top end of Jetty Rd, going towards Brighton Rd. Barricades are up, work is happening all around, astro turf is down to minimise changes in levels but we have idiots on bikes frequently roaring through this area on these restricted paths endangering both pedestrians and workers alike.

Something needs to be done about this and soon.

353. Save money
354. Security for the expected increase in visitors

Removal of vagrants sleeping on Jetty Rd ie last Sunday arvo
Toilets that don't encourage vagrants to loiter - self cleaning
Dog litter bags and dog drinking points encouraging family concept
Push bike parking
Presume these basics are covered

355. See 33.
356. See above - many comments made but in general a really disappointing set of proposals.

None will genuinely 'upgrade' Jetty Road in a material or financial way - they each will cost your ratepayers an absolutely bundle! Not genuinely excited or in favour of this expense on any of the given proposals.

357. See comment above, think it's overall too cautious.

358.	see comments 33
fre	ee tram zone extended
di	sabled parking/15 minute and drop off zones
sp	eed limits North Esplanade and King Street Bridge
	ne wind whistles down Jetty Rd in the winter. The shelter at Mama Carmela etc is a very welcome relief-
	ere needs to be consideration that some of us live here in the winter too!! Any maybe attract visitors to
	me protected areas- Henley Square has needed to add these protected areas later with nasty plastic
	rotectioncan we do better?
359.	See comments through the submission
360.	See my previous comments.
361.	see previous comment. "Putting people first" doesn't mean getting rid of cars in the area as people drive
	e cars to the area then walk from cars to go to the shops/cafes/beach/pubs etc. Putting people first is
	aking it safe to park the cars and walk the streets so you can enjoy the area.
362.	See previous question response
363.	See prior.
364.	See question 33.
-	opreciate being involved in community consultation.
	rge you to reconsider all the proposed options.
	'hat is it that you're trying to achieve? Yes, Glenelg needs upgrading to make it more welcoming, but I think
	ere might be better options.
365.	See the comments above.
11.	adar no sireumstances should private vahioles he provented from using Colley Terrace
U	nder no circumstances should private vehicles be prevented from using Colley Terrace.
Th	ne same can be said for extra bus movements on jetty Road
366.	Shared pedestrian space in concepts B + C pose risk for pedestrians thinking new paved area is safe to
	alk across - especially children.
367.	Some of the plans may be appropriate e.g traffic lights and pedestrian crossings at the Mosley St
	tersection, and upgrading footpaths, but overall, a waste of ratepayers and tax payers money.
368.	Somehow the people being impated by these changes should be more important than those not
im	ipacted.
369.	Spending this money to facilitate change was an excellent decision
370.	STOP the project; the community does not want it. The 2024 consultation data has been hidden, and the
со	ouncil did not act according to its results. Does someone in the council remember how it ended for those
	pliticians who tried to force a bridge at Hove crossing?
371.	Stop wasting money, just maintain things, no need for a rebuild.
372.	Taplin money. State money. Federal money.
373.	Thank you for taking the leadership for advancing pedestrianisation and vehicle reduction initiatives.
	rong leadership is needed to make these bold decisions, even in the face of criticism, as we've seen with
m	any successful large-scale changes. This can be a major change for the area benefiting many and I look
fo	rward to the outcome.
374.	Thank you for the opportunity to provide feedback.
375.	Thank you for this opportunity to comment. As a reasonably new Glenelg resident I love the mix of
re	sidential, commercial and tourism. I think the Jetty Road upgrade will be a big improvement.
	an something be done to clean up St John's Row out front of the Stamford Grand? It is filthy much of the
tir	ne.
376.	Thank you, this is wonderful
377.	Thank you! jetty road does need a revamp- not for the toursis but for us that live here

378.	Thank you. Please explore more win win options
379.	thanks for giving this a go
380.	THE BAR AND HOTEL OWNED AND TAPLING REAL STATE RUN GLENELG. THE COUNCIL DO NOT KNOW
,	WHAT THEYARE DONT. AND GLENLEG ARE NOT LOOKING AFTER THE RATE PAYERS ONLY TAPLIN PUB
	BUSINESS OWNERS.
	THEN RATE PAYER TO PAY FOR THEM AND WHATEVER TAPLIN PUB AND HOTEL OWNERS THEY DO NOT
	REPRESENT RATE PAYERS WHO PAY THEM FOR DOING THE PUB OWNERS HOTEL OWNERS BUSINESS
	OWNER NOT RATE PAYERS
381.	The additional greening and closure of additional parts of the plaza are welcome. I would like to see
	greater consideration for cycling transport options, including dedicated bike paths on Jetty Road, and
	greater/safer bike parking to encourage access to the precinct by bike.
	I am hesitant to curb bus access only because I would prefer an increase in alternative ways of accessing the
	area aside to private vehicles and do not wish to see traffic and parking congest further in side streets.
	Overall I think the concepts are good
382.	
383.	
	these changes it will help to reduce the opportunity for the idiots to speed and put pedestrians at risk. Speed
	humps should be put along Colley as part of the changes alongside a speed limit reduction.
384.	
	access to the shops/events.
	Maintain the existing traffic flow through the area to avoid worsening other north/south corridors that are
	already congested/blocked.
	Reduce expenditure on this project as much as possible as the approval process ignored strong negative
-	public opinion.
385.	
	Moseley Square and the Beach House. This is very run down and tired looking but could be a great outdoor
	dining area with more greenery and shade. It is not all inviting to tourists and the Beach House itself needs a coat of paint especially the water slides and upgrading of the surrounding landscape. On the opposite side
	The Grand Hotel is not very grand with dirty windows dead outdoor plants and in desperate need of a coat of
	paint. The laneway at the eastern side of the hotel is extremely uninviting as is the Newsagency. A dreadful
	impression to any visitor to Glenelg. An upgrade to Glenelg should certainly include this area and the owners
	of these businesses should be encouraged to lift their game.
386.	
	Rd.
387.	
	colley terrace. This would open Moseley square up and make an inviting village like space for everyone.
388.	
	have been bad falls and so we all tend to walk on the roads ensuring our safe footing but exacerbating the
	traffic problem. I hope that better can be done on Jetty Road. The plans should take into account the
	Council's seeming lack of funds/ability to maintain all of their areas.
	am concerned that so much emphasis is put on the western end of the street - a case of two halves.
	Somewhere like Norwood Parade maintains an interesting, long store, Perhaps this is down to those who
	own/control the real estate. Even Jetty Road Brighton feels more vibrant now and I am not convinced the
	Council's streetscape efforts alone will change this.
389.	The closure of the Colley Terrace/Jetty Road is a commendable design. If this isn't closed to private
,	vehicle traffic, any redesign is not worth doing.
390.	The concepts B and C both have all traffic turning left at the proposed lights (cnr Mosely St and Jetty Rd).
	Scenario: if a resident or visitor etc or wants to go shopping and travels west down Jetty Rd and didn't find a
	car Park and is forced to turn left at the lights into Mosely St.
· ·	Wants to park as close to shops as possible (in senior year). So, what will happen next. GO LEFT AT HIGH ST,

around the block. Traffic increase on High St. Is that acceptable?
I think someone needs to assess the traffic flow around the area.
391. The cost to rate payers to deliver these works during a cost of living crisis is unconscionable - shame on
you! We didn't elect you to have you continually pilfer money from our pockets for your pet vanity projects -
absolutely disgraceful.
392. The council is out of touch with what he residents and rate payers actually want.
393. The Council MUST move forward with the improved management of traffic around Jetty Rd and Colley
Tce.
The Pedestrians safety should come first in planning - Glenelg is a great tourist spot local cars spoil traffic around Western Jetty Rd & Moseley St is a nightmare
Ensure that all of the bus lanes in the HBC area are devoid of bumps & humps and smooth surface. The buses do not "rock n roll" especially for older passengers. The bus timetables are not forcing the drivers to travel faster, accelerate and brake hard.
394. The council should be looking at the most cost-effective outcome so as to be financially responsible with
rate payers money. Not the sexiest look that makes it harder for people to enjoy the area because they
cannot get a carpark, making the area more costly and less vibrant. The Eastern end of is very uninviting
Mosley squ has become a lovely space to enjoy for all. Please also respect our old building as they add
character and warms to the streetscape the demolition of our old buildings like the cinema was a great
shame. The architects and developer's should work towards blending both like what was done in Durham St
which is a great example of old and new working together to create and interesting respectful streetscape.
395. The Councils focus is predominantly on Jetty Road at the expense these changes will have one or two
streets away.
You think you fix a hot spot or make a spot more beautiful but in fact it just moves it somewhere else or
makes another traffic area worse.
396. The current work being done at eastern end of Jetty Rd is not providing material benefit to the public or
rate payers. Do not make the same mistake and implement change for change sake and waste even more money.
The recent repaving of the Esplanade walkways was another example of wasted money. The bitumen
walkway is no better now than it was before it was replaced - rate payers again footing the bill for no
measurable gain or improvement.
397. The dumbest idea would be to shut odd traffic to Colley Terrace causing ALL traffic to divert to Durham
street which is primarily residential and has a high proportion of elderly residents due to the retirement
units. If there is a mini plaza then the traffic would be redirected elsewhere - just moving the problem. How
about instead of pedestrian lights on Jetty Road/ Moseley St you put pedestrian lights on Colley Tce where
people blindly walk out in front of cars despite warning signs to give way to cars!
398. The end of Jetty Rd sHould be a SAFe fAMily AREA Glenleg is gRowing ALL The TIMe & HAVIng A
FUTURE VISION is greAT
I THINK B & C will ATTRACT More TOURIST AND ADelAiDE FAMilies - CATCHing A TRAM OR BUS CAN be PART
of the FUN, WALKIng A LITTIE FURTHER is good TOO it ALL MAKes PART of aA good destination GOOD PLANS
:)
399. The entirety of the coastal zone should be pedestrianised. This would make jetty road a much more
appealing option for shopping and dining. Cars only detract from an area, bringing noise and pollution, which
makes it very unappealing. Rundle mall in the city is a top tier tourism and shopping precinct, BECAUSE it is
pedestrian only. Jetty road should follow suit.
400. The entirety of the Glenelg coastal zone should be pedestrianised, to create a world class dining and
entertainment and tourism precinct.
401. The entrance to jetty road - the existing tesltra red brick building is ugly and an eyesore.
Remove this and or change it to outdoor bar and dining areas
402. The existing entrances to Colley Court - two in Colley Terrace and four in Durham Street must be retained
for access by property owners.

There is no mention of Taxis or Ubers? Are these considered private vehicles thus the taxi stand on Colley Terrace in front of the library will be removed?

- **403.** The expenditure is next level and the outcome will typically be a far cry from the vision. I look at the outcome from the recent upgrade of the Chapel st area and while it is OK has it value added to the area. The previous seating was better as was the shade . Has utilization increased. I think not.
- **404.** The figure of 40 million dollars has been bounded around for the cost of the upgrade. This sounds like an inordinate amount of money to change a few streets and install traffic lights. Council need to provide a detailed cost for each Concept and also for parts of the work within the Concept. Feedback will likely change when considering the cost v benefit of each Concept - and may result in a much reduced option being preferred, or even no work to be done at all.
- **405.** the greening of jetty road and upgrade of the footpaths is welcome. closing a major street off for traffic will be very problematic and create more issues than it solves.
- **406.** The junction of Jetty Rd. and Brighton Rd. needs two lanes travelling east, to avoid the present bottle neck of left and right turning vehicles in a single lane. Move the power poles to create the required space.
- **407.** The loss of parking is insignificant compared to what benefits there are in terms of safety and traffic flow reduction with concept B and C

Business will not suffer because people can't park on jetty road the last I heard is they walking is good for you and it's never that difficult to get parks near jetty road.

- **408.** The main area of concern is the mostly square restaurant s and the outdoor eating areas which are currently very well used because of their all weather protection , how will these restaurants survive . We have a group of 20 + runners who use Europa coffee shop two mornings a week I don't see how the plans allow for any large local groups to be accommodated or for cafes to be able to serve in all weather which is currently the case looking beautiful does not make for a practical use of space in Adelaide's weather . It can be too hot in the sun and cold in the winter , with no ways to protect customers in winter I would hate to see long standing businesses close due to this redevelopment shelter areas are essential close to the sea , with sea winds
- **409.** The more pedestrian-friendly the Jetty Road precinct becomes the better! Thank you for the opportunity to contribute.
- **410.** The noise created by loud exhaust emissions from motorcycles and cars with modified exhaust systems needs to be reduced. The reduction of the speed limit would assist in the reduction of noise as well as making it safer for pedestrians

The redirection of traffic through this area would enhance the ambience the City of Holdfast.

- **411.** The only concernI have is the capacity for all weather dining at the western end of Jetty Road. I like the idea of removing the wall but does this mean the area can't be used in winter?
- **412.** The only reason I go to Jetty Rd to do shopping is due to the fact that I can park. Take away parking and I will go somewhere else remembering that I am not a tourist but someone who uses the district year round.

The overall cost of \$40 million to rate payers and tax payers is over the top and increases the financial burden on struggling rate payers.

The Council has ignored the feed back from the public in that 90% of ratepayers were against this spend. The Council states that they completed a survey of some 400 residents that covered the whole of the City. By their own admission a number of people that were surveys were not residents of the CoHB and that the holistic approach only included one resident from Seacliff. The whole process is a nonsense driven by elected officials who have agendas that do not include the financial well being of the ratepayers.

I am strongly against the project and do not agree with any of the concepts provided.

Stop it now.

413. The planned upgrade is much needed and very exciting. Glenelg has long outgrown its current layout and the concepts (especially C) presented will transform it into a modern and vibrant precinct that will be a draw card to visitors and locals alike

414. The process currently being used on the Jetty Road upgrade to the Eastern end is incredibly slow and I fear this will be an incredibly disruptive process to tenants and retailers once the work approaches the Western end of Jetty Road.

415. The proposed changes to southside of Moseley square look good but are not practical. Current outdoor areas are heavily dependent on blinds to provide wind protection in all seasons. As a regular morning coffee drinker in this area I see that customers want to sit outside even in mid winter. Provision of overhead heating is essential.

Concept drawings appear to show a reduction in outdoor eating space for traders. This would make the areas less appealing to customers and would impact traderviability

- **416.** The public information is not clear enough about the impact on traffic and the surrounding roads being congested.
- **417.** The redirecting of traffic and accessibility seems complicated. Maybe a further step in the future would be to close Jetty Road to all traffic except trams but allow traffic on the 'cross over' roads such as Partridge Street.
- **418.** The reduction in parking close to Jetty Rd will make the area less accessible & not be encouraging for visitors.

Maybe time limiting the parking in surrounding streets would prevent people parking all day & make parking available to visitors who come to enjoy the environment & stimulate the local economy

- **419.** The removal of the concrete wall and creation of an arbour as shown in the artist sketch seems rediculous. You are forcing people to walk in the open sun next to the tram track. You are forcing people to walk tru the open seating to get into the restaurants. It doesn't make any sense
- **420.** The roundabout at the intersection of Anzac Highway and Colley Terrace needs to be considered. At the present time traffic noise is high. Vehicles tend to accelerate and cause loud echoing exhaust and tyre noise. Speed restriction devices and/or Landscaping on the Anzac Highway exit could reduce this noise and "hoon" driving. The cessation of through traffic from Jetty Road to Colley Terrace would help reduce the noise and traffic volume at the roundabout. The noise level especially late at night is very loud and detracts from the relaxed atmosphere of the area.
- **421.** The speed limits along Jetty Rd and all adjoining streets should be gradually reduced to put a "squeeze" on vehicular traffic. Commencing as soon as possible this should act as a deterrent for vehicles using it as a subarterial route north and south. The speed of traffic during peak periods along Mosely, Partridge, Pier, Gordon St varies from 30 to 0 km/h already. The allowing of more vehicles to access the area will only make it worse. I welcome your courageous and sensible and considered concepts my best wishes.

422. The time pressures being placed on this project have meant that what is being put up is insuffiecnt for the needs of the street. The traffic study must be undertaken again and more data collected as was suggested in the report by Tonkin.

There has been no consideration of the parcel trial that is currently happening adjacent Feed on Jetty Rd, and I can't understand why.

There is nothing about Uber/Taxi, there is nothing about side street upgrades. There is nothing about side street outdoor dining. There is nothing about pedestrian access in the transiton zone. There are no additional safe crossing points in the transition zone.

The time constraints are leading to rushed plans that will ultimately lead to poorer outcomes.

423. The two main aims here need to be about improving the Moseley St intersection for pedestrians, and the atmosphere and appeal of Jetty Rd overall. It needs to go beyond aesthetic improvements and take a more coordinated approach so that people actually want to eat outdoors year-around and the loss of parking spaces is justified. There need to be measures in place to cut down on the vehcile noise that consistently occurs on summer weekends, taking away the appeal of the precinct. Stricter anti-smoking measures need to be in place around all outdoor dining areas and take into account that smoke blows into neighbouring areas (eg smoke from the Colley Hotel blows into the Green Tea House dining area where smoking is prohibited).

Any improvements should take into account the winter season, and be able to be adapted to provide a warm and dry setting, like with the Moseley igloos. The proposed arbor in particular is a great idea but NEEDS to be more sheltered to provide protection from the elements. Be bold, give Glenelg the refresh it needs. This is too important to mess up. The whole pulse of jetty rd is that it has some of everything and everyone - it will never be a Burnside 424. Village so stop this behaviour and listen to the people - reduce debt 425. There are a lot of upgrades to the look of Jetty road, but not a lot to support and drive consumers and tourists to the area. It's fine to look good but the number of shops and restaurants is decreasing at such a rate that it's lost its status as a worthy place to visit. Parking is only getting harder and if you make the traffic more confused and slower it'll only ruin the reputation further. I suggest that funding be poured in to getting local business thriving in the area before you give empty buildings nice outdoor dining areas. 426. THERE COULD BE MANY SOLUTIONS TO DIVERT BUSES. I WOULD DISCUSS THIS IF NECESSARY. 427. There is already a perception that there is limited parking at Glenelg, and these plans seem to make that more of a reality. These plans are extremely important for the continued livelihood and popularity of Mosely Square, and 428. with these changes in place I will be pleased to visit it more often. 429. These proposals are to be treated as Concept 4, which will be a win for common sense. 430. These upgrades should be getting paid for by Polites and Taplin who own the realestate down jetty road and profit from it. Locals hardly even go to jetty road! Just clean the place up, add some more toilets. Reduce speed and add some zebra crossings and some more greenery. Simple!!! 431. Think i have said enough. Very disappointed with Holdfast Bay and these ideas. 432. Think I've said enough. When's the next council election? 433. This is a poor design outcome for bikes and other forms of active transport. It doesn't promote good safety outcomes for public transport users and the greening/ urban heat island mitigation appear cursory at best. 434. This is so needed, as much seating and greenery as possible is needed 435. This project is an absolute waste of time and money. Outrageous! New traffic lights, pavers and concreting is a disgusting misuse of taxpayer funding when what we currently have is perfectly fine. There is a huge homelessness issue on Jetty Road, Glenelg. I have two young children and have at times felt unsafe while on Jetty Rd and would certainly not take them to any events there of an evening. This needs to be addressed first! Currently, Jetty Rd Glenelg feels like a low socio- economic beachside suburb that should be avoided. On the occasions I have no choice but to go to Jetty Rd, Glenelg, I always leave feeling saddened by the poor, disadvantaged homeless sitting or lying on the footpaths. It's a depressing place to visit. This project should not go ahead. Councils "consultation" was rubbish. 436. Councils survey "Question do you want to see an upgrade of Jetty Road". Of course people said yes. Why didnt the council then ask "Do you want to contribute over \$2,000 over the next 15 years to pay for it. They knew the answer would have been NO. I still say NO. Please stop this waste of money and any reduction in carparks This really should not have gone so far already. 437. If you are spending all ratepayers money we should have had a say much earlier. Councillors and Administration need to pay attention who pays the wages and Bills in these suburbs. it is the Residents and Businesses and landowners - RATEPAYERS. NOT COUCILLORS OR ADMINISTRATION This survey has poorly done multiple choice questions and needs to be fixed. The options are not 438. logically ordered and change between different questions like 2 different people of created this survey. 439. This whole adventure is a ridiculous expenditure for very little gain

440.	This whole project is a total waste of ratepayers money. At this very difficult time associated with the
	st of living why torture the ratepayers and asking them to pay over \$2,000 each over the next 15 years for
-	s project and then reduce the number of carparks in Glenelg.
441.	This whole project should never had started in the first place, a total waste of rate payers money!!
442.	Thorough and well thought out survey that covers everything.
443.	Time to close Jerry road to traffic, like Rundle mall is.
444.	To reiterate that the money raised from local could be used more appropriately to serve people living in
	e local community during a cost of living and homelessness crisis.
445.	To reiterate, this is a ludicrous concept and total waste of unnecessary waste of money. Like us, many
	ople & business are vehemently opposed to this farcical concepts!
446.	too costly as I am a Holdfast Bay Resident B + C not neccesary in my opinion
447.	Total waste of money vs outcome
448.	Total waste of ratepayers money for very little outcome
449.	Totally disappointed in the proposal concepts and limited vision to improve Glenelg
Jet	ty Road is flooded retail outlets that are not attractive to residents or visitors
lt is	s arrogant to flood residents with feedback questionnaires that follow some of this preparatory work
une	derway
	me of the local cafe owners may not realise plans to reduce their outside patronage table capacity - they
wil	l be very unhappy
-	
	ase address the fundamental concept of Jetty Road as an attractive and viable economic hub. Have a look
	King William Road Unley that is much more presentable
450.	Traffic around St Mary school is difficult.
	ossing across moseley st can be difficult. Might be worth putting speed bumps down there or better ossing zones.
	move places where the homeless can sleep or "dark corners" because these get filthy with vomit, piss,
	bish.
Tuc	
Art	work should be more present on blank walls. Make an art walking trail similar to Port Adelaide.
451.	Traffic congestion and lack of north south through traffic due to road closures and redirecting bus routes.
	viding Glenelg and Holdfast Bay into two regionsnorth and south of Jetty Rd
	ss of businesses due in inaccessibility to parking for local shopping, medical local and dining
	t an accessible destination for resident shopping, dining.
	her close retail areas to shop or conduct businesseg Westfield Marion, Harbour Town, Brighton. Easy
	rking.
-	o much emphasis on pedestrians in Moseley Square areaonly relevant for a few weeks over Summer.
Thi	rough traffic avoid Glenelg altogether,especially when Morphett Rd tram overpass is completed.
Ve	ry expensive and not much value for the costHoldfast Bay Council is not just Glenelg and Moseley Square
452.	Traffic congestion is a major concern by having no access to Moseley Square/ Colley Terrace for private
veł	nicles.
	by be money could be spend putting a tram that runs from the airport to Glenelg and connects to the tram
	the city instead.
453.	Traffic flow north and south via Colley and Mosely is absolutely essential as is vehicle traffic long jetty
roa	
454.	Traffic lights could be installed immediatly!
Fee	el for pedestrians coming out of Durham St.

	and getting into Moseley St.	
	Feel Coast Zone should be done before Transition Zone	
455	This does not have so many problems and was only upgraded recently at Chapel Plaza.	
455		
	summer when resident find it almost impossible to get out of the area in a timely & safe manner. This gets	
456	 worse with the building of flats & hostel rooms. Trees and Greening essential - seat benches, disabled access, quiet spaces to sit away from busy 	
450	entertainment /staged events	
457		
	visitors will park if the spaces are removed. Need to see more info on the impact of another 100 buses daily	
	running along Jetty Road - especially if they're all using the existing combined tram / bus stop.	
	In my opinion, one of the bigger issues with Jetty Road is the cost of running a business - rents, extra charges	
	for outdoor seating, and more. Shops, bars and restaurants in Jetty Rd are expensive enough; a Council levy	
	to fund these works will only add to the costs, and without parking where will the customers come from to	
	pay the extra?	
458	 Upgrading footpaths and greenery good but leave traffic as is 	
459	• Value our rates and taxes money more highly. That 'statue'/alleged art work in the side street next to the	
	grand church on jetty road was a complete an utter waste of our money and is an eyesore. I'll vote for any	
	proposal which hands that back to the alleged artist and therefor makes it pleasant to walk along that street	
	again!!!	
460		
	addressing. Eg homelessness	
461		
	about the priorities of the Council and will affect who I vote for in the next local government elections. Wake up people- it's 2025.	
462		
463	, , ,	
464		
-0-	Money would be better spent on getting the general facilities within the council area upgraded in a timely	
	fashion to support the huge influx of residents as a result of housing infill.eg roads, water, sewerage,	
	footpaths, greenery etc.	
	Concentrate on what your constituents want NOT what you want!!!!	
465	We appreciate the opportunity to provide feedback.	
466	 we live + play in the area, cars = people 	
467	We live at 16 Colley - the amount of hoon noisy speedy driving along Colley is increasing especially in the	
	early evenings.	
468	 We need a pedestrian crossing Colley tce on the oaks side of Augusta street 	
469	• We only get one opportunity to make this work well. Jetty rd needs a facelift. Let's bring the tourists back	
	to Glenelg and make jetty rd the place where people want to come.	
470		
	in the past for years. So exciting.	
471		
472	,	
	There is no mention at all The danger spet for avalists is when passing the tram store on letty Board	
The danger spot for cyclists is when passing the tram stops on Jetty Road. you have to go out into the middle of the road to avoid the tram lines and potential of getting your wheel		
caught in them		
	Have cyclists been considered at all	
	Bike racks?	
	What cover is going to be provided if it rains and you are sitting outside at a table or bench?	
L	The construction of the second of the second of the second of the table of benefits	

473. V	What are the total estimated costs for each concept, their respective financial benefits and supporting	
finan	cial cost benefit ratios & supporting business plans? Who will pay for the works? More importantly	
what	will be the charges (eg parking fees) and increases in rates levied on Holdfast Bay residents, many of	
	n are already financially stressed.	
474. V	What have you done for greening? Amanda Wilson's rast hoorah?? What a joke the council is amongst	
	ther councils!	
	Vhat would have been better would spend say \$500,000 giving the whole precinct a descent clean ! It	
	hy and 'the gateway' to Jetty Road at Brighton Road is an absolute eyesore. Weeds, dirt, dead plants,	
	dd stunted tree and shrub, filthy shopfronts and uneven footpaths.	
	When will the Holdfast Council vote on the following proposal: "We the Holdfast Council petition the SA	
	to change the name of Glenelg to Taplinville"?	
477. V	Where is the priority to increase visitors/tourism and economic activity in your priority list?	
Yes, .	letty Rd and Mosely Sq are busy in Summer and on hot days - that's why people go there.	
	t make it so difficult for people to drive and park there so that they choose to go to spend their time and	
	ey elsewhere.	
	Where is the street art?	
	pioneers memorial could be removed. Some Aboriginal storey boards should be integrated into the	
desig		
	Where is the traffic management plan? Traffic with busses on Moseley St will be awful.	
480. V	VHERE WOULD THE SUBSTITUTE PARKING BE SUPPLIED FOR ALL CONCEPTS?	
	MBLE CROSSING IN CONCEPT "A"	
	While in favour of concept C, it seems to me that the money being spent on this benefits mainly Jetty Rd	
	nesses and Glenelg while the rest of Holdfast residents pay for it!!	
	vere told the brochures had been mailed out to all Holfast residents. We and our neighbours HAVE NOT	
	ved any!!!	
	While Jetty Road is for the residents we can't underestimate the impact of visitation. If Jetty Road	
	nues to deteriorate we will have less visitation and end up a mainstreet of secondhand, convenience	
	pargain stores and high vacancy rates. If the upgrade isn't done now it will cost way more in a few years	
time.		
483. While loss of car parking associated with Option C will cause angst, this option is the most		
	formational for Glenelg and should be pursued. Jetty Rd should be made more accessible and safe for	
-	strians. While it would be ideal to have relocated the tram terminus out of Moseley Square, I	
	rstand this is not an economic option.	
	arbor concept looks good, however seems to provide no practical benefit for restaurant traders and	
	ons. I acknowledge the current enclosed areas for all year dining are unattractive and lack consistency	
	cohesion. However, all weather dining should be considered a priority and perhaps another structural on could be considered rather than an arbor.	
· · · · ·	While these proposals will enhance Mosely Sq and finally make the Jetty Rd Mosely Sq corner safe to	
	the other proposals with make life for retailers, workers and locals munch more difficult. Parking is	
	dy at a premium. SAve your (our!) money and don't build any more activation areas and plazas. We are	
	dy very well served on Jetty Rd precinct.	
	Vhilst acknowledging the work committed to these concepts I advise that locally the general feeling is 'they' will do what they want so why seek feedback!!!	
-	oncerns relate to inequityGlenelg for the more affluent! Currently there is a commercial hotel	
	ucting a businesson the beach! Creating a Durham St plaza thus enabling businesses to extend offerings outside appears a similar issue.	

486. Whilst I support Concept C I don't think it goes far enough in making Jetty Road a welcoming place to gather. I would like to see much more of Jetty Road closed to traffic other than buses and trams. That's the big challenge in my view. who gives Council the prerogative to come up with such a concept rates payers foot the cost 487. back to the drawing board councilors Why can't the crossing all be scatter eg in Concept 1 it is not. 488. Please keep the fountain squirty things in Moseley Square - they are fun and very popular. Public transport needs to be IMPROVED not made worse. PARKING needs to be increased NOT decreased. NO PAVING on the roads - because of tyre noise. Please extend the traffic light exit time at Jetty Road & Brighton Road to let more traffic OUT of Jetty Road. This can be done now & would help traffic flow immediately. Remember for each park you remove that can be 4-6 people that you've stopped buying in the area if that vehicle had a family in it, eg 4-6 meals, drinks, icecreams, movie tickets, etc. It's not just one vehicle - its lots of purchasing power that is being removed. Has Council done on-the-ground research ie asking THE PEOPLE who are actually using the area how they think things could be done to improve the area? Council may have all these grand ideas BUT if they don't fix the actual problems people have then nothing beneficial will be achieved. Lack of PARKING is the number one issue for any visitor going to Glenelg. Who determined pedestrian safety is of biggest concern in Jetty Road? And is this accurate? The footpaths are good, there are several lights to cross at. Why not have 4 crossings along Jetty Road to cross Jetty Road & have them work in synch then the traffic all goes, then the pedestrian crossings all go, etc NO changes to bus routes - ESPECIALLY if it will further CLOG UP Jetty Road. The back page of the pamphlet says "the final concept design may vary from the options presented. The final design, as presented to Council for adoption, will not be subject to further consultation." Does this mean Council have already a plan up their sleeve, and this is just 'being seen to be doing the right thin 489. Why do only some residents get the brochure? Says on the next page Please complete if you would like updates and decisions on the consultation email required but no option not to submit an email 490. With Bus access, restrict to "single" Adel. Metro buses only, not to cantilever buses. 491. worried about a grand plan and who wil pay for something that was not required 492. would prefer jetty road to be only pedestrian/bicycle and public transport (tram) accessible. 493. Would prefer no buses through Colley Tce space to support safety of pedestrians. Arbour is a great idea but we need shade. The traders have traditionally also had heaters etc in those spaces in winter- will this be ok with the arbour? If not, then consider the design of the arbour carefully. They need to be able to attract business in winter. 494. Would prefer the reduction/removal of the traffic which makes it noisy and unpleasant for the outdoor dining. Like the idea of being more pedestrian friendly to have a pleasant safe experience in Glenelg. Also, would encourage more cycle friendly options. 495. Would really like to see the dual the tram line terminate at the Eastern side of Brighton Road. Then only have one tram track (and tram) that just goes up and down Jetty Road - free service. A pedestrian access over or under Brighton Road would need to be built. This would enable a lot more space of extended alfresco areas, car parks, and greening. Would also promote a lot more pedestrian traffic along Jetty Road east of Partrdige Street which is badly needed for traders in the that area (currently very low). And would alleviate Brighton Road traffic congestion. Would also pave the entire road from Brighton Rd to Colley Tce. 496. Yes this has no thought to residents. Has anyone consulted emergency service? I strongly oppose all options. .

497	 you are spending money the council doesn't have to create a major traffic jam.
498	You have not considered + provided enough information for residents but you want the rate payers to
	pay for all this. Also the Jetty Road Traders! What about their best interests!
499	• You need to consider how you manage the bad weather elements if you are introducing, encouraging
	and promoting outdoor areas. We want the area to be vibrant all year round, not just in good weather.
500	• You need to look after the traders 60% of the year it's cold no one is going care about your lovely open
	space's then! It's just locals then and if you can't get a close park to shop they will go to the large shopping
	centres
	(just to be clear I am NOT a local business owner, I just care about their livelihoods)
501	. You won't please everyone. We'll all grumble about something no matter what choice is made. But given
	Glenelg's being a draw card for tourists and a gathering place for residents, I'd be inclined to go for broke and
	make Jetty attractive for pedestrians.
502	. you're doing a great job but push further make a space that is unique and special to be in create more of
	a destination, i think removing cars will go a long way. keep up the good work!
503	• Your own modeling for concepts B & C is for vehicles currently using Colley Tce is to access Anzac
	Highway using Sussex, Nile, Waterloo & Gordon St as rat runs. So much for looking after the ratepayers
	residing in those streets, who will be paying a levy for something they never asked for and don't want.

Appendix J - Emails

Transforming Jetty Road Feedback

Summary

Comments on the Transforming Jetty Road Glenelg project and concept designs are offered below. The three Concepts do not support the stated project objective and an Alternate Concept that does achieve the stated project objective is proposed.

The comments are provided from the context of a local resident who is a daily vehicle and pedestrian user of the precinct and of a professional with over 30 years global experience leading transport infrastructure and urban design projects.

Objectives

The stated objective of the project is to transform the precinct into Adelaide's premier coastal shopping, dining and entertainment destination and is a once-in-a-generation development future-proofing the precinct for generations to come. I concur with the objective. The feedback provided is an assessment of how the Concepts align with the achievement of that objective.

The objective is achievable but will require a creative, elegant solution to be implemented that truly transforms the function and form of the precinct. A true once-in-a-generation development to future-proof the precinct requires a systems thinking approach to address the systemic issues of the broader area. Local cosmetic changes to landscaping and line marking will not achieve the objective.

Review of Design Elements

The current design, as stated, is outdated, overcrowded in summer and has pedestrian safety concerns. These are but a few issues; the environment is much more complex. A once-in-a-generation development future-proofing the precinct must consider a broader range of complex issues encompassing how the elements within the precinct interact, and how the precinct interacts with the surrounding environment, including:

- 1. **Parking:** long term (visitors staying four hours or more) and short term (residents running errands staying one hour or less)
- 2. **Pedestrian Capacity**: along the length of Jetty Road. Currently over capacity at peak periods, not just in summer
- 3. **Moseley Square Colley Terrace Pedestrian crossing**: Pedestrians should give way to vehicles at this crossing but typically the vehicles give way to pedestrians. This generates multiple safety issues with an uncontrolled vehicle/ pedestrian conflict at the crossing and vehicles queuing across the tram tracks and back to the Moseley Street intersection.
- 4. Public Transport Trams: Conflict with pedestrians and vehicles
- 5. **Public Transport Busses:** Conflict with pedestrians and vehicles, efficient movements and optimum location of bus interchange

- Vehicle Movements along Jetty Road: At capacity during morning, afternoon, school, summer and event peaks. The solution should not increase vehicle movements along Jetty Road
- 7. North-South Vehicle Movements: North-South vehicles movements use Moseley, Partridge and Brighton Roads. Peak period congestion on Brighton Road displaces traffic onto Partridge and then onto Moseley. The Moseley/ Jetty Road intersection is highly congested at peak periods and is already displacing traffic onto Jetty Road and side streets. The solution should not increase vehicle movements along Jetty Road
- 8. Visitor Experience: amenities aligned to a premium shopping, dining, entertainment and cultural experience for visitors
- 9. **Resident Experience:** amenities aligned to a premium shopping, dining, entertainment and cultural experience for residents. Similar but not the same as for visitors.
- 10. **Speed Limit:** The speed limit of 30kph is reasonable and should be managed through the speed environment, not limited to signage and traffic control devices.

Review of Design Concepts

A creative, elegant solution that truly transforms the function and form of the precinct will require a balance of complex urban design system forces. There will not be a perfect solution, and any solution will be a compromise between the competing issues and constraints.

No solution can be fully considered without an understanding of cost, however if the objective is a once-in-a-generation development future-proofing the precinct for generations to come, the right solution to achieve the objective should be identified, then funding can be justified and obtained in due course.

Good project practice requires a Benefits Realisation Analysis (not cost benefit analysis) to be undertaken on the proposed design solutions to determine if they contribute or add value to the project objective. Design solutions may fall into three categories: those that achieve the project objective, those that have no effect on the project objective and those that have a detrimental effect on the objective (Not all change is good, some changes have no effect and some even make matters worse).

Concept A

Concept A does not achieve the project objective to transform the precinct into Adelaide's premier coastal shopping, dining and entertainment destination. It is not a once-in-a-generation development future-proofing the precinct for generations to come, rather it is a cosmetic change to a "do-nothing option". This option does not add value to achieve the objective and is not supported.

The pedestrian conflict at Durham Street is minor and, in practice, also minor at Moseley Street. The vehicle congestion at Moseley / Jetty Road usually allows free passage of pedestrians between the vehicles.

The real issue is the Moseley Square Colley Street crossing. Concept A does not address this conflict. If the signalised intersection could be expanded so the stop lines were adjacent to the old Post Office for South bound traffic and at Moseley Street for other traffic this would remove the issues at 3 above. Having extended stop lines is not typical but it is not without precedence. A mini plaza at Durham Street would require Durham Steet to be a two way road. The current road is not wide enough for two way traffic and parallel parking on both sides if the road. From local experience it would struggle with being a two-way road with parking on one side of the road.

Concept A is a low-cost option that will probably have no effect, neither improving nor having a detrimental effect. Cosmetic changes to landscaping and line marking that do not achieve the objective may be expedient but are not cost effective in the long term. Concept A does not add value to achieve the objective and is not supported.

Concept B

Concept B does not achieve the project objective to transform the precinct into Adelaide's premier coastal shopping, dining and entertainment destination. It is not a once-in-a-generation development future-proofing the precinct for generations to come. This option has a detrimental effect on achieving the objective and is not supported.

Closing Jetty Road and Colley Terrace from Moseley Street to Hope Street and creating a plaza to improve visitor and resident experience, safety and amenity is supported. The conflict with the Tram Tracks remains but this is manageable.

Allowing busses to traverse the plaza is problematic. The roadway will remain and the plaza amenity will be compromised. The vehicle movements will be reduced to occasional busses thereby generating a safety hazard (occasional movements are a greater hazard than regular movements because they will not be expected. A Road Safety Audit should highlight this and other issues).

The biggest issue with this concept is that the displaced North South vehicle movements are not addressed. Nominally the vehicles will be displaced along Jetty Road increasing movements along Jetty Road. Any increase is unacceptable, but from information displayed at the Community Session movements may be increased by over 20% from 1200-1300 (the peak movements will be greater).

This Concept is untenable, not achieving the project objectives and having a detrimental effect on local traffic management. The adopted Concept must address the management of the displaced traffic flows. Concept B is not supported.

Concept C

Concept C does not achieve the project objective to transform the precinct into Adelaide's premier coastal shopping, dining and entertainment destination. It is not a once-in-a-generation development future-proofing the precinct for generations to come. This option has a detrimental effect on achieving the objective and is not supported.

This Concept is not materially different to Concept B.

Busses will still traverse the plaza and the displaced North South vehicle movements are not only not addressed but compounded by displacing bus movements to the surrounding network.

This Concept is untenable, not achieving the project objectives and having a detrimental effect on local traffic management. The adopted concept must address the management of the displaced traffic flows. Concept C is not supported.

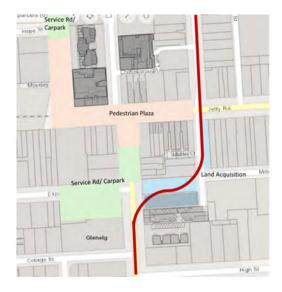
Suggested Ideas for Alternate Concepts

A creative, elegant solution that truly transforms the function and form of the precinct and balances the complex urban design system forces is achievable. There will not be a perfect solution, and any solution will be a compromise between the competing issues and constraints.

The North-South traffic movements are the key issue for how the elements within the precinct interact, and how the precinct interacts with the surrounding environment; specifically, the link between the North-South movements with the surrounding network, and minimising (managing) the impact of the North-South movements within the precinct.

A suggested Alternate Concept addressing this issue is to link the Moseley Street traffic with Sussex Street, as shown in the sketch below. The main features of the Alternate Concept are:

- 1. Sussex Street is the main link between Jetty Road and ANZAC Highway
- 2. Milton Street is upgraded and links to Moseley Street and is the main connection between Moseley Street Jetty Road -Sussex Street
- 3. A signalised pedestrian crossing at the Sussex Street/ Milton Street Jetty Road intersection
- 4. The Moseley Square pedestrian plaza extends across Colley Terrace to Sussex Street



Supplementary features of the Alternate Concept are:

- 1. Colley Terrace will not have through traffic allowing it to be configured as a carpark and service road, improving carpark capacity and visitor experience
- 2. Elizabeth Street can be configured as a carpark and service road and amalgamated with the existing carpark, improving carpark capacity and bus layover options
- 3. Moseley Street north of Elizabeth Street can be configured as a service road/ carpark/ pedestrian plaza, improving carpark capacity and visitor experience
- 4. Traffic management modifications at the Sussex Street intersection with Augusta Street and ANZAC Highway
- 5. Some land acquisitions are required, subject to detail design

The Alternate Concept addresses all the design elements above. The benefits of the Alternate Concept are:

- 1. North-South Vehicle Movements: The capacity of the North-South vehicles movements from Moseley Street to ANZAC Highway is enhanced with minimal effect on the Jetty Road precinct. The link should provide balanced functional capacity, not diverting traffic onto Jetty Road nor attracting traffic from Partridge Street.
- 2. The Moseley Square pedestrian plaza: can extend across Colley Terrace to Sussex Street:
 - a. Avoiding the Moseley Square pedestrian Vehicle conflict
 - b. Improving Visitor Experience (Pedestrian)
 - c. Improving Resident Experience (Pedestrian and Vehicle flows)
 - d. Allows for efficient bus movements and reduces pedestrian conflicts
- 3. Parking: net increase in parking
- 4. Pedestrian Capacity: increased pedestrian capacity along Jetty Road to Sussex Street.
- 5. **Public Transport Busses:** Conflict with pedestrians and vehicles reduced to one signalized intersection, removes turning movements and provides more efficient transit. The Alternate Concept provides options for optimum location of bus stops
- 6. Vehicle Movements along Jetty Road: The Alternate Concept should not increase vehicle movements along Jetty Road
- 7. Visitor Experience: enhanced visitor experience and safety
- 8. **Speed Limit:** The Alternate Concept is compatible with a 30kph is speed environment.

The issues with the Alternate Concept are:

- 1. Sussex Street traffic movements will increase (probably comparable to Concept B or C)
- 2. Tram movements across the pedestrian plaza must be managed
- 3. Property acquisition of two or more properties (subject to detail design)
- 4. Some shops will lose Jetty Road frontage, but will gain plaza frontage
- 5. The Colley Terrace bus stops will have to be relocated. Options are available along Maturin Road (previous location) or in surplus acquired land between Moseley and Milton Streets (inside the curves)

This Alternate Concept does contribute value the project objective to transform the precinct into Adelaide's premier coastal shopping, dining and entertainment destination. It is a once-in-a-generation development future-proofing the precinct for generations to come.

Note:

The Alternate Concept may be too adventurous for those seeking a low-cost expedient solution. A scaled back version of the Alternate Concept would be to either:

- 1. **Connect Moseley Street to Sussex Street via Jetty Road.** This would not require land acquisition but would have a detrimental effect on the amenity, pedestrian movements and traffic management on Jetty Road between Moseley Street and Sussex Street.
- 2. Connect Moseley Street with Durham Street Northbound and Sussex Street via Jetty Road Southbound. This would not require land acquisition but would have a detrimental effect on the amenity, pedestrian movements and traffic management on Jetty Road. Durham and Sussex Streets would be one-way streets for this version to simplify traffic management. Care is required not to increase speed environment to greater than 30kph.

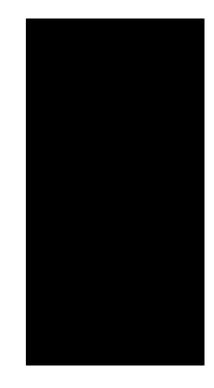
Transforming Jetty Road Glenelg

7 April 2025

CITY OF HOLDFAST BAY Community Consultation

Email: mail@holdfast.sa.gov.au

Jetty Road Consultation –



INTRODUCTION

Whilst I am pleased that the city of Holdfast Bay is looking to endeavour to help improve Jetty Road, there are three sides to a street, the two sides and the bottom. I feel that the proposed 'public realm only approach' only is unlikely to deliver the benefits that the street needs, which is improvements to the sides not the bottom. I think the Community calls for change saying it is:

Tired.....refers more to the buildings than the public realm.

MISSION MISSING HERITAGE & HISTORIC CHARACTER OF STREET

There is reference under **Elevate South Australia's top coastal destination** to preserving heritage buildings and historical landmarks.

Yet the stats of Jetty Road on page 2 omit to mention its heritage. perhaps because the amount of listed heritage in Jetty Road Glenelg is embarrassingly small, just 6 Local Heritage places and 1 State place, yet it has so many more than could and should be listed and celebrated as an integral part of this project to transform Jetty Road.

Jetty Road, Glenelg is one of Adelaide first shopping streets in South Australia and the project should embrace and seek to celebrate the history and historic buildings that Jetty Road has, rather than aspiring to 'transform the precinct into a **modern...destination'**. Westfield Marion and Tea Tree Plaza are modern destinations that can never have what Jetty Road, Glenelg has got, authentic historic character and charm.

PUBLIC REALM WORKS OPTIONS

Of the options being put forward I consider that Concept C is preferable and will create a pleasant pedestrian focussed area at the junction of Jetty Road and Moseley Square where presently less than optimum guard rail pool fencing separates pedestrians from traffic.

The Juperana Natural Stone paving selection is good and preferable to the ubiquitous grey so often used in street upgrades these days.

PROTECT AND RESTORE THE HISTORIC BUILDINGS BEFORE RE-DOING UP THE PUBLIC REALM

The loss of the Ozone Cinema was a travesty for Jetty Road. This building was lost because the Council had not Local Heritage listed this building, which could have easily been incorporated into the new development.





Ozone Cinema demolished in 2009

Replacement Development

There are presently only half a dozen Local Heritage Places. and one State Heritage Item listed in the entirety of Jetty Road as shown on this SAPPA map. In the adjacent residential zones, buildings have been identified as Contributory/Representative items shown with a red dot. No such survey identification has been done for Jetty Road, for which only a handful of gems are protected as heritage.





UETTY ROAD GLEANELG. LOCAL HERTINGE LISTO OBERLAY MAP

28 . 3 . 2024

Hence there are numerous unlisted historic buildings in Jetty Road, Glenelg, that are vulnerable to demolition as shown on this SAPPA map, on which I have overlayed the unlisted historic buildings that I, as a heritage consultant, have done, indicated with a light blue hatch for this western section of Jetty Road.





Colley Hotel above after recent unsympathetic first floor alterations



Colley Hotel (then Glenelg Jetty Hotel) above before unsympathetic first floor alterations and below with original balcony & parapet.









This group from 25-39 are Local Heritage listed but the one beyond is not listed, see before and afters.

Before embarking on another public realm spend of rate payers money, Jetty Road could be more significantly transformed by restoring its '**tired**' old historic buildings like this one and listing and protecting the numerous currently unlisted historic buildings by way of a Code Amendment and using rate payers money to restore the historic buildings that form the two sides of Jetty Road.

This photo below shows this group of buildings before they were modernised in the 1960's. The height of the modern parapet coincides with the height of the bluestone gables seen in the 1936 Progressive Adelaide Archival photograph, meaning those bluestone gables and frontage are all hiding behind the render.



Extract from 1936 Progressive Adelaide - This Bluestone gabled façade hides behind the SUBWAY et al modern shops

This extract from the book "Sea Change" by Jim Blake shows the potential Jetty Road has to capitalise on its historic assets to help with its potential transformation.





FEENEY'S RESTALLDANT Corner of of formation Moseley Square, Glenelg

n d

eeney's Restaurant was a familyowned restaurant at the centre of cultural life in Glenelg during the early years of the 20th century. Although Feeney's is long gone, this building is still a restaurant, now with extensive outdoor eating areas.

Tents to stone mansions 49



LOCAL SHOPS 41-43 Jetty Road, Glenelg

dwin C Broomhead conducted a plumbing and gas-fitting business near the corner of Sussex Street and Jetty Road, Glenelg from 1876. He was also mayor of Glenelg from 1913 to 1915. One door to the west is J T Kither Family Butcher, which opened in 1876 and operated at this location for five generations.



46 Sea Change



JETTY ROAD Glenelg

late 19th-century view (above and right) of Jetty Road, Glenelg looking west toward the jetty shows the corner of Moseley Street, with the two-storey Alexandra Terrace on the left, large verandahs on the buildings, and the train track that ran between Victoria Square and Glenelg. Much commercial development has occurred along Jetty Road, and Stamford Grand Hotel now stands on the corner of Moseley Square and Esplanade.

(Far right top and below) Looking west along Jetty Road from Waterloo Street in about 1879 shows the Congregational Church (now the Uniting Church), which was built and opened for services in 1859. In 1880 the present St Andrews Church was built, and the old church became the church hall, with shops later built in front of it. The train line shown running down Jetty Road in 1879 lasted another 50 years until in 1929 it was converted to the electric tram line that still runs today.

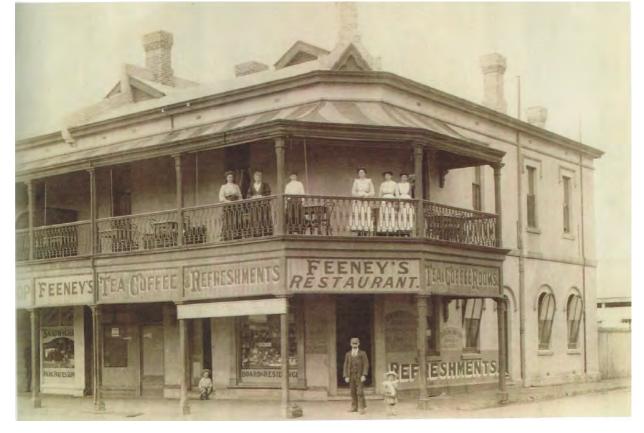
30 Sea Change



NOT installing the vine covered pergola structure over the footpath in front of the historic buildings on Mosely Square could pay for the restoration of a lot of the historic buildings that line the street, particularly the ones on the south side of Mosely Square, none of which are heritage protected.



This proposed vine structure would spoil the setting of this group of historic buildings facing Mosely Square.



The run of largely plastic blind enclosed outdoor dining at the bottom of Jetty Road really detracts from Mosely Square and the Jetty Road promenade. So I am pleased to see that those structures on the public land are proposed to be removed.

Authentic reinstatement of the original historic balconies and verandahs combined with market umbrellas like outside TERRA & SOL and as pictured in proposal would be optimum. The rent for the outdoor dining should reflect the fact that the outside tables can only be used when the weather is fine, as opposed to the fully plastic blind enclosed structures that presently occupy the public realm.





Not one of these buildings picture here is heritage protected.

Transforming Jetty Road Glenelg Consultation Submission from

CODE AMENDMENT TO PROTECT JETTY ROAD'S HERITAGE IS NEEDED URGENTLY

Every building depicted here on Mosely Square is not heritage protected and could be demolished and replaced with apartment buildings. However if they were listed they could be retained and incorporated into apartment buildings set back behind them, a win win for everyone. Council needs to undertake a Heritage Survey and a commence a Code Amendment to make Jetty Road an Historic Area Overlay. This should pick up the numerous historic buildings which have been superficially 'modernised' in the 1960's.

URBAN CORRIDOR ZONE NEEDS AMENDMENT TO PROTECT THE SCALE + SUNNY SIDE OF THE STREET

Further the current Urban Corridor Zoning would allow multi storey development with only 2m tower setbacks that could overshadow the sunny side of Jetty Road, where people like to walk in the sun and diners like to eat out on the street on sunny days, particularly during the cooler months of the year when the sun is lower in the sky.

Built Form :	and Character
PO 21 Buildings sensitively frame the main street and public spaces, crovide overall visual relief from building height and mass, and maintain a human scale for pedestrians,	DTS/DPE 2.1 Buildings: (a) Include a clearly defined podium or street wall with a maximum building height of 2 building levels or 8m, or higher where it matches the existing street wall of adjoining buildings (b) have levels above the defined podium or street wall setback a minimum of 2m from that wall.

Building Height		
0 3.1	DTS/DPF 3.1	
Building height is consistent with the form expressed in the Maximum Building Height (Levels) Technical and Numeric	Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s):	
farlation layer and the Maximum Building Height (Metres) echnical and Numeric Variation layer or positively responds to	Maximum Building Height (Levels)	
the local context including the site's frontage, depth, and adjacent primary road corridor (e.g., a State maintained road or a road with similar attributes) or street width.	Maximum building height is 5 levels	
	Maximum Building Height (Metres)	
	Maximum building height is 18m	
	In relation to DTS/DPF 3.1, in instances where:	
	 (a) more than one value is returned in the same field, refer to the Maximum Building Height (Levels) Technical and Numeric Variation layer or Maximum Building Height (Metres) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (metres) and maximum building height (and the relevant development cannot be classified as deemed-to-satisfy. 	

Transforming Jetty Road Glenelg Consultation Submission from

The current Urban Corridor Zoning allows a further 30%, which could enable development up to seven (7) storeys with no proviso's about setting in the upper levels above podium height, which could be disastrous for the street.

Significant De	velopment Sites
PO 51	DTS/DPF 51
	D. higher amenity through provision of private open space in excess of minimum requirements by 25% for at least 50% of

STREET CROSS SECTION (JETTY ROAD GLENELG)

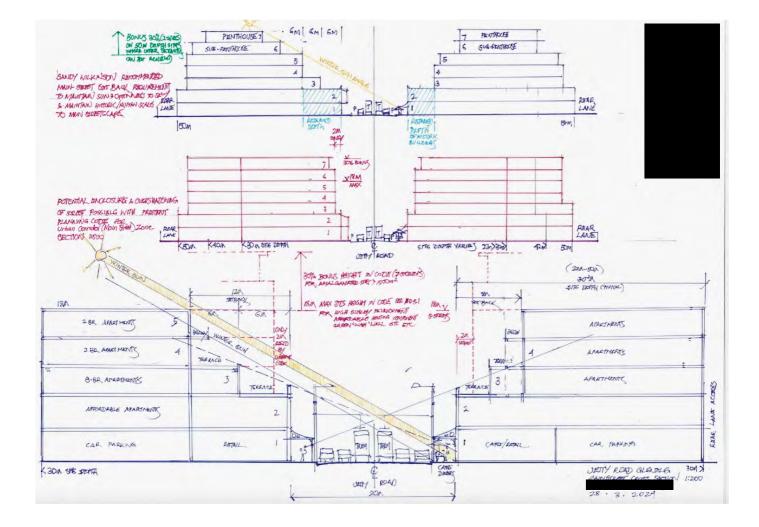
I prepared this section diagram analysis of how the existing zoning could cause a canyon like streetscape where the sunny side of the street is overshadowed, and the historic 1-2 storey human scale of the street is lost with new development out of kilter with the prevailing streetscape.

The middle section diagram (shown in red) shows what the current zoning could permit.

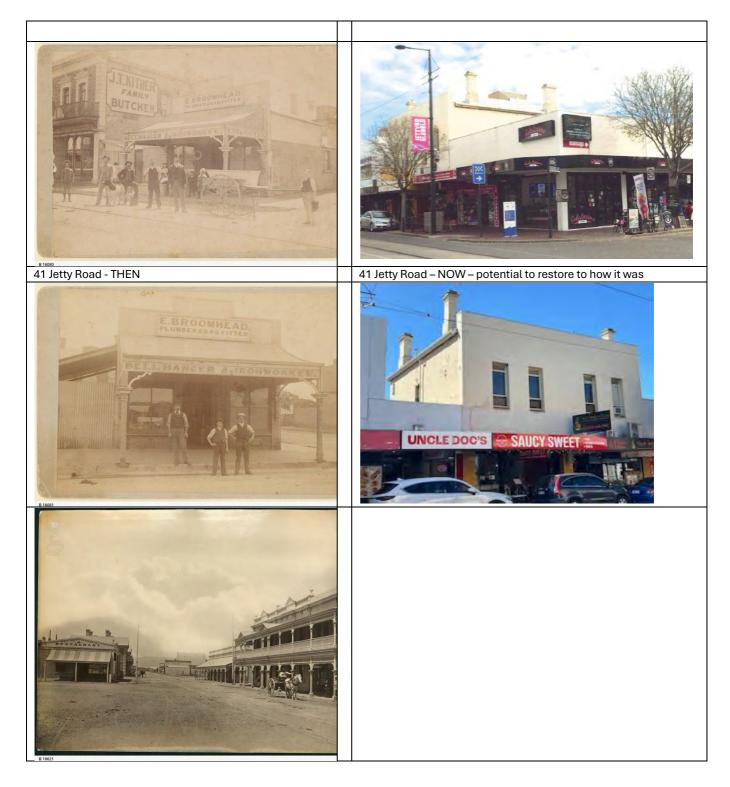
The top section shows how the Urban Corridor Zone could be amended to:

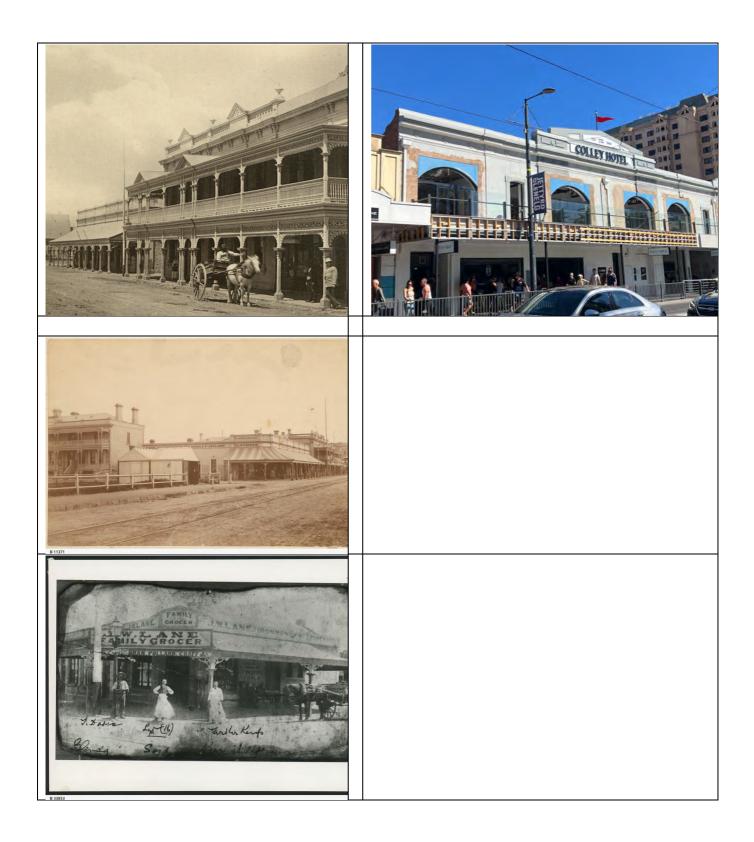
- 1. require taller development to be set back to maintain the historic 2-storey human scale for pedestrians
- 2. maintain historic buildings to a nominated depth 8-12m, to enable them to be incorporated rather than be replaced be new apartment development.

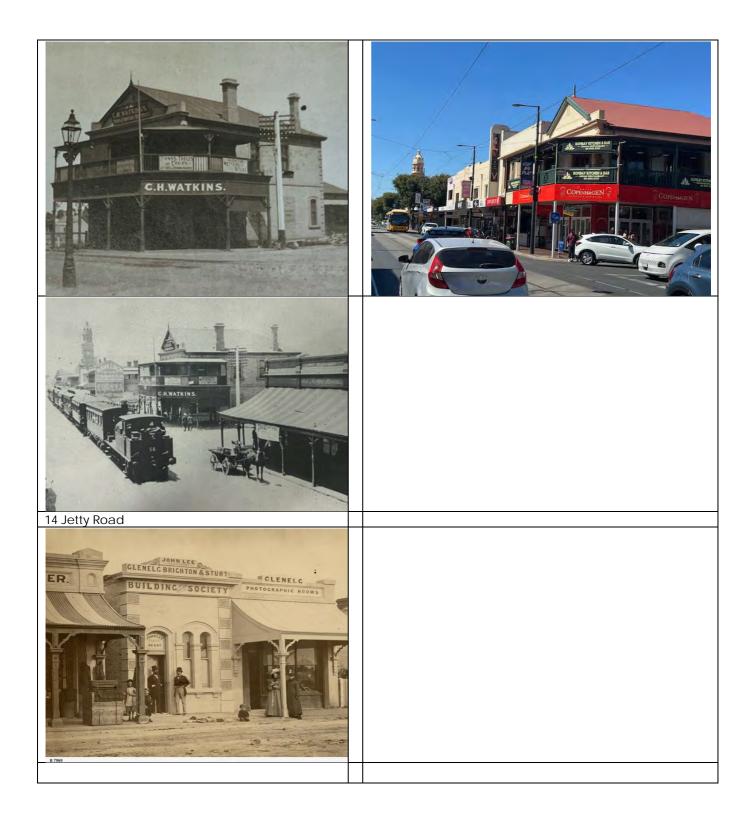
The bottom section shows in more detail how the built form could be managed for the betterment of the street.



ARCHIVAL PHOTOS - then + now







HERITAGE HIDING BEHIND UGLY MODERN FRONTS



PROGRESSIVE ADELAIDE

Glenelg, Birthplace of the State is the first Commercial Street featured in the 1936 Progressive Adelaide Centenary publication.





Transforming Jetty Road Glenelg Consultation Submission from





144 Jetty Road

Transforming Jetty Road Glenelg Consultation Submission from



27-43 Jetty Road



53-71 Jetty Road





2-24 Jetty Road



24-38 Jetty Road



OPPORTUNITIES EXIST TO RESTORE JETTY ROAD GLENELG'S HISTORIC CHARACTER rather than just redo all the public realm.

As can be seen from the various archival photographs, Jetty Road, Glenelg has a wealth of historic buildings, few of which are listed and protected.

Whilst many of Jetty Road's historic buildings were spoilt or modernised in the 1960's the archival photographs, particularly from the 1936 Progressive Adelaide publication provide the basis for the authentic restoration and for some, part reconstruction of Jetty Road's once beautiful historic buildings.

If it was worth the money and effort to modernise these buildings in the 1960's it is worth restoring them to their former glory today as many European cities have been doing, which would be truly transformative for Jetty Road, Glenelg.

CONCLUSION

A public realm consultant will always recommend a public realm solution because that is what is within their remit.

You can pave the street with gold whilst existing commercial property owners leave their **tired** looking buildings as they are, as they have for the decades since the last 'public realm upgrade'. Council should accept that there will ostensibly be market failure in terms of renovating the buildings that line the street, which is why spending rate payers' money on listing and restoring the currently unlisted historic buildings, even rebuilding them as they were in part as they do in Europe has the potential to be transformative for Hutt Street.

In terms of the options, OPTION C is the preferable of the 3.

Thank you





Attachment 3







Community Engagement Report

Notice of proposal to close roads consultation

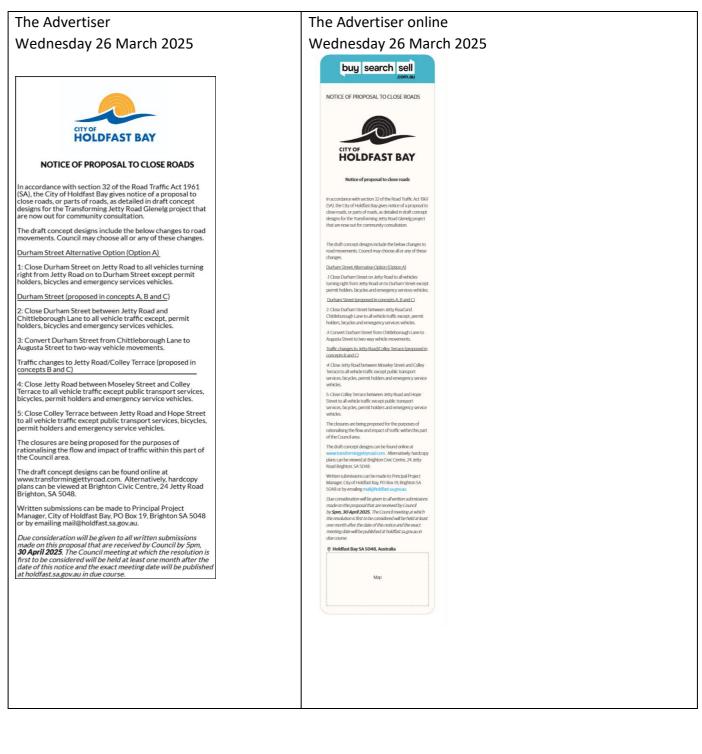
Consultation period – Wednesday 26 March to Wednesday 30 April 2025

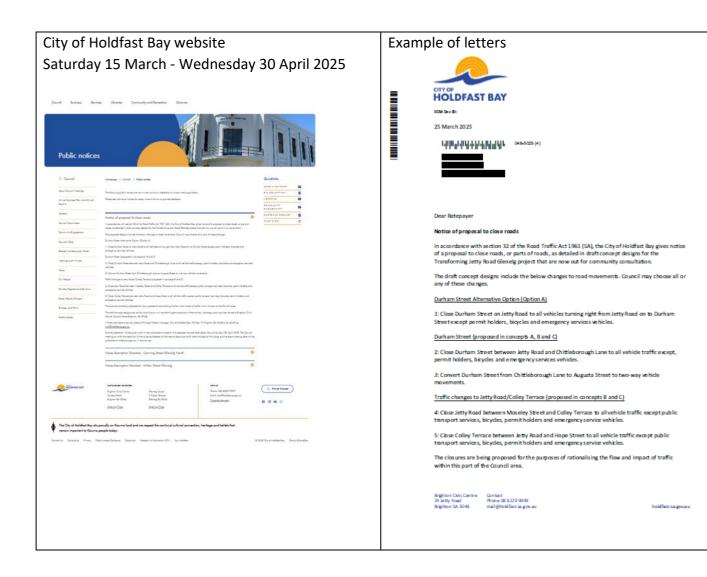
Executive Summary

- A public notice was published digitally and in print with The Advertiser on Wednesday 26 March 2025.
 <u>http://tearsheets.news.com.au/publish/20250315/AD_ADV15Mar25ST062.pdf</u>
- The public notice was also available on the City of Holdfast Bay website at https://www.holdfast.sa.gov.au/council/public-notices
- Participants were able to provide written feedback via mail or email
- Four responses were received from three participants
- 962 letters via Australia were mailed to properties abutting:
 - Jetty Road, Glenelg (whole street)
 - Durham Street, Glenelg (whole street)
 - Colley Terrace, Glenelg (whole street)
 - Moseley Street, Glenelg (between High St and Jetty Road)

Public Notice Advetising

Public notices regarding Section 32 were placed in the Advertiser and the Council website





Appendix of responses

Please note all comments are written verbatim.

All personal details and any profanities have been redacted. Submission 1 and 2 are from the same participant

1.	Wednesday, 30 April 2025 3:53 PM		
	To Principal Project Manager		
	Holdfast Bay Council.		
	Regarding the "Notice of proposal to close roads" Consultation relative to Section 32 of the Road Traffic Act 1961 (S A).		
	This is obviously in association but separate to the Transforming Jetty Road Glenelg Proposal and associated survey and feedback.		
	I would like to point out this separate consultation was not advertised at the time of ththate Transforming survey.		
	I would like to add the following Submission to the road closure consultation and also some associated questions.		
	1 I raise the question regarding the ability of previous Survey respondents to have input to the road closure consultation.		
	2 No notice to residents houses has been done regarding the road closures consultation. The only notice has been on the Holdfast Web site to my knowledge.		
	3 Survey respondents favouring option A in the Transforming Survey would obviously be against the Closure option 4 and closure option 5 as I am.		
	If they are not made aware of this separate consultation and can respond then that renders the consultation a false result.		
	4 If all residents are not aware of the separate consultation and able to respond that again makes any result gained by the restricted consultation False.		
	I await your advice on my submission and points raised.		
2.	Tuesday, 29 April 2025 Principal Project Manager		
	Regarding the "Notice of proposal to close roads" consultation - Transforming Jetty Road.		
	I am making a submission that I am totally opposed to Item 4 - Jetty Road closure to Moseley Square and also Item 5 - Colley Terrace closure from Moseley Square.		
	The Transforming Jetty Road proposals coverage made no mention there was to be a separate consultation under "Section 32 of the Road Traffic Act 1961 (SA)"		
	It is fortunate this has now been discovered and I can make my submission.		
	I am opposing the closing of Moseley Street access via Jetty Road to Colley Terrace and vice /versa.		
	I trust all residents are aware of this consultation and can respond.		

	Yours Sincerely
3.	Monday, April 28, 2025 7:26:33 AM In response to the recent outline on Council web pages that public comments on possible road closures along Jetty Road / Colley Terrace are due before 5pm on 30 April, 2025, I am attaching a critique of Consultancy Traffic reports that have been also added subsequent to the commencement of Public Information sessions earlier this year. Please note that this paper is being further circulated.
	It is somewhat surprising that the Road Closure action was not foreshadowed with all the other Transforming Jetty Road Glenelg paperwork distributed previously, and is now proceeding ahead of the formal feedback results for the Transformation Project. In essence this suggests that Council could go with its preferred option A, B or C regardless of what the community feedback results are in conjunction with approving road closures legislatively. It is notable though that progressive pie chart results on the Council web page prior to the Transformation Commentary closure did suggest that preferred community result was for Option A – so this begs the question why Road Closures other than perhaps Durham Street are currently out for feedback by 30 April, 2025?
	I trust that the paper is of interest and welcome any thoughts or feedback .
	Kind Regards
4.	Wednesday 9 April 2025 Received and the laker We received dated 25/3/25 on road closures The noise pollation along Colleg levrace from materials deafing and echoes is the fing they are to rev the bites because it makes the noise loader, when it should be a peacefil a Safe environment I loak formand to these closures Yours Sincerely

1	

Attachment 4



URGENT COUNCIL WANT YOUR FEEDBACK

We are fighting for our community and are writing as we are particularly concerned with the rush regarding the consultancy process around the Jetty Road upgrade.

How will you be affected If option B or C are to proceed

- The proposal is to remove up to 60 carparks and possibly more.
- It will result in increased traffic/congestion in many of the surrounding streets. Refer attached plan.

WE DON'T WANT

- Streets congested
- Access to be restricted
- Carparks removed we want more.

No economic study on the impact of removing carparks, redirecting traffic, closing streets and more importantly how will ratepayers fund this on an ongoing basis.

No data has been provided on the costings and clearly Options B & C will have greater initial and ongoing costs in all areas.

Traffic information released to the public **varies** to the details in the latest Council reports dated 13/1/2021 and 24/3/25, which seems not to have been widely distributed to the general public (but is available online).

Under the Council reports

- Public transport delays will increase by up to 40-60%.
- The report acknowledges no account has been made in relation to further traffic delays due to increased pedestrian changes.
- The study also acknowledges that no end point data has been used to model the traffic.
- Elizabeth Street carpark is proposed to be the bus interchange, again loss of carparks and more congestion. If not, where will the interchange be?
- **No decision** has been made on the new bus changeover which in the reports is to be moved to Elizabeth Street carpark. Again, resulting in the loss of more carparks
- No data on critical intersections and streets, Augusta St West, Maturin Rd, Sussex St South turning right etc, just to mention a few

Why are being forced to make a decision on options with incomplete/inaccurate data. I have asked this question and been clearly told by Council that they will be proceeding with ONE of the three options EVEN if the data provided is not complete or varies.

There is too much at risk:

- **DON'T** destroy Jetty Road and its surrounding streets
- DON'T remove carparks
- **DON'T** congest our streets
- DON'T alter buses

PLEASE VOTE OPTION A IN ATTACHED VOTING FORM.

Council have agreed to count these votes and for transparency we would ask that votes are sent to us so this way we can track the number of votes submitted to Council.

I would appreciate your views and happy to answer any questions you may have.

Andrew Taplin reception@taplin.com.au

URGENT: COUNCIL WANTS YOUR FEEDBACK

We have met with Council and we are fighting for the Street and for the residents.

TRAFFIC CONGESTION

Traffic Impact Map : Midday to 1PM			
Traffic Increase :	Current & Option A	Option B&C	
Jetty Road	748	1690	226%
Sussex Street	136	808	594%
Augusta Street	210	357	170%
Nile Street	217	256	118%

OPTION C INCREASES PUBLIC TRANSPORT BY 40 % -60 %

LACK OF INFORMATION

No economic study for the impact of loss of parking on traders

No traffic wait time data for Augusta, Sussex and others

Г

Some report data used is from 2014 & 2017

Tonkin 2021 recommends a bus layover in the Elizabeth Parking. This may also be on Gordon Street or Moseley Street but this has not been disclosed. Do we lose more parking ???

WHERE TO PARK

Option B & C will remove 42–60 parking bays

Surf Club access will be slower for rescues

Shoppers and traders will need to park on side streets and in residential areas.

Residents will have no parking

Shoppers will need to walk further and will go elsewhere

There is grave concern that all ratepayers will then need to assist funding downturns and correction of mistakes.

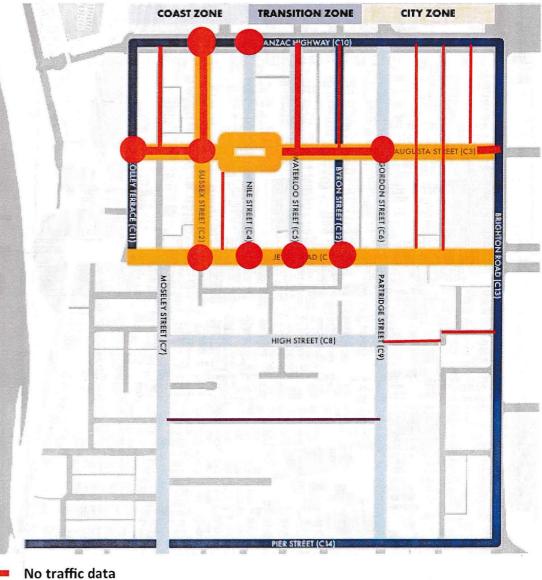
Why do we want to risk so much.

Per Council Data :

Traffic Impact Map : Midday to 1PM

Traffic Increase :	Current & Option A	Option B&C	
Jetty Road	748	1690	226%
Sussex Street	136	808	594%
Augusta Street	210	357	170%
Nile Street	217	256	118%

Waterloo Street	Up
Gordon Street	Up
Moseley Street	Up
High Street	Up
Partridge Street	Up
Colley Terrace	Up
Byron Street	Up
Brighton Road	Up





Per Council—0 cars travel East



No Traffic wait time data

SUBMIT BY CLOSE OF BUSINESS-15 APRIL 2025

Transforming Jetty Road

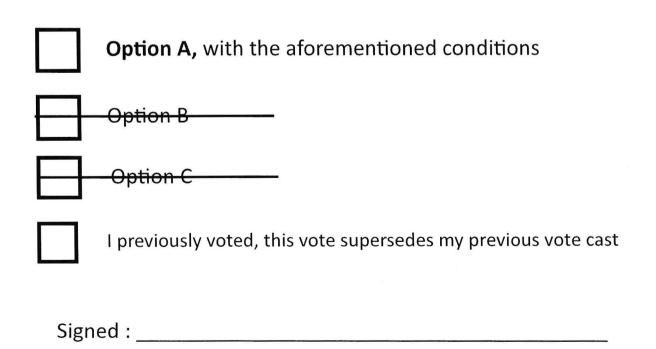
I, ______ hereby vote for

option A as presented by council along with the conditions set out in this form.

I am resident at the following address:

Conditions :

- 1) Keep Durham Street open and retain one-way traffic to allow access for service vehicles, fire trucks and ambulances
- 2) Retain all car parking
- 3) Colley Terrace remains open



Deliver to 79 Jetty Road, Glenelg or email to reception@taplin.com.au

Attachment 5



16 APR 2025 37: 4.01 pm ~

16 April 2025

Chief Executive Officer City of Holdfast Bay Council PO Box 19 BRIGHTON SA 5048

To the Chief Executive Officer

Re: TRANSFORMING JETTY ROAD – PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN. DURHAM STREET TO REMAIN AN ONE-WAY

Upon request from the Mayor, Amanda Wilson, on 11 April 2025, we engaged with the landlords, traders and residents to sign the amended voting form to support the recommendations set out in this petition. Although time was limited to draft, distribute and collate the voting forms for this petition, we secured 547 signatures of support within the last 72 hours. We do believe we can increase this number given more time.

The petitioners are in support of upgrading the precinct as set out in option A, but believe that the following amendments should be made:

- The retention of all car parking spaces
- Colley Terrace must remain open for all traffic
- Durham Street must remain open for all traffic as a one-way street

Each petitioner listed below signed a voting form, hard copies are attached to this petition and will be delivered to your offices. As per our meeting dated 11 April 2024, we agreed that the submission in this format will be accepted where substance will supersede form.

I am willing to make myself available for any further discussions to achieve a positive outcome to the transformation project.

Kind Regards

Andrew Taplin 79 Jetty Road, Glenelg SA 5045 0418 820 977 at@taplin.com.au

Document Set ID: 5164761 Version: 1, Version Date: 20/05/2025

PETITION: TRANSFORMING JETTY ROAD	
	PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN.
	DURHAM STREET TO REMAIN AN ONE-WAY

TO: Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:

TOPIC:

HEAD PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045 All the petitioners below request that all parking be retained during the upgrade project.

> All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

	Name	Address	
1	Jetty Road Capital 1 P/L		14/04/25
2	Jetty Road Capital 2 P/L		14/04/25
3	Jetty Road Capital 3 P/L		14/04/25
4	Gordon Street Management P/L		14/04/25
5	Gordon Street Corporation P/L		14/04/25
6	Jetty Road Foreshore P/L		14/04/25
7	Colley Terrace Holdings P/L		14/04/25
8	Taplin Investments Pty ltd		14/04/25
9	Taplin Investments Pty ltd		14/04/25
10	Partridge Street Investments P/L		14/04/25
11	Partridge Street Investments P/L		14/04/25
12	Jetty Road Holdings No 1 P/L		14/04/25
13	Jetty Road Holdings No 2 P/L		14/04/25
14	Jetty Road Holdings No 3 P/L		14/04/25
15	Jetty Road Holdings No 4 P/L		14/04/25
16	Jetty Road Holdings No 5 P/L		14/04/25
17	Jetty Road Holdings No 6 P/L		14/04/25
18	Jetty Road Holdings No 7 P/L		14/04/25
19	Jetty Road Holdings No 8 P/L		14/04/25
20	Jetty Road Holdings P/L		14/04/25
21	Jetty Road Holdings P/L		14/04/25
22	Jetty Road Developments P/L		14/04/25
23	Anna Hartwig		13/04/25
24	Helen & Paul Kirchner		13/04/25
25	Paula Owen		13/04/25
26	Rosalie Carling		13/04/25
27	Mel Donaldson		13/04/25
28	Tom Whittenbury - Grundy's Shoes		14/04/25
29	Bojan Petkovic - Fassina Family Liquor		14/04/25
30	Julie Thiele		14/04/25
31	Sarah Pollard		14/04/25
32	Robert Manwell		14/04/25
33	Robert Schaeffer		12/04/25
34	Verion Nominees P/L (Effie Gaganis)		12/04/25
35	Graham Smalley		13/04/25
36	Denise Smalley		13/04/25
37	Robert Earle		14/04/25
38	Kerry Marcinowski		14/04/25
39	Andrew Kitchen		14/04/25
40	Lindy Johns		14/04/25
41	Phil McMahon		14/04/25
42	ts⊭ybeste4MaaMahon		14/04/25

TO: Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:

TOPIC:

HEAD PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045 All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

43	Rosie Horak	14/04/25
44	Joan Milburn	14/04/25
45	Lisa Barlow	14/04/25
46	Amanda Macey	14/04/25
47	Jetty Road Management P/L	14/04/25
48	Jetty Road Management No. 1 P/L	14/04/25
49	Jetty Road Management No. 2 P/L	14/04/25
50	Jetty Road Management No. 3 P/L	14/04/25
51	Jetty Road Management No. 4 P/L & Jetty Road Corporation P/L	14/04/25
52	Jetty Road Management No. 6 P/L & Jetty Road Corporation P/L	14/04/25
53	Jetty Road Management No. 7 P/L & Jetty Road Corporation P/L	14/04/25
54	Jetty Road Management No. 8 P/L & Jetty Road Corporation P/L	14/04/25
55	Jetty Road Corporation P/L & Jetty Road Apartments No. 1 P/L	14/04/25
56	Jetty Road Corporation P/L	14/04/25
57	Jetty Road Management No. 5 P/L & Jetty Road Corporation P/L	14/04/25
58	Jetty Road Corporation P/L & Jetty Road Apartments No. 2 P/L	14/04/25
59	Jetty Road Investments P/L & PA Holdings No. 1 P/L	14/04/25
60	Jetty Road Investments P/L	14/04/25
61	Rodney Macey	13/04/25
62	Grant Ryan	13/04/25
63	Liss Mason	14/04/25
64	Cheryl Boulton	14/04/25
65	Neil Corston	14/04/25
66	Mary Carella	14/04/25
67	Jetty Street Holdings No 1 P/L	14/04/25
68	Jetty Street Holdings No 2 P/L	14/04/25
69	Jetty Street Holdings No 3 P/L	14/04/25
70	Jetty Street Holdings No 4 P/L	14/04/25
71	Jetty Street Holdings No 5 P/L	14/04/25
72	Jetty Street Holdings No 6 P/L	14/04/25
73	Jetty Street Holdings No 7 P/L	14/04/25
74	Jetty Street Holdings No 8 P/L	14/04/25
75	Jetty Street Holdings No 9 P/L	14/04/25
76	Byron Glenelg Holdings P/L	14/04/25
77	Brenton Walters	14/04/25
78	Sam Dowler	14/04/25
79	Robyn Nelson	14/04/25
80	Jetty Road Investments P/L & Taplin Investments	14/04/25
81	Taplin Glenelg P/L & Taplin Investments P/L	14/04/25
82	Christine Broadstock	14/04/25
83	JBourke	14/04/25
84	Christine Applebee	14/04/25
	seem if establic lakaratham	14/04/25
	Version Date: 20/05/2025	

Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048: TO:

TOPIC:

HEAD PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045 All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

86	John Taylor	14/04
87	Daniela Rodrigues	14/04
88	E Quartuccio	14/04
89	Lisa Holt	14/04
90	Nick Holt	14/04
) 1	Heath Lapthorne	14/04
92	Jennifer McCarthy	14/04
93	Kym Cheney	14/04
4	Aramis Mainwaring	14/04
5	Alan Queck	14/04
6	Jenny Marshall	14/04
7	Stephanie Blacker	14/04
8	Kym Reed	14/04
9	S Dodhaa - Chatime	14/04
00	P & D McDonald	14/04
01	J Van Santen	14/04
02	Dominique Harris	14/04
03	Rosemary Lee	14/04
)4	Irene Young	14/04
)5	Barry Young	14/04
)6	Kayla Harris	14/04
)7	Michael Warren	14/04
)8	Daph Clements	14/04
)9	Stephen Roderick	14/04
10	Melissa Roderick	14/04
L1	Jetty Road Plaza P/L & Andrew H Taplin	14/04
12	Jetty Road Plaza P/L	14/04
L3	Jetty Road Plaza P/L & Taplin Glenelg P/L	14/04
14	Jetty Road Plaza P/L & Jetty Road Corporation P/L	14/04
15	Jetty Road Plaza P/L & ABA Glenelg North P/L	14/04
16	Jetty Road Plaza P/L & Jetty Road Investments P/L	14/04
17	Jetty Road Plaza P/L & Jetty Road Developments P/L	14/04
8	Level 1 Jetty Road Plaza P/L	14/04
19	Level 2 Jetty Road Plaza P/L	14/04
20	Level 3 Jetty Road Plaza P/L	14/04
21	Level 4 Jetty Road Plaza P/L	14/04
22	Level 5 Jetty Road Plaza P/L	14/04
23	Level 6 Jetty Road Plaza P/L	14/04
24	Jetty Road Properties P/L & PA Holdings (No. 2) P/L	14/04
25	Jetty Road Properties P/L & Andrew H Taplin	14/04
26	Jetty Road Properties P/L & Taplin Management P/L	14/04
27	Jetty Road Properties P/L & Taplin Glenelg P/L	14/04
	setty stears Properties P/L & ABA Glenelg North P/L	14/04

PETITIO	DN: TRANSFORMING JETTY ROAD PETITION TO RETAIN ALL PARKING AND KEEP CO DURHAM STREET TO REMAIN AN ONE-WAY	OLLEY TERRACE & DURHAM STREET OPEN	
TO:	Chief Executive Officer, City of Holdfast Bay, PO	Box 19, Brighton SA 5048:	
HEAD I	PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Ro	-	
TOPIC:		-	
	All the petitioners below request that Colley Ter		
	Durham Street to remain a one-way street.		
129	Jetty Road Properties P/L & Jetty Road Property Holdings P/L		14/04/25
130	Jetty Road Properties P/L & Brighton Road Holdings P/L	-	14/04/25
131	Jetty Road Properties P/L & PA Holdings (No.3) P/L		14/04/25
132	Jetty Road Properties P/L & PA Holdings (No.4) P/L		14/04/25
133	Jetty Road Properties P/L & PA Holdings (No.5) P/L		14/04/25
134	Jetty Road Properties P/L & Jetty Road Holdings P/L		14/04/25
135	Jetty Road Properties P/L & Jetty Road Developments P/L		14/04/25
136	Jetty Road Properties P/L & Jetty Road Investments P/L		14/04/25
137	Jetty Road Properties P/L & Jetty Road Plaza P/L		14/04/25
138	Jetty Road Properties P/L & American Bowling Alleys (SA) P/L		14/04/25
139	Jetty Road Properties P/L & Jetty Road Corporation P/L		14/04/25
140	Jetty Road Properties P/L & PA Holdings (No.6) P/L		14/04/25
141	Jetty Road Properties P/L & PA Holdings (No.7) P/L		14/04/25
142	Jetty Road Properties P/L & PA Holdings (No.8) P/L		14/04/25
143	Jetty Road Properties P/L & PA Holdings (No.9) P/L		14/04/25
144	JFalanga		14/04/25
145	Suzy West		14/04/25
146	Suzanne Aitken		14/04/25
147	Peter Dunn		14/04/25
148	Gavin Bailey - The Colley Hotel		14/04/25
149	Sam Comley - The Colley Hotel		14/04/25
150	Andrew Taplin,		14/04/25
151	Alex Taplin		14/04/25
152	A. L Taplin		14/04/25
153	American Bowling Alleys (SA) P/L & AH Taplin		14/04/25
154	Jonathan Pincus		14/04/25
155	Thomco (No 2147) P/L		14/04/25
156	Helen Spencley		14/04/25
157	Lorraine Thomas		14/04/25
158	Maureen Rogan		14/04/25
159	Dianne Stevens		14/04/25
160	Wayne Lynott		14/04/25
161	Robert Harris		14/04/25
162	Stuart Lanigan		14/04/25
163	Sandra Lanigan		14/04/25
164	Bronwyn Bowely		14/04/25
165	Ryan Size - The Colley Hotel		14/04/25
166	Christine Broadstock		14/04/25
1407			

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L Soteriou

J & F Rawson

Heather Pearson

Kathryn Hussman

167

168

169

170

14/04/25

14/04/25

TO: Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048: HEAD PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045 **TOPIC:** All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

	•	
172	Chris Kent	14/04/2
173	P Paraskeva	14/04/2
174	J Smith	14/04/2
175	Amanda Sim - Bay Florist	14/04/2
176	Dianne Jones	14/04/2
177	John Gilles	14/04/2
178	Robert Maxwell	14/04/2
179	Ronda Smart - Fella Hamilton	14/04/2
180	David Hamilton - Fella Hamilton	14/04/2
181	John Worthley	14/04/2
182	Madeleine Worthley	14/04/2
183	Kari Heikon	14/04/2
184	C Hamilton	14/04/2
185	P Richardson	14/04/2
186	V Jones	14/04/2
187	C Jones	14/04/2
188	K Johnson	14/04/2
189	Elizabeth Vial	14/04/2
190	Gary Vial	14/04/2
191	P Heysen	14/04/2
192	M MCGovern	14/04/2
193	P MCGovern	14/04/2
194	J Caulfield	14/04/2
195	Paula Bellizia	14/04/2
196	SHarris	14/04/2
197	R Harris	14/04/2
198	Brian Oates	14/04/2
199	Janice Oates	14/04/2
200	Arthur Denbey	14/04/2
201	Bradley Busch	14/04/2
202	Simone Breaker	15/04/2
203	M Asimpoulis	15/04/2
204	Dianne Rewell	14/04/2
205	Geoff Wiltshire	14/04/2
206	Kaye Walker	14/04/2
207	K Manglesdorf	14/04/2
208	C Harris	14/04/2
209	G Reynolds	14/04/2
210	L Hoyle - Holdsworth	14/04/2
211	Terence Hewitt	14/04/2
212	Joanne Kadow	14/04/2
213	Karina Smith	14/04/2
214	GassieGraham	14/04/2

TO:Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:HEAD PETITIONER:Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045TOPIC:All the petitioners below request that all parking be retained during the upgrade project.
All the petitioners below request that Colley Terrace and Durham Street remain open.
Durham Street to remain a one-way street.

	····· • • • • • • • • • • • • • • • • •	
215	W Henderson	14/04/2
216	J & C Shultze	14/04/2
217	F Maloney	14/04/2
218	Lynette Willoughby	14/04/2
219	P Coidan	14/04/2
220	A Coidan	14/04/2
221	P Carter	14/04/2
222	D Waterman	14/04/2
223	R Waterman	14/04/2
224	Ken Crocker	14/04/2
225	Lorraine Highet	14/04/2
226	Anthony Fench	14/04/2
227	SBland	14/04/2
228	M Picket - Colley Hotel	14/04/2
229	A Doyle - Colley Hotel	14/04/2
230	Mitchell Tye	14/04/2
231	A Jafsky	14/04/2
232	J Stone	14/04/2
233	Michelle Ince	14/04/2
234	Stephen Ince	14/04/2
235	Kerry Finch	14/04/2
236	Jeff Redman	14/04/2
237	D McWaters	14/04/2
238	R Fox	15/04/2
239	LTrenarden	15/04/2
240	Sheryn Hunt	15/04/2
241	P Clark	15/04/2
242	E Rector	15/04/2
243	Peter Hewett	15/04/2
244	Stan Jensen	15/04/2
245	E McGrice	15/04/2
246	W Jory	15/04/2
247	A Seal	15/04/2
248	C James	15/04/2
249	G Geddie	15/04/2
250	lan McIntosh	15/04/2
251	C Lawes	15/04/2
252	J Foody	15/04/2
253	William Bourke	14/04/2
254	Peadar	15/04/2
255	Peter Crowder	15/04/2
256	Scott Brady	15/04/2
257 ent	set 10/09164761	15/04/2

PETITION:	TRANSFORMING JETTY ROAD
	PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN.
	DURHAM STREET TO REMAIN AN ONE-WAY

TO:Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:HEAD PETITIONER:Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045TOPIC:All the petitioners below request that all parking be retained during the upgrade project.
All the petitioners below request that Colley Terrace and Durham Street remain open.
Durham Street to remain a one-way street.

258	A Wood	15/04/2
259	Helen Carpenter	15/04/2
260	Carolyn Paech	14/04/2
261	Ian McRae	15/04/2
262	Annette McRae	15/04/2
263	R Hamilton Williams	
264	Lindsay Jones	15/04/2
265	Helen Winter	15/04/2
266	P Winter	15/04/2
267	Carol Foster	15/04/2
268	C Knight	15/04/2
269	R Knight	15/04/2
270	Mary Anne Turner	15/04/2
270	Araceli Hughes	15/04/2
272	Mark Donovan	15/04/2
272	Rob Henderson	15/04/2
274	Pauline Harris	15/04/2
275	E Tilden	15/04/2
276	D Threadgold	15/04/2
277	TWhelan	15/04/2
278	N Hughes	15/04/2
279	Dr R Garrett	15/04/2
280	B Gaynor	15/04/2
281	Hyun Ji Kim - Yum Yum Chap Chap	15/04/2
282	I Margitich	15/04/2
283	I Margitich	15/04/2
284	L Rowe	15/04/2
285	Christine Penniment	15/04/2
286	L Meaney	15/04/2
287	Steve Pensa	15/04/2
288	Mark & Debra Welsby	15/04/2
289	M Smith	15/04/2
290	Bronwyn Veale	15/04/2
290	John Veale	15/04/2
291	Miriam Peik	15/04/2
292	Yvette Kircher	15/04/2
293 294	Roland Peik	15/04/2
294		15/04/2
	Stephen Smyth	15/04/2
296	Lee-Anne Scott	15/04/2
297	I &T Hadge Investments pty ltd	
298	GEO49 PTY LTD ATF GEO49 Trust	15/04/2
299	Nat 51 PTY LTD ATF NAT 51 Trust	15/04/2
	Sec ADINS (767-Batty Rd) PTY Ltd Version Date: 20/05/2025	15/04

PETITION:	TRANSFORMING JETTY ROAD
	PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN.
	DURHAM STREET TO REMAIN AN ONE-WAY

TO:Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:HEAD PETITIONER:Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045TOPIC:All the petitioners below request that all parking be retained during the upgrade project.
All the petitioners below request that Colley Terrace and Durham Street remain open.

Durham Street to remain a one-way street.

301	GAIN (Jetty Rd) PTY LTD	15/04/2
302	Hadge Costas Supperanuation P/L	15/04/2
303	A & I Hadge Investments	15/04/2
304	I & A Hadge Investments	15/04/2
305	A & I Hadge Investments	15/04/2
306	Susan Jones	15/04/2
307	Roger Sanderson	15/04/2
308	Cynthia Sanderson	15/04/2
309	John Gamean	15/04/2
310	A Leo	15/04/2
311	Elizabeth Lanton	15/04/2
312	Dr Tessa Gaynor	15/04/2
313	Paul Foley	15/04/2
314	Julie Foley	15/04/2
315	Harvey	15/04/2
316	Sophia Ettridge	15/04/2
317	Christine Grant	15/04/2
318	Ellen Blay	15/04/2
319	Laura Mcbride	15/04/2
320	Susan McBride	15/04/2
321	Tine Phipps	15/04/2
322	Gerard Deen	15/04/2
323	Janet Fletcher	15/04/2
324	Katherine Hancock	15/04/2
325	A Purwanto	15/04/2
326	A Hancock	15/04/2
327	Helen Eletherins	15/04/2
328	Christos Chaousis	15/04/2
329	Donna Sprikmeler	15/04/2
330	V Sprikmeler	15/04/2
331	D Loades	15/04/2
332	Mark Smith - Coles	15/04/2
333	Tory Theodorou - Coles	15/04/2
334	John Murray - Coles	15/04/2
335	Rachel Charles - Coles	15/04/2
336	D & K McArthur	15/04/2
337	lan Pedler	15/04/2
338	Samantha Tantum	15/04/2
339	Mark Tantum	15/04/2
340	Margaret Rose	15/04/2
341	Robert Rose	15/04/2
342	Julienner Huppatz	15/04/2
	serameta di serameta	15/04/2

Version: 1, Version Date: 20/05/2025

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PETITION:	TRANSFORMING JETTY ROAD PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN. DURHAM STREET TO REMAIN AN ONE-WAY
TO: HEAD PETITIONER: TOPIC:	Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045 All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open.

Durham Street to remain a one-way street.

	Durham Street to remain a one-way street.	
344	C Poyzer	15/04
345	A Jowmsen	15/04
346	G Saint	15/04
347	Robert Rugless	15/04
348	Don Maios Nominees PTY LTD ATF 45 Jetty Rd	15/04
349	Don Maios Investments PTY LTD ATF 45 Jetty Rd Trust	15/04
350	Don Maios Nominees PTY LTD ATF Maios Family Trust	15/04
351	Don Maios Will Trust - Helen Maios	15/04
352	Don Maios Nominees PTY LTD ATFDon Maios no2 Trust	15/04
353	Don Maios Will Trust / Don Maios Nominees	15/04
54	Waterloo One Pty Ltd	15/04
55	Partridge 18 Pty LTD	15/04
56	R & M Millar	15/04
57	Clare Mackle	15/04
58	Don Black	15/04
59	Christine Bradshaw	15/04
60	Catherine McCarthy	15/04
61	David Hollands	15/04
62	Leanne James	15/04
63	Christine Hoerisch	15/04
64	Helen Brice	15/04
65	Malcolm Brice	15/04
66	Lain Miller	15/04
67	Creina Bock	15/04
68	Helen Moseley	15/04
69	Paul Bock	15/04
70	Patricia Bonaguro	15/04
71	Annette Crawford	15/04
72	Trevor Martin	15/04
73	Heidi Brody	15/04
74	Patricia Nitschke	15/04
75	Grace Mech	15/04
76	Meeelanie Tomblin - Blazae	15/04
77	Marilyn Tomblin - Blazae	15/04
78	James Schapel	15/04
79	David Chapman	15/04
80	Athan Zagotsis	15/04
81	Litsa Zagotsis	15/04
82	Justine Matthews	15/04
83	Stefanos Derviniotis	. 14/04
84	Margaret Johnston	15/04
85	Maple Xiaolan Tong	15/04
86	seliohandabeaiotta	15/04

TO:Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:HEAD PETITIONER:Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045TOPIC:All the petitioners below request that all parking be retained during the up

TOPIC

All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

P		
387	Carusos	15/04/2
388	Nino Braiotta	15/04/2
389	Tony Hadge	15/04/2
390	Lewis Beaumont	15/04/2
391	Anne Tipping	15/04/2
392	M McKenney	15/04/2
393	Jacob Geaney - The Colley Hotel	16/04/29
394	Carissa Herriba - The Colley Hotel	16/04/2
395	Bonnie Tyler - The Colley Hotel	16/04/2
396	Sam Smith - The Colley Hotel	16/04/2
397	Shania Jackson - The Colley Hotel	16/04/29
398	Bradley Fry - The Colley Hotel	16/04/29
399	Melissa Whenan - The Colley Hotel	16/04/29
400	Sheryl Johnson	15/04/2
401	Yvonne Wilby	16/04/2
402	A Schaffer	15/04/2
403	Neveille Law Brown	16/04/2
404	Graham Oades	16/04/2
405	Anthony Tompkin	15/04/2
406	Muhammad Khan - Oz Mart	16/04/2
407	Margaret Dawson	16/04/25
408	Peter Emes	16/04/25
409	Neil Mangelsdof	16/04/25
410	Anne -Marie Young & S Roffey	16/04/25
411	Daniel Wishart - Wishart Jewellers	16/04/29
412	Donna Smith	16/04/29
413	Collen Dwyer	16/04/2
414	John Wilson	16/04/29
415	Chantell Brixton	15/04/2
416	Mary Jane Otterspoor - Seashells Restaurant	15/04/29
417	Helen Bruijn	15/04/29
418	John & Margaret Rejack	15/04/2
419	Richard Bund	15/04/2
420	Judith Steele	15/04/2
421	Joan Basersy	15/04/2
422	Colin & Deb Hann	15/04/2
423	D Millington	15/04/29
424	Mignonne Symonds	15/04/29
425	Katica Seman	15/04/28
426	Dr Elvis Seman	15/04/2
427	Regina Clarice	15/04/2
428	Andrew Grobelski - H & A Coffee House	16/04/25
129	stehn Allan61	15/04/25

PETITION: TRANSFORMING JETTY ROAD PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN. DURHAM STREET TO REMAIN AN ONE-WAY

TO: Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:

HEAD PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045

TOPIC:

All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

430	Geraldine Allen	15/04/
431	Heath Man	15/04/
432	Thyra Oakley	15/04/
433	John Webb	14/04/
434	Sharon Pensa	16/04/
435	Thelma Webb	14/04/
436	Suzanne McRae	15/04/
437	F Colmagro	15/04/
438	Andrew Serensen	15/04/
439	Phil Hilderbandt	15/04/
440	Lorraine Rawson	15/04/
441	Prudence Kearvell	15/04/
442	Donald Kearvell	15/04/
443	George Turner	15/04/
444	Michelle Bulluss	15/04/
445	Norman Gamache	15/04/
446	Mirianne Phillips	15/04/
447	lan Blieschke	15/04/
448	S Blieschke	15/04/
449	Lyne Wakefield	15/04/
450	Jaqui Hogan	15/04/
451	David Woods	15/04/
452	Maree Gillies	15/04/
453	Robert Gillies	15/04/
454	Joanne Doherty	15/04/
455	Krishna Lakshmanan	15/04/
456	Andrew Doherty	15/04/
157	Isabel BrumField	15/04/
458	Gordon Hester	15/04/
159	Tiffany Boyer	15/04/
460	Alison Daley	15/04/
461	lan Bell	15/04/
162	Brian Waddell	15/04/
163	Jill Taplin	15/04/
164	Johann Basson	15/04/
465	Debra Barton	15/04/
166	Joanne Hill	15/04/
167	K atrina Ely	15/04/
168	Marg Stovall	14/04/
169	Russ Stovall	14/04/
470	Tom Clifford	15/04/
471	Robert Rolf	15/04/
	SequesTourner Seafood Fish and Chips	15/04/

TO:Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:HEAD PETITIONER:Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045TOPIC:All the petitioners below request that all parking be retained during the upgrade project.
All the petitioners below request that Colley Terrace and Durham Street remain open.
Durham Street to remain a one-way street.

	1	
473	Tania Lee - Mio Gelato	15/04/
474	Eli Tam	15/04/
475	Rob Henderson	15/04/
476	Lisa Farquhar	15/04/
477	Alyssa McKinnon	15/04/
478	Christine Watson	15/04/
479	Alisa Burns	15/04/
480	Randi Cross	15/04/
481	Ben Carslake	15/04/
482	Rebecca Carslake	15/04/
483	K Walter	15/04/
484	Anastasis Papatolis	15/04/
485	Alison Papatolis	15/04/
486	Jaqueline Walters	16/04/
187	Sarah Newberry	15/04/
188	Neville Fryar	15/04/
489	Shujun Wang - Europa	15/04/
90	Kieran Reinboth - Supplementmart Glenelg	15/04/
91	M Sachdeva - Somewhere @ Moseley	15/04/
92	Majid Ahmadi - Mojo Barber	15/04/
93	Alyssa - Copenhagen	15/04/
94	Issac Woolston - Beach Burrito	15/04/
95	Rebecca Woodley - Ghanda	15/04/
96	News xpress	15/04/
97	Kajal Kiju - The Strand	15/04/
98	A Valcatesk - Priceline	15/04/
.99	Cheryl Merrett - Optical	15/04/
00	J Thikaliotis - Peoples First Choice	15/04/
01	Kelly Nguyen - Chatime	15/04/
02	Liana Magnusson - Gloria Jeans	15/04
03	Tracy Friend - Suzanne Grae	15/04/
04	Sophie - Peter Shearer Menswear	15/04,
05	Jeanne Bayly - The Ivy Room	15/04/
06	Jemma Schultze - The Ivy Room	15/04.
507	Jemma Schultze - Glenelg Health	15/04/
508	David Thompson - Glenelg Health	15/04/
509	K Minge - Blue Illusion	15/04
10	Lisa Walker - Grundy's Shoes	15/04,
511	Kimmy - Ebushi Sushi	15/04
512	Mr Kaur- Noodlebox Glenelg	15/04
513	Jacob Sein - TSG	15/04
514	N Patel - Vodafone	15/04
	structure volutione	15/04

Version: 1, Version Date: 20/05/2025

PETITION:TRANSFORMING JETTY ROAD
PETITION TO RETAIN ALL PARKING AND KEEP COLLEY TERRACE & DURHAM STREET OPEN.
DURHAM STREET TO REMAIN AN ONE-WAYTO:Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:

HEAD PETITIONER: Mr. Andrew Taplin, 0418 820 977, C/- 79 Jetty Road Glenelg SA 5045 **TOPIC:** All the petitioners below request that all parking be retained during the set of the set of

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All the petitioners below request that all parking be retained during the upgrade project. All the petitioners below request that Colley Terrace and Durham Street remain open. Durham Street to remain a one-way street.

516	Susan Marks - Sunglass Hut	15/04/2
517	Vishnu Barla	15/04/2
518	L Attard - Fourth	15/04/2
519	Brock Mavris - Terra & Sol	15/04/2
520	Rade Petkovic - Elatte Greek Restaurant	15/04/2
521	Helen Johns	14/04/2
522	Susie Gauci	15/04/2
523	David Gauchi	15/04/2
524	Wendy Michell	16/04/2
525	Carole Crawford	16/04/2
526	Jacqueline Walters	16/04/2
527	Sandra Newbury	16/04/2
528	William Newberry	16/04/2
529	Leonidion Holdings	15/04/2
530	Lot 4, 46 Jetty Road, Glenelg P/L	15/04/2
531	Lot 5, 46 Jetty Road, Glenelg P/L	15/04/2
532	Lot 6, 46 Jetty Road, Glenelg P/L	15/04/2
533	Lot 7, 46 Jetty Road, Glenelg P/L	15/04/2
534	Lot 8, 46 Jetty Road, Glenelg P/L	15/04/2
535	JR103 P/L	15/04/2
536	JR105 P/L	15/04/2
537	Soal Investments P/L	15/04/2
538	Jetty 122 P/L	15/04/2
539	Cran Holdings P/L	15/04/2
540	Theodorakakos Group Investments P/L	15/04/2
541	JR59 Corner Holdings P/L	15/04/2
542	Robert J Hocking	16/04/2
543	Mariella Hocking	16/04/2
544	Bayshores (SA) P/L	15/04/2
545	Amadie Investments P/L & LA Meaney Nominees P/L	15/04/2
546	Amadie Investments P/L & LA Meaney Nominees P/L	15/04/2
547	Hoy Property P/L	15/04/2