Item No: 15.10

Subject: **TRANSFORMING JETTY ROAD**

Summary

On 25 February 2025, Council approved concepts plans for the Coast and Transition Zones of the Transforming Jetty Road Project for consultation. Community consultation was undertaken to meet the requirements of Council's Community Consultation and Engagement Policy. This consultation started on 3 March 2025 and was extended to 16 April 2025. In addition, consultation was also undertaken to meet the requirements for possible road closures as required under section 32 of the *Road Traffic Act 1961*.

This report presents the results of community consultation. Having considered the consultation feedback, and additional investigations undertaken, this report also recommends to Council a final design for the Coast and Transition Zones of the Transforming Jetty Road Project.

Recommendation

That Council resolves:

1. to note the report prepared by Council Administration;

2. to note the responses received from the public during the community consultation process for the Transforming Jetty Road Project Coast and Transition Zones, and during the public notification process undertaken under section 32 of the *Road Traffic Act 1961*, and the 'Feedback Analysis Report' prepared by TSA Riley;

3. that having regard to public responses described above, it is determined not to proceed with the following proposals that were the subject of public consultation:

a. Concepts B or C;

b. closure of Jetty Road (between Moseley Street and Colley Terrace) as proposed in Concepts B and C;

c. closure of Colley Terrace (between Jetty Road and Hope Street) as proposed in Concepts B and C;

d. closure of Durham Street (between Jetty Road and Chittleborough Lane) to all traffic expect permit holders, bicycles and emergency vehicles, as proposed in Concepts A, B and C.

4. to proceed with Concept A (Durham Street Alternative Option) subject to the changes described in the 'Summary of Changes to Concept A Durham Street Alternative Option' section of the Council Administration report and detailed in the plans attached as Attachment 8 to the Council Administration report;

5. for the purposes of rationalising the flow or impact of traffic within a part of the Council's area, to close Durham Street to all vehicles turning right from Jetty Road on to Durham Street except permit holders, bicycles and emergency services vehicles;

6. to authorise the Chief Executive Officer to take such further steps as necessary under the *Road Traffic Act 1961* to implement the Durham Street Alternative Option referred to in Recommendations 4 and 5 above by the installation of traffic control devices in the nature of signs prohibiting all vehicles turning right from Jetty Road on to Durham Street except permit holders, bicycles and emergency services vehicles;

7. to authorise the Chief Executive Officer to take such further steps as necessary:

a. under the *Road Traffic Act 1961* for the installation, alternation and removal of any other traffic control devices necessary to give effect to Concept A (Durham Street Alternative Option);

b. for the purposes of the implementation of Concept A (Durham Street Alternative Option) as set out in this resolution.

Background

The City of Holdfast Bay has long recognised the need to invest in Jetty Road, Glenelg and the surrounding precinct. At its meeting on 8 September 2015, Council resolved to adopt the following Motion on Notice regarding the streetscape design for the Jetty Road precinct (C080915/193).

"That the administration report to Council via a workshop what plans, ideas, designs and any such other such diagrams, summaries etc have been developed for the street scape design for the Jetty Road precinct prior to Council's response to the Minister initiated DPA for Glenelg an in any event before Tuesday 13 October 2015."

In accordance with the resolution a workshop was subsequently held on 15 September 2015 and funds were allocated in the FY2017 Annual Business Plan to prepare a Masterplan for the major upgrade of Jetty Road, Glenelg.

The Jetty Road, Glenelg Masterplan was endorsed by Council on 13 February 2018 (C130218/1032).

"*1. That Council endorse in principle the final Jetty Road Glenelg Masterplan, as provided in Attachment 1 to Report No: 33/18 subject to final detailed plans, specifications and costings in each stage, being submitted to Council for review, consultation with relevant traders/landlords and ratification.*

2. *That Council note the 'Engagement Summary Report on Phase 3 of community consultation and engagement, as described in Attachment 2 to Report No: 33/18.*

3. *That after the initial two years of construction and yearly thereafter further implementation reviews to be performed to determine the impact of removing car parking spaces on the street. The Masterplan and detailed design would be updated to reflect changes required to avoid adverse parking effects on the remainder of the implementation.*

4. *Undertaking that no car parks will be removed from side streets without consultation with affected traders."*

The endorsed Masterplan described an over-arching and coordinated vision for Jetty Road Glenelg, identifying a program and guidelines for the progressive and staged upgrade of Jetty Road and its side streets.

In 2021, the City of Holdfast Bay completed Stage 1 of the Masterplan, which included Chapel Plaza and Bouchée Walk.

As an outcome of the 2022 Federal election, the Australian Government invited the City of Holdfast Bay to apply for a $10 million grant as contribution towards the implementation of the Jetty Road Masterplan.

Considering the application for the Federal Government grant, and consistent with the resolution of 13 February 2018, Council approved a high-level review of the Jetty Road Masterplan on 23 May 2023 (C230523/7454).

"That Council:

1. *approves an investment of $30 million of Council funding to deliver the upgrade of Jetty Road Glenelg;*

2. *approves the design elements to be considered as identified in this report under the 'Design Elements and Parameters' section;*

3. *approves Administration to undertake a high-level review of the existing Masterplan design for consideration by Council with a value not to exceed $80,000;*

4. *approves Administration and their design consultants to commence discussions with the Department of Infrastructure and Transport and determine their support for changes to traffic and public transport along Jetty Road, Glenelg and the surrounding precinct".*

Regarding the design elements and parameters, Council identified the Moseley Street, Jetty Road, Colley Terrace corner as the section of Jetty Road requiring the most focus both for design and investment. It was identified this section of the street will require a change in its function due to the number of competing usages between pedestrians, private vehicles, buses

and the tram. Council prioritised the following design elements as the most important:

- pedestrian access and safety
- increased greening
- reduction or removal of tram barriers

Consistent with the Council resolution, a high-level review of the Masterplan was undertaken, and a Business Case was prepared to support the application for $10 million in grant funding from the Australian Government. On 6 October 2023, Council was notified by the Australian Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts that the application for grant funding had been successful.

The high-level review resulted in Jetty Road being sectioned into three zones, similar to the original Masterplan. The zones are outlined below:

Coast Zone

The Coast Zone from Colley Terrace at Hope Street, along Jetty Road to Sussex Street. The zone is characterised as more of an entertainment and tourism precinct, with the design looking to prioritise pedestrian use, improve safety and create a feel of space with more flexible multi-use spaces. The Coast Zone was the area identified as the area of focus for design and investment, with focus on the Moseley Street/Jetty Road intersection and the pedestrian crossing on Colley Terrace.

Transition Zone

The Transition Zone extends from Sussex Street to Partridge/Gordon Streets. The characteristic of this zone is one of transition from the Coast into the City Zone. It is more about creating a community feel with flexible spaces, while retaining parking and vehicle movement.

City Zone

The City Zone is from Partridge/Gordon Streets to Brighton Road. This zone is characterised as a local shopping precinct. While there are some new design elements, works in this zone was identified as predominantly involving renewal of existing assets.

In mid-2024, Council was made aware of the State Government's Tram Grade Separation Project. This project would result in tram services to Glenelg ceasing from August 2025 to December 2025. This disruption to tram services provided an opportunity the Transforming Jetty Road Project to undertake construction within the roadway, along Jetty Road, without having to impact tram services. To leverage this opportunity, the planning and construction timeframes for the construction of the Coast and Transition Zones had to be accelerated to start construction of these two zones in August 2025.

At its meeting on 8 October 2024, Council approved the concept plans for the City Zone of the Transforming Jetty Road Project and for Administration to commence construction of this zone. Construction of the City Zone commenced in November 2024 and is scheduled for completion by July 2025.

On 25 February 2025, Council approved concept designs for the Coast and Transition Zones to be released for community consultation. Three concepts were released for the Coastal Zone, Concept A, B and C, with an additional variation to Concept A. The three concepts prioritised pedestrian safety to vary degrees, consistent with the direction previously provided by Council, to demonstrate how the Coastal Zone could be transformed depending on the level of change and impact the community support. One concept was released for the Transition Zone.

Each of the three designs included the installation of traffic lights at the intersection of Moseley Street and Jetty Road. This intersection was identified as the area of most concern by Council, with the signalisation allowing for designated pedestrian access across the intersection, improving safety. Each concept also included a reduction in speed from 40km to 30km per hour along Jetty Road to further improve safety. Following is an overview of each concept.

Concept A – Colley Terrace Open to Traffic

Concept A maintained all vehicle access along Jetty Road and Colley Terrace. Pedestrian safety improved with the installation of traffic lights at the intersection of Moseley Street and Jetty Road. In addition, a closure to Durham Street was proposed (between Jetty Road and Chittleborough Lane) to all vehicle traffic except permit holders, bicycles and emergency vehicles. The road and footpaths at the same level along with increased greenery, integrated outdoor dining, new street furniture and lighting.

Concept A – Durham Street Alternative Option

This variation to Concept A kept vehicle access to Durham Street open from Jetty Road, via a left-hand turn, with one-way vehicle movement in a south to north direction.

Concept B – Colley Terrace Closed to Vehicles (except Public Transport)

Concept B enhanced the pedestrian experience through closure of the Jetty Road and Colley Terrace corner to all traffic except trams and buses, which would continue to operate unchanged. Vehicles would be prevented from entering Colley Terrace, south of Hope Street, with a turning circle allowing vehicles to travel both ways along Colley Terrace. Vehicles would be prevented from turning into Durham Street from Jetty Road, as described in Concept A. The road and footpaths at the same level along with increased greenery, new street furniture and lighting. The reduction of traffic at the Colley Terrace corner gave pedestrians priority with increased space to create better integration with Moseley Square.

Concept C – Colley Terrace Closed to Vehicles (except Public Transport) with changes to Bus Routes

Building on the previous concept, Concept C transformed the Coast Zone into a pedestrian-focused shared zone with further reduction of bus movements through the Jetty Road/Colley Terrace corner by redirecting bus routes from Moseley Street, to exit east along Jetty Road rather than the current route of west through the Colley Terrace corner. Buses and vehicles would be prevented from entering Colley Terrace, south of Hope Street.

Report

Consultation

The community consultation for the Coast and Transition Zones of the Transforming Jetty Road Project served to meet the requirements of Council's Community Consultation and Engagement Policy as well as the consultation requirements for possible road closures as detailed in section 32 of the *Road Traffic Act 1961*. The objective of the consultation was to ensure the community was given an appropriate opportunity to review the plans, ask questions and provide feedback in a meaningful way that can be used to shape the final concept plans and meet the requirements under section 32 of the *Road Traffic Act 1961*.

The feedback being sought through the consultation was:

- Preference regarding design elements for traffic changes, public transport services, parking, signalised crossing points, levels of greening and general design;
- Level of support for road closure as per Council's obligations under section 32 of the *Road Traffic Act 1961* (road closing by councils for traffic management purposes);
- Community sentiment, concerns and insights on proposed designs and changes; particularly regarding traffic movements, parking losses and the reduction of vehicle amenities to support pedestrian safety and amenities.

To raise awareness of the community consultation, council undertook the following:

- A brochure was distributed to all residential properties (approximately 19,000) and businesses (approximately 1,000) informing residents and business of the consultation and providing an overview of the concepts being consulted on;
- Project website (transformingjettyroad.com) providing detail of the concepts and associated information;
- Extensive social media campaign;
- Articles in the Holdfast Bay e-newsletter;
- Emails to the YourHoldfast database;
- Media release/news on holdfast.sa.gov.au;
- Article in the Jetty Road Glenelg consumer e-news.

Promotion of the consultation included:

- Community digital LED screens
- Tram/bus shelters
- Corflutes at community parks and reserves
- Displays in council libraries and Brighton Civic Centre

Consistent with the requirements under the *Road Traffic Act 1961*, a public notice was placed in The Advertiser on Saturday, 15 March 2025, as well as a public notice on Council's website, notifying of consultation under the Act. The Notice outlined due consideration would be given to all written submissions made on the proposal received by 5pm, 14 April 2025. In addition, letters were hand delivered to properties located on Durham Street, Colley Terrace, Moseley Street and parts of Jetty Road informing of the consultation under the Act.

To provide community members the opportunity to ask questions and provide a greater understanding of each of the concepts proposed, 11 community drop-in sessions were held at a pop-up store in Jetty Road, Glenelg and in locations across Holdfast Bay during the consultation period.

In the third week of consultation, Administration received feedback from residents and stakeholders they would like more time to consider the impacts of the concepts before providing their feedback. A request was made for specific drop-in sessions for the residents of Sussex Street, Moseley Street and Gordon Street. In addition, legal advice was received that the issuing of letters to affected properties, under the *Road Traffic Act 1961* consultation, may have not been appropriately issued in as far as the letters were hand delivered rather than mailed via Australia Post.

Considering the requests and advice received, the general community consultation was extended for an additional two weeks, with a new closure date of 16 April 2025. In addition, a new Public Notice under section 32 of the *Road Traffic Act 1961*, was advertised in The Advertiser and on Council's website on Wednesday, 26 March 2025, with consultation closing by 5pm, 30 April 2025. Letters (962) informing property owners of the of the change to the consultation were sent via Australia Post to properties abutting: Jetty Road (whole street), Durham Street (whole street), Colley Terrace (whole street) and Moseley Street (between High Street and Jetty Road).

The extension to the consultation was announced on the Transforming Jetty Road project page, Council's website and Council's social media platforms, with a notification to the YourHoldfast database. Three additional community drop-in sessions were hosted and residents and businesses in Sussex Street, Gordon Street and Moseley Street were notified of the dedicated sessions.

Respondents could provide feedback through multiple channels, which included:

- Online feedback survey via the website
- Hardcopy survey via libraries, civic centre, drop-in sessions and by request
- Mail
- Phone
- Email.

In addition, there was a quick response survey on the website where respondents could select one of the three concepts without providing additional information. While the Project Team sought as much information from respondents as possible, it recognised respondents may wish to provide a response to their preferred option, given the information provided to them. In addition, if respondents did not want to provide feedback they could provide the reason as a quick response.

Consultation Feedback

A total of 2,227 feedback submissions were received during consultation. It is important to note that because respondents were able to provide feedback through multiple channels and may have provided more than on submission. Each submission has been counted as a separate entry.

The response numbers via all feedback tools were:

Feedback tool	Response number
Online and hard copy survey	993
Quick response (online)	1,031
Emails, letters and phone calls	203
Total	**2,227**

TSA Riley was engaged to undertake an analysis of all the feedback received during consultation. The Feedback Analysis Report prepared by TSA Riley is included as Attachment 1. Feedback was analysed by question and segmented by demographic subcategory type to give a comprehensive overview of what various respondents thought about the draft concepts. Demographic subcategories included: Jetty Road Precinct Traders, Jetty Road Commercial Landlords, residents in the Glenelg suburb (broken further down into age category), 5045 residents (Glenelg East, Glenelg North and Glenelg South), City of Holdfast Bay residents (Somerton Park, Hove, Brighton, South Brighton, North Brighton, Kingston Park, Seacliff and Seacliff Park) and Visitors to the area.

Refer Attachment 1

Of the 993 responses received via the online and hard copy survey, the breakdown by respondent type is provided below.

Respondent type	Response number	Percentage
Holdfast Bay resident	808	81%
Jetty Road precinct trader	41	4%
Jetty Road precinct commercial landlord	9	1%
Visitor	135	14%

All qualitative responses were thematically analysed as well as by demographic indicators (respondent type, suburb and age). All quantitative questions were analysed by all respondents and then further demographic indicators (respondent type, suburb and age). Attached to this report is a copy of the qualitative responses received.

Refer Attachment 2

While the consultation was not designed as a formal statistical sample survey, the volume of feedback provided strong indication of community sentiment and the views of the population within a reasonable margin of error. As at the 2021 Census, the City of Holdfast Bay had a population of 37,543. Using a 95% confidence level and a 5% margin of error, the required sample size is 380 respondents. Feedback gathered as part of the consultation, including the survey and other channels, yielded a total of 2,227 responses.

There were 1,031 responses received to the quick response surveys. For the question of which concept design was preferred, 847 responses were received. The results of the responses are provided further in the report.

In response to the question of why the respondent had chosen not to provide feedback, 187 responses were received with the breakdown by option provided overleaf.

Option	Response number
I don't think my feedback makes any difference to the outcome	140
I don't like any of the draft concepts, but I don't want to leave feedback	29
I'm happy with any of the draft concepts	12
I don't have time	1
I have nothing to say/just curious	2
I don't like providing feedback	0
Total	**184**

Road Traffic Act Consultation

As previously mentioned, consultation included requirements under the *Road Traffic Act 1961* to consult on proposed road closures. The second Public Notice issued outlined the closure of consultation under the *Road Traffic Act 1961* by 5pm, 30 April 2025. The consultation requirement also allows for submissions to be received up until the council meeting in which a decision on the final design would be made. At the time of this report being prepared four responses have been received. Attached to this report is a copy of the responses received.

Refer Attachment 3

Survey undertaken by Mr Andrew Taplin

Mayor Wilson and Councillor Smedley met with Mr Andrew Taplin on Thursday 10 April to discuss his concerns with the concept designs released for public consultation. At this meeting, Mayor Wilson and Councillor Smedley consistently maintained that traders should complete council's online consultation survey. Mayor Wilson also committed to accepting a non-conforming petition to be tabled at an upcoming Council meeting.

Following the meeting, Mr Taplin distributed survey material to businesses in the Jetty Road precinct, and surrounding residences. Administration has not been provided with a map or scope of the distribution area.

On Wednesday 16 April, council received materials submitted by Mr Taplin. The materials provided consisted of:

- a covering letter;
- 547 'voting' forms; and
- a typed list of persons attributed to the voting forms.

A copy of the document provided to 'voters' is included as Attachment 4. This document was not provided to council as part of the submission. It should be noted that the document indicates that "*Council have agreed to count these votes and for transparency we would ask that votes are sent to us this way we can track the number of votes submitted to council.*" Administration has not made any commitment to count the votes nor is there any broader binding voting process which these votes count towards.

Refer Attachment 4

The full list of 'voters', with addresses redacted, is included as Attachment 5. The unredacted list and the individual voting forms can provided to Elected Members upon request.

Refer Attachment 5

Under the *Local Government (Procedures at Meetings) Regulations 2013* or Council's *Code of Practice for Meeting Procedures* the material provided does not constitute a conforming petition, however Council may still wish to have regard to this survey. While the typed list of names does take the appearance of a petition, including restating the request (albeit formulated slightly differently to what was in the 'voting' forms) at the top of each page, it does not contain any signatures and there appears to be no suggestion that any of the persons who signed the 'votes' either intended or knew they were signing a supposed 'petition'.

Analysis of the material submitted by Mr Taplin shows:

- Administration has been provided copies of the forms rather than the original;
- some forms have not been marked to select Option A – noting that the form provided for signing had Option B and Option C crossed through;
- Mr Taplin has signed 87 forms electronically;
- another four instances of one person signing multiple forms;
- 14 instances of forms signed by two people;
- two instances of a form being recorded/counted twice.

Taking into consideration the above anomalies, the number of individuals voting for Option A is 426.

Elected Member Workshop

Elected Members were provided with a copy of the Feedback Analysis Report, all qualitative responses, written submissions and Mr Taplin's survey. A workshop was held with Elected Members on Tuesday 6 May, at which time TSA Riley presented on the findings of their analysis of the feedback received through community consultation and provided an opportunity for questions to be addressed.

Final Design

Workshops were conducted with Elected Members on Monday 12 May, Tuesday 20 May and Wednesday 28 May. The purpose of these workshops was to undertake a co-design approach with Elected Members in the development of the final design, based on the feedback received through the consultation processes.

The following sections outline the considerations, including key feedback received during the consultation process, that shape the recommendation on a final design for the Transforming Jetty Road Project Coast and Transition Zones.

Speed Limit

All concepts presented to the community included a lowering of the speed limit on Jetty Road and Colley Terrace from 40km/h to 30km/h. Through the survey 966 participants that answered the question relating to the lowering of speed, 69% indicated they were extremely supportive or somewhat supportive. This support was consistent across demographic

breakdowns. It is recommended Council proceed with the lowering of the speed limit along Jetty Road and the surrounding area. In the event Council endorses the recommendations of this report, Administration will seek the necessary approvals under the applicable legislation.

Traffic Lights

All concepts presented to the community included the installation of traffic lights at the intersection of Moseley Street and Jetty Road. The survey results indicated that of the 975 participants that answered the question, 72% were extremely supportive or supportive of the traffic light with pedestrian crossing proposal. This support was mainly consistent across demographic breakdowns, with Jetty Road precinct commercial landlords being the least supportive.

In addition, respondents to the survey were asked to rank design principles from lowest to highest. 810 respondents answered the question, and the highest rated design principle was pedestrian safety followed by pedestrian space and accessibility.

Through the qualitative feedback received, the impact on travel time and traffic congestion was a sentiment that came through. The traffic modelling undertaken in development of the concept designs outlined the impacts on vehicle travel in peak times for the AM and PM during the weekdays and the peak period on weekends. The details of this modelling were provided during community consultation. Below are the vehicle delays by peak period.

Weekend Peak

Intersection Leg	Delays	Queue Lengths (m)
Moseley Street	10min 21s	1,133m
Jetty Road – East Leg	10min 14s	633m
Jetty Road – West Leg	9min 45s	884m

AM Peak

Intersection Leg	Delays	Queue Lengths (m)
Moseley Street	1min 15s	313m
Jetty Road – East Leg	1min 10s	141m
Jetty Road – West Leg	1min 30s	220m

PM Peak

Intersection Leg	Delays	Queue Lengths (m)
Moseley Street	2min 26s	235m
Jetty Road – East Leg	2min 22s	208m
Jetty Road – West Leg	2min 15s	504m

Attached to this report is the SIDRA Analysis Modelling that derived the information provided in the above tables.

Refer Attachment 6

Through the final design process, further investigations were undertaken on how improvements could be made to the functioning of the Moseley Street/Jetty Road intersection, with the introduction of traffic lights, that would lessen the impact on vehicle travel. The following changes were made specifically to Concept A to ensure optimisation of the intersection:

- Collaboration with the Department of Infrastructure and Transport to refine the inputs into the traffic model to ensure the outputs reflected and were in accordance with the Department's processes.
- Due to the width of Moseley Street, a dedicated left- and right-hand turn lane could be accommodated on the approach to Jetty Road. To accommodate for the left-hand turning lane space, car parking on the western side of Moseley Street (between Jetty Road and Elizabeth Street) had to be removed. This allowed for greater capacity for the Moseley Street leg to move vehicles through the intersection.
- Further iteration of traffic signal phasing and phase timing associated with the phases for Concept A, supplemented with the new dedicated left turn lane on Moseley Street, lessened the impact on vehicle travel. The changes allowed for more evenly distributed timing across all signal phases at the Jetty Road and Moseley Street intersection.

Below are the vehicle delays under the new model by peak period and the improvement from the delays consulted on.

Weekend Peak

Intersection Leg	Delays	Queue Lengths (m)
Moseley Street	32s (-9min 51s)	148m (-985m)
Jetty Road – East Leg	2 min 25s (-9min 49s)	160m (-473m)
Jetty Road - West Leg	2min 53s (-6min 52s)	532m (-352m)

AM Peak

Intersection Leg	Delays	Queue Lengths (m)
Moseley Street	18s (-57s)	58m (-255m)
Jetty Road – East Leg	39s (-31s)	46m (-95m)
Jetty Road - West Leg	42s (-48m)	131m (-90m)

PM Peak

Intersection Leg	Delays	Queue Lengths (m)
Moseley Street	20s (-126m)	34m (-201m)
Jetty Road – East Leg	2min 21s (-1s)	84m (-124m)
Jetty Road - West Leg	47s (-1min 28s)	303m (-201m)

Attached to this report is a copy of the Traffic Analysis and Modelling Report prepared by Tonkin.

Refer Attachment 7

Given the support from the community for the introduction of traffic lights at the Moseley Street/Jetty Road intersection, and the improvements to vehicle delays, it is recommended that Council proceed with the installation of traffic lights, the extension of the left-hand turning lane on Moseley Street, approaching Jetty Road, and the removal of four car parks to accommodate the extension of the turning lane.

Concept Designs

Three concept designs, Concept A, B and C were presented to the community during consultation.

The quantitative feedback received through the survey, on each of the concepts presented during community consultation are provided below.

Option	Supportive	Neutral	Unsupportive
Concept A	50%	7%	42%
Concept B	39%	5%	56%
Concept C	41%	3%	56%

For the quick response, 847 responses were received with the breakdown by option provided below.

Option	Response number	Percentage
Concept A	423	50%
Concept B	88	10%
Concept C	336	40%
Total	**847**	**100%**

Durham Street

In relation to Durham Street, two options were presented as part of consultation. The first option, which was consistent across Concepts A, B and C resulted in the closure of Durham Street, between Jetty Road and Chittleborough Lane, to all vehicles except permit holders, bicycles and emergency vehicles. This would result in entry into Durham Street from Augusta Street, the street being open to two-way vehicle movement, with a turning circle at the southern end of Durham Street to facilitate the two-way movement.

The second option, formed part of a variation to Concept A. This allowed for Durham Street to remain open via a left-hand turn into Durham Street from Jetty Road. Right-hand turns from Jetty Road into Durham Street would be prohibited. This right-hand movement would not be allowed due to further phases required for the traffic light signalisation. Physical access would not be blocked to vehicles turning right, but that such right-hand turn movements from Jetty Road would be prohibited by traffic control devices in the form of signs. One-way vehicle movement would occur in a south to north direction. This one-way movement is how the road typically functions; however, Durham Street is currently under temporary conditions with vehicles moving in a north to south direction. This option is referred to as Concept A Durham Street Alternative Option.

During consultation survey participants were asked to indicate their level of support of the closure of traffic entering Durham Street from Jetty Road. 961 participants responded, with 62% extremely supportive or somewhat supportive of the closure. Participants were also asked to indicate their level of support if Durham Street remained accessible to vehicles via a left-hand turn from Jetty Road. 973 participants responded with 50% indicated they were not supportive at all or somewhat supportive. Key themes emerging from feedback related to Durham Street were:

- traffic access and connectivity;
- safety and local amenity;
- support for closure or restrictions;
- concerns about increased congestion elsewhere; and
- local access for residents and connectivity.

Through the workshops with Elected Members, concerns were raised about the unintended impacts on adjacent streets, particularly Sussex Street, because of a closure; difficulties with larger vehicles being able turn around to exit out of Durham Street; and two-way movement along the street while still maintaining much of the car park spaces.

Considering the feedback received in relation to all three concept designs and Durham Street, as well as the concerns raised, it is recommended that Council proceed with Concept A Durham Street Alternative Option.

Attached to this report is the Final Concept Report for the Concept A Durham Street Alternative Option.

Refer Attachment 8

Parking

The plan for Concept A Durham Street Alternative Option that was released for community consultation included a loss of 26 parking spaces. The survey results showed of the 947 participants responding, 46% indicated they were extremely supportive or somewhat supportive of the loss of 26 parking spaces. It should be noted that 40% of respondents indicated they were not supportive at all or somewhat unsupportive. Questions were also asked of the level of support for increased losses under Concept B and C. The responses demonstrated that support for car parking losses decreased with the increase in number of parking losses. There were key themes that emerged from the feedback relating to parking. These themes were:

- concerns about reduced parking availability;
- parking and access to local businesses;
- support for reduced parking or alternative uses;
- turnover and short-term parking;
- parking difficulty.

In addition, a survey question asked respondents to select any reasons they would support the loss of on-street parking. Multiple ‘reasons’ could be selected so numbers per category are higher than the overall response rate. Most respondents indicated they would support the loss of parking “to provide space for greening” as indicated in the table on the following page.

Reason	Response number
To provide space for greening	474
To provide space for outdoor dining	441
Changes to traffic/road operations	424
None of the above	313

The survey results indicate there is an appetite in the community for a level of car parking losses, but the level of losses be minimised. Car parking losses need to be weighed up against the want to improve pedestrian safety, particularly within the Coast Zone, and preference for providing some space for greening. Through the final design process, a balanced approach was taken to minimise the impact of car parking losses but also meeting the need of the competing priorities of pedestrian safety and greening.

Attached to this report is a plan identifying the location of car parking losses in the final design.
Refer Attachment 9

The following is an overview of the level of car parking losses that were consulted on for the Concept A Durham Street Alternative Option by section, and the changes that are recommended.

Area 1

There were 3 car parking losses consulted on for this area, located on the southern side of Jetty Road near the corner of Partridge Street. In the final design the car parking losses in this area has been reduced to 2. These car parks are being lost for safety and compliance reasons.

Area 2

There were 2 car parking losses consulted on for this area. In the final design the car parking losses in this area remains the same. These car parks are being lost to increase the tree canopy and increase greening along the street.

Area 3

There were 2 car parking losses consulted on for this area. In the final design the car parking losses in this area is reduced to 1. This car park is being lost for compliance reasons.

Area 4

There were 4 car parking losses consulted on for this area. In the final design the car parking losses in this area remains the same. These car parks are being lost due to the installation of traffic lights and for compliance reasons.

Area 5

There were 4 car parking losses consulted on for this area. In the final design the car parking losses in this area remains the same. These car parks are being lost due to the installation of traffic lights and for compliance reasons.

Area 6

There were 3 car parking losses consulted on for this area. In the final design the car parking loss in this area is reduced to 1. This car park is being lost for compliance reasons.

Area 7

There were 2 car parking losses consulted on for this area. In the final design the car parking losses in this area remains the same. These car parks are being lost due to the installation of the traffic lights and to improve pedestrian flow around the corner into Colley Terrace.

Area 8

There were 3 car parking losses consulted on for this area, with 2 losses on the eastern side and 1 loss on the western side. Due to the proposed changes to the Moseley Street/Jetty Road intersection, as outlined previously, the extension of the left-hand turning lane on Moseley Street has resulted in a change to the number and location of car park losses. In the final design, 4 car parks are lost along Moseley Street on the western side, with no losses on the eastern side, which is a net increase of 1 car parking loss for this area.

Area 9

There were 4 car parking losses consulted on for this area. In the final design the car parking losses are reduced to 2. These car parks are being lost to create an entrance, increase the tree canopy and increase greening.

It is recommended to Council that a total of 22 car park spaces are removed from the Coast and Transition Zones. This would result in a total of 25 car park spaces being removed from the Jetty Road Precinct due to the Transforming Jetty Road Project.

Mountable Kerbs

The plan for Concept A Variation that was released for community consultation included mountable kerbs throughout the Transition Zone, between Sussex Streets and Gordon/ Partridge Streets. Through the survey 974 participants who responded to the question, 66% indicated they were either very supportive or somewhat supportive of the proposed mountable kerbs for on-street parking bays along Jetty Road. 25% of respondents indicated they were either somewhat unsupportive or not supportive at all. While there was support for the mountable kerbs, the following themes emerged from the feedback:

- functionality and practicality;
- accessibility and safety;
- aesthetic and design concerns;
- confusion or clarity of purpose;
- suitability for the local environment.

The purpose for including mountable kerbs in the concept design was to provide an opportunity to create flexible spaces, with the ability to use car spaces for other uses at times, for example outdoor dining. Considering the feedback received during consultation regarding

the importance of on-street parking along Jetty Road, a review was undertaken of the area that mountable kerbs be constructed. It is recommended to Council the area of the mountable kerb be reduced, starting from Chapel Plaza, on the southern side of Jetty Road, and Nile Street, on the northern side, extending to Sussex Street. The existing kerb line (stand up kerbs) will remain from Partridge/Gordon Streets to Chapel Plaza (on the southern side) and Nile Street (on the northern side). This is reflected in the Final Design Plan provided in Attachment 8.

Moseley Square

Included in the concept plans released for community consultation, was a concept design for the outdoor dining space on the southern side of Moseley Square, between the building line and the tram line. The concept included changing the area of outdoor dining from near to the tram line, to the building line, and having a pedestrian walkway between the tram line and the outdoor dining area. In addition, the concept included removal of the existing structures and the construction of an arbor. Through the survey, 76% of the 975 respondents to the question were extremely supportive or somewhat supportive of the Moseley Square concept. Direct engagement occurred with the businesses impacted by the concepts during the consultation period. Through this feedback it was clear further work needed to be undertaken on the design to ensure the functioning of the outdoor dining experience. Therefore, it is recommended to Council this part of the concept be decoupled from the Final Design Plan to allow for further design work and consultation be undertaken. Once complete, a separate report will be tabled with Council with the final design for Moseley Square.

Summary of Changes to Concept A Durham Street Alternative Option

As explained throughout the report, there are some minor variations to the concept design that was presented for consultation. The summary of the changes are:

- An extension of the left-hand turning lane on Moseley Street, approaching Jetty Road.
- The removal of four car parks on the western side of Moseley Street to accommodate for the extension of the left-hand turning lane (Refer to Section 8 in Attachment 8).
- Retain two car parks on the eastern side of Moseley Street to offset the car parking losses on the western side of the street.
- Retain one car park on the southern side of Jetty Road, near the Partridge Street corner (Refer to Area 1 in Attachment 8).
- Retain one car park on the southern side of Jetty Road, in front of the current Westpac building, near Milton Street (Refer to Area 3 in Attachment 8).
- Retain two car parks in Durham Street, near the Jetty Road entrance (Refer to Area 6 in Attachment 8).
- Retain two car parks on Colley Terrace, on the western side near Moseley Square (Refer to Area 9 in Attachment 8).
- The area of the mountable kerb be reduced within the Transition Zone. Mountable kerbs start from Chapel Plaza, on the southern side of Jetty Road, and Nile Street, on the northern side, and extend to Sussex Street.

Judicial Review

Proceedings have commenced in the Supreme Court of South Australia in relation to the Transforming Jetty Road Project. The Karidis Corporation and related entities commenced proceedings to declare the consultation for the Transforming Jetty Road project as unreasonable and failing to provide the applicant with procedural fairness; declare the consultation under the Road Traffic Act consultation as invalid; and restrain Council from making particular decisions in relation to the project. While the proceedings have commenced, they have not past the initial stage of lodgement. Importantly, no order has been sought or made to prevent Council from making a decision on the final design of the Transforming Jetty Road Project.

Budget

The budget for the Transforming Jetty Road Project is $40 million. A budget of $9.6 million has been allocated to the City Zone construction. The remaining $30.4 million has been allocated to the design and construction of the Coast and Transition Zones.

Life Cycle Costs

Lifecycle costs are dependent on the final design approved by Council. On approval of a final design, lifecycle costs will be calculated as part of detailed designed.

Strategic Plan

Our Holdfast 2050+ Strategic Plan

Wellbeing: Good health and economic success in an environment and a community that supports wellbeing.

Open Space: Enhance character and vibrancy through innovation and distinctive public realm and placemaking.

Creative Holdfast: Arts and Culture Strategy 2019 - 2024

Council Policy

Community Consultation And Engagement Policy
Code of Practice – Meeting Procedures

Statutory Provisions

Road Traffic Act 1961
Local Government Act, section 48 (2)(d), section 50
Local Government (Procedures at Meetings) Regulations 2013, regulation 10

Written By: Chief Executive Officer

Chief Executive Officer: Ms P Jackson

Attachment 1

CITY OF HOLDFAST BAY

TSA Riley

Feedback Analysis Report

Concept Design Consultation

Transforming Jetty Road, Glenelg

May 2025

CITY OF HOLDFAST BAY

Document Control

Prepared for issue:	Sarah Hill and Andrea Murphy	**Date:**	29/04/2025
Approved for issue:	Tim Saul	**Date:**	30/04/2025

TSA Riley

Contents

TSA Riley

1. Introduction

TSA Riley was engaged to analyse feedback received during the proposed Concept Design Consultation for the Transforming Jetty Road Project.

This included responses submitted via an online survey, quick response questions*, emails, letters, and phone calls. A hard copy survey was also available, and all 98 responses have been digitised and included with the overall analysis. Feedback was accepted from Monday 3 March to 5:00pm on Wednesday 16 April 2025 through multiple channels, and a copy of the survey can be found in Appendix A.

A total of 2,227 feedback submissions were received during the draft Concept Plan Consultation for the Transforming Jetty Road Project. It is important to note that respondents were able to provide feedback through multiple channels - including survey, email and phone - and may have provided more than one submission. Each submission has been counted as a separate entry.

The feedback tool used has shaped the structure of this report and the reader can find the following key sections within it:

- Section 2: Survey feedback (online and hard copy)
- Section 3: Quick response feedback
- Section 4: Email and phone call feedback

Table 1: Response numbers via all feedback tools

Feedback tool	Response number
Online and hard copy survey	993
Quick response (online)	1,031
Emails, letters and phone calls	203
Total	**2,227**

Feedback received via the drop-in sessions or face to face meetings has been captured by the City of Holdfast Bay in a Consultation Outcome Report.

*Quick response questions were two questions that provided low barrier participation in the consultation

1.1 Analysis methodology

Feedback has been analysed by question and segmented by demographic subcategory type to give a comprehensive overview of what various respondents thought about the draft Concept Design. Demographic subcategories were provided by the City of Holdfast Bay and included: Jetty Road Precinct Traders, Jetty Road Commercial Landlords, residents in the Glenelg suburb only (broken further down into age category), 5045 residents (Glenelg East, Glenelg North and Glenelg South), City of Holdfast Bay residents (Somerton Park, Hove, Brighton, South Brighton, North Brighton, Kingston Park, Seacliff and Seacliff Park) and Visitors to the area.

All ‘open ended’ (qualitative) responses were thematically analysed (by theme) as well as by demographic indicators (respondent type, suburb and age). All ‘closed questions’ (quantitative data) was analysed by all respondents and then further by demographic indicators (respondent type, suburb and age).

A note on reading data, where a count is provided it is reflected as “n = number” and where a percentage is reflected this is show as a %. Quotes are indicated by “inverted commas” and are reflective of the theme or sentiment shared.

1.2 Sample size

While the consultation was not designed as a formal statistical sample survey, the volume of feedback provides a strong indication of community sentiment and reflects the views of the population within a reasonable margin of error. As at the 2021 Census, the City of Holdfast Bay had a population of 37,543. Using a 95% confidence level and a 5% margin of error, the required sample size is 380 respondents. Feedback gathered as part of the consultation, including the survey and other channels, yielded a total of 2,227 responses.

TSA Riley

2. Survey feedback

This section is an analysis of online and hard copy survey responses only. Analysis of emails, letters and phone calls can be found on page 91.

2.1 Demographic data

At the end of the survey participants were asked to provide demographic details about themselves. These details have been used to further segment the data and understand what different parts of the population think about the proposed Jetty Road Concept Designs. It should be noted that while 993 people participated in the survey not everyone completed each question, which is why the total responses differ for each question.

2.1.1 Survey respondent type

Respondents were asked to select the option that best describes them (resident, trader commercial landlord, or visitor). Most respondents indicated they were Residents (n=808), followed by Visitors (n=135).

Table 2: Respondent type

Respondent type	Response number	Percentage
Holdfast Bay resident	808	81%
Jetty Road precinct trader	41	4%
Jetty Road precinct commercial landlord	9	1%
Visitor	135	14%
Total online and hard copy survey count	**993**	**100%**

2.1.2 Survey respondent age

Respondents were asked to indicate their age group and 960 people answered this question. Most respondents were aged 65 and over (38%) followed by 45-65 years of age (37%) and then 24-44 year olds (22%). The lowest response rate was from participants aged 14 and under (n=1).

Table 3: Respondent age group

Respondent age	Response number	Percentage
14 and under	1	0.10%
15-24	31	3%
24-44	206	21%
45-64	354	37%
65 and over	368	38%
Total	**960**	**100%**

2.1.3 Survey respondent suburb

Respondents were asked their suburb and post code; 957 people answered this question. The highest response rate was from those living or working in *5045* (n=569 | 66%) followed by *5044* (n=126 | 13%).

The full data table of all suburbs and post codes can be found in Appendix B.

Figure 1: Respondent suburb

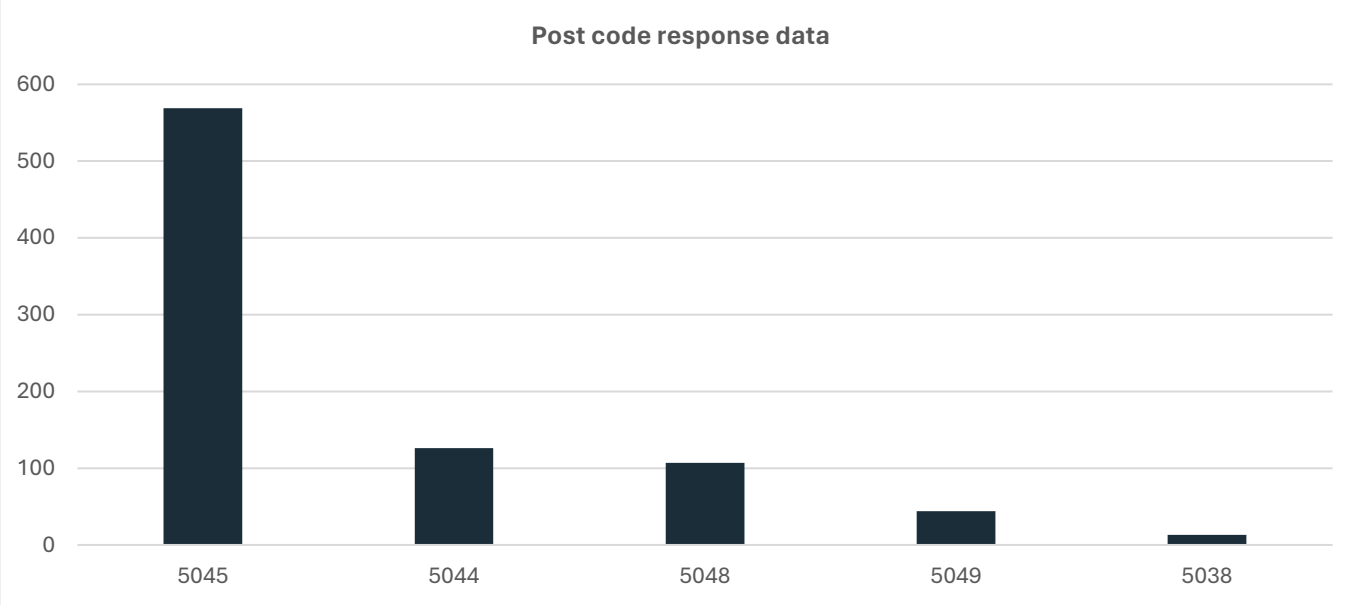

Table 4: The top five response post codes

Post code	Suburbs (by Aus Post Category)	Number of responses
5045	Glenelg, Glenelg East, Glenelg North, Glenelg South	569 (66%)
5044	Glengowrie and Somerton Park	126 (13%)
5048	Brighton, Dover Gardens, Hove, North Brighton, South Brighton	107 (11%)
5049	Kingston Park, Marino, Seacliff, Seacliff Park, Seaview Downs	44 (5%)
5038	Camden Park, Plympton, Plympton Park, South Plympton	13 (1%)
	Total count of top five post codes	**859**
	Other post codes	*98*
	Total of all who responded to postcode question	*957*

2.1.4 Hearing about the consultation

The survey also asked participants how they heard about the survey and the most common response *was "Brochure in my mailbox"* (34%, n=323) followed by *"I am signed up to Holdfast News"* (23%, n=221). Respondents were asked to select only one option.

Figure 2: Hearing about the consultation

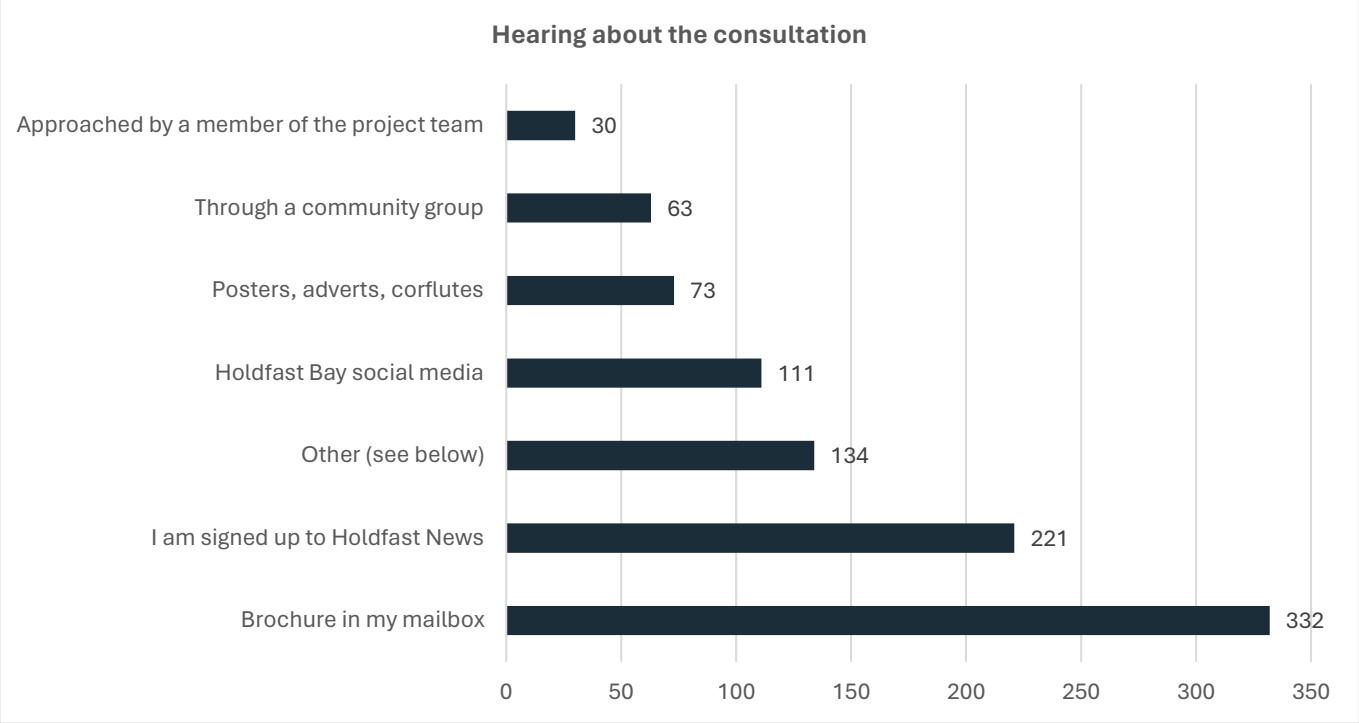

Table 5: Hearing about the consultation

Hearing about the engagement	Number of responses	Percentage %
Brochure in my mailbox	332	34%
I am signed up to Holdfast News	221	23%
Other (see below)	134	14%
Holdfast Bay social media	111	12%
Posters, adverts, corflutes	73	8%
Through a community group	63	7%
Approached by a member of the project team	30	3%
Total	**964**	100%

'Other' responses receiving over 6 counts, in order of prevalence included:

1. Multiple sources
2. Friends and family
3. Council staff
4. Neighbour
5. Media
6. Social media
7. Email
8. Radio

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2.2 Design principles

Question 1 asked respondents to rank design principles from highest to lowest priority, 1 being your highest priority, 7 being your lowest priority. The design principles are:

- Pedestrian safety
- Increased greening and reduction in urban heat
- Spaces for events and activation e.g. outdoor dining
- Maximising parking along Jetty Road
- Vehicle accessibility and travel time through Jetty Road
- Maintaining current bus routes
- Pedestrian space and accessibility.

2.2.1 Overview all responses

810 respondents answered this question, and the highest rated design principle was ranked **pedestrian safety** followed by **pedestrian space and accessibility**.

Table 6: Ranking design principles (all respondents)

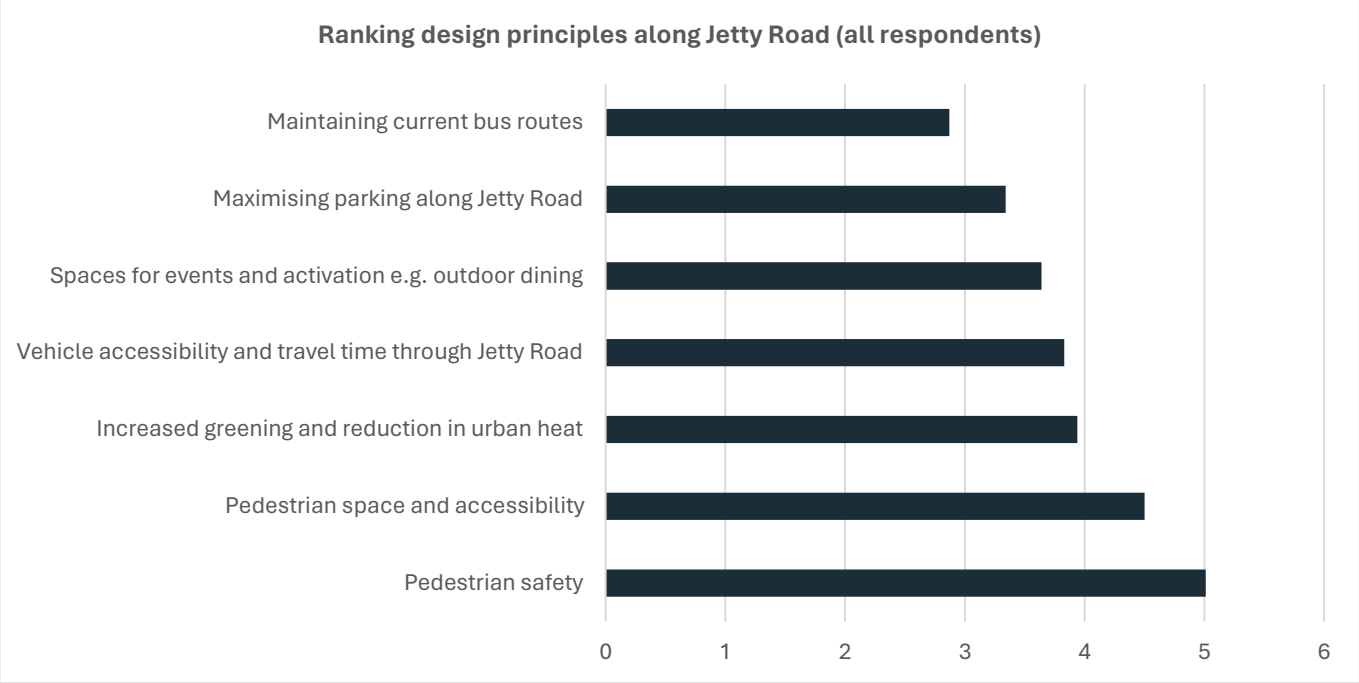
Design principle ranking	Score*
1. Pedestrian safety	5.01
2. Pedestrian space and accessibility	4.50
3. Increased greening and reduction in urban heat	3.94
4. Vehicle accessibility and travel time through Jetty Road	3.83
5. Spaces for events and activation e.g. outdoor dining	3.64
6. Maximising parking along Jetty Road	3.34
7. Maintaining current bus routes	2.87

A note on the score
The 'score' is calculated by:

- summing up the weight of each ranked position
- multiplying the response count for each position choice
- dividing by the total responses of the question.

The 'score' weighs the results by the number of contributions so outliers do not bias the score. Weights are applied in reverse order. In other words, a participant's most preferred choice (which they rank as #1) has the largest weight and their least preferred choice (which they rank in the last position) has a weight of 1.

Figure 3: Ranking design principles along Jetty Road (all respondents)



2.2.2 Ranking design principles along Jetty Road (by respondent type)

Table 7: Ranking design principles along Jetty Road (by respondent type)

Design principle	Resident	Trader	Commercial landlord	Visitor
Increased greening and reduction in urban heat	4.08	3.50	2.60	4.46
Maintaining current bus routes	3.12	2.68	2.00	2.93
Maximising parking along Jetty Road	3.63	4.39	5.00	2.74
Pedestrian safety	5.14	4.84	5.20	5.50
Pedestrian space and accessibility	4.59	4.06	4.40	5.37
Spaces for events and activation e.g. outdoor dining	3.74	3.93	4.08	4.38
Vehicle accessibility and travel time through Jetty Road	4.16	4.94	5.25	2.91

2.2.3 Ranking design principles by age (Glenelg 5045 only)

Table 8: Ranking design principles by age

Design principle	15-24	25-44	45-64	65 and over
Increased greening and reduction in urban heat	3.33	4.13	3.98	3.71
Maintaining current bus routes	3.33	3.37	3.08	3.52
Maximising parking along Jetty Road	3.00	3.52	3.68	3.36
Pedestrian safety	6.67	4.94	5.35	5.51
Pedestrian space and accessibility	5.33	4.23	4.83	4.67
Spaces for events and activation e.g. outdoor dining	4.00	3.83	3.82	3.64
Vehicle accessibility and travel time through Jetty Road	2.33	4.34	3.91	3.93

2.2.4 Ranking design principles by suburb profile

Table 9: Ranking design principles by suburb profile

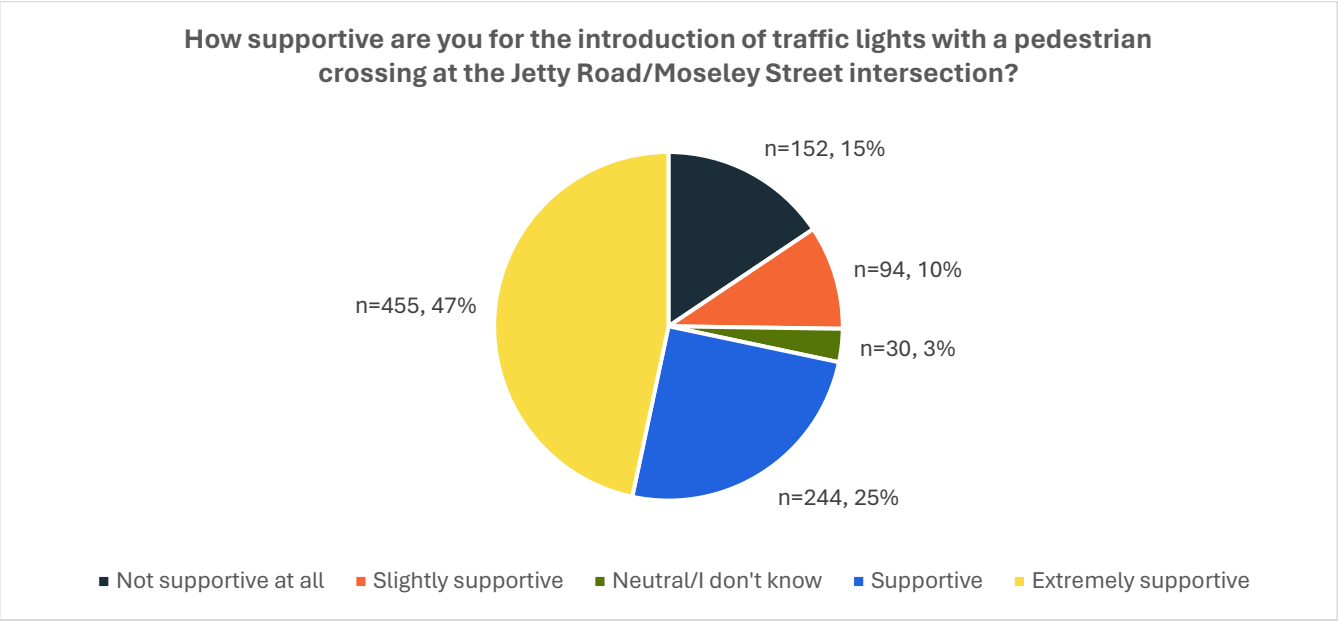
Design principle	Glenelg	5045 (excl. Glenelg)	Holdfast Bay (excl. 5045)
Increased greening and reduction in urban heat	3.81	4.08	4.23
Maintaining current bus routes	3.33	3.07	2.87
Maximising parking along Jetty Road	3.59	3.79	3.58
Pedestrian safety	5.34	4.91	5.12
Pedestrian space and accessibility	4.60	4.55	4.55
Spaces for events and activation e.g. outdoor dining	3.71	3.72	3.83
Vehicle accessibility and travel time through Jetty Road	4.07	4.34	4.26

2.3 Traffic lights with pedestrian crossing

2.3.1 Overview all responses relating to pedestrian crossing

Question 2 asked participants "How supportive are you for the introduction of traffic lights with a pedestrian crossing at the Jetty Road/Moseley Street intersection?" 975 participants answered this question. Of those who responded, 72% indicated they were extremely supportive or supportive of the traffic light with pedestrian crossing proposal, as indicated in the figure below.

Figure 4: Level of support for traffic lights with a pedestrian crossing



2.3.2 All resident, trader, landlord and visitor sentiment for traffic lights with pedestrian crossing

When looking specifically at respondent type, most either indicated they were extremely supportive or supportive of traffic lights. Jetty Road precinct commercial landlords were the least supportive, with 38% indicating they were not supportive at all of traffic lights with a pedestrian crossing at the Jetty Road/ Moseley Street intersection.

Table 10: Level of support from respondent types for traffic lights at Jetty Road/ Moseley Street

Level of support for traffic lights at crossing	All residents	Trader	Commercial landlord	Visitor
Extremely supportive or supportive	71% (n=562)	71% (n=29)	50% (n=4)	79% (n=104)
Slightly supportive	10%	10%	13%	6%
Neutral/ I don't know	3%	0%	0%	5%
Not supportive at all	16%	20%	38%	11%

2.3.3 Glenelg residents only sentiment for traffic lights with pedestrian crossing

Of the 256 residents of Glenelg 74% (n=194) indicated they were extremely supportive or supportive of traffic lights.

Table 11: Level of support from Glenelg residents for traffic lights at Jetty Road/ Moseley Street

Level of support for traffic lights at crossing	Glenelg Resident
Extremely supportive or supportive	74% (n=194)
Slightly supportive	8% (n=20)
Neutral/ I don't know	3% (n=7)
Not supportive at all	14% (n=37)

2.3.4 Glenelg residents by age sentiment for traffic lights with pedestrian crossing

Of the 256 residents of Glenelg those aged 65 and over were most supportive of the traffic lights with 77% of respondents indicating they were extremely supportive or supportive.

Table 12: Level of support from Glenelg residents by age group for traffic lights at Jetty Road/ Moseley Street

Level of support for traffic lights at crossing	15-24	24-44	45-64	65 and over
Extremely supportive and supportive	67% (n=2)	65% (n=22)	73% (n=57)	77% (n=109)
Slightly supportive	0%	9% (n=3)	9% (n=7)	7% (n=10)
Neutral/ I don't know	0%	6% (n=2)	5% (n=4)	1% (n=1)
Not supportive at all	33% (n=1)	21% (n=7)	13% (n=10)	12% (n=17)

2.3.5 Other residents of 5045 (Glenelg East, Glenelg South, Glenelg North) sentiment for traffic lights with pedestrian crossing

Of the 283 residents who responded from 5045 67% (n=191) indicated they were extremely supportive or supportive of traffic lights.

Table 13: Level of support from other residents of 5045 for traffic lights at Jetty Road/ Moseley Street

Level of support for traffic lights at crossing	Other residents of 5045
Extremely supportive or supportive	67% (n=191)
Slightly supportive	13% (n=36)
Neutral/ I don't know	1% (n=4)
Not supportive at all	18% (n=52)

2.3.6 Other City of Holdfast Bay Residents (not 5045) sentiment for traffic lights with pedestrian crossing

Of the 273 other City of Holdfast Bay Residents (not 5045), 70% (n=190) indicated they were extremely supportive or supportive of traffic lights.

Table 14: Level of support from other City of Holdfast Bay residents for traffic lights at Jetty Road/ Moseley Street

Level of support for traffic lights at crossing	Other City of Holdfast Bay Residents (not 5045)
Extremely supportive or supportive	70%, n=190
Slightly supportive	10%, n=27
Neutral/ I don't know	5% n=13
Not supportive at all	16% n=43

2.3.7 Open ended feedback regarding traffic lights at Jetty Road and Moseley Street

Question 3 asked participants to provide any comments regarding the traffic lights with a pedestrian crossing, with 631 responses provided.

This summary captures what survey respondents said about the proposed traffic lights and pedestrian crossing upgrades at the intersection of Jetty Road and Moseley Street including the top key themes. Most respondents supported changes that would make the area safer and easier to move through, especially for families, older residents and people with prams. At the same time, many raised concerns about long wait times, traffic delays and how the intersection will be designed. The key themes below highlight the main points from the feedback, along with quotes from respondents.

Table 15: Key themes from traffic light comments

Key themes emerging from feedback related to traffic lights at Jetty Road and Moseley Street
1. Wait times and signal timing
2. Pedestrian accessibility and safety
3. Support for traffic light installation
4. Intersection layout and infrastructure needs
5. Traffic flow and congestion concerns

2.3.7.1 Wait times and signal timing

Survey participants repeatedly flagged concerns about excessive wait times associated with the proposed traffic lights. Such durations were considered impractical and likely to cause congestion, especially during peak hours. Many worried this would result in a frustrating experience for both pedestrians and drivers, increasing the risk of jaywalking or driver aggression. Instead, respondents proposed a cap on pedestrian signal waits at around 20 seconds, with suggestions like scramble crossings or adaptive signalling that prioritises practical, real-world usability.

Quotes:

- "20 second walk signal max"
- "A 10 minute wait at peak time at the traffic lights is a bit excessive... the pavement... is not wide enough for the build-up of pedestrian traffic..."

2.3.7.2 Pedestrian accessibility and safety

Safety and accessibility emerged as vital themes, with many respondents expressing serious concern over the dangers at the intersection. There was consistent feedback about the need for crossings on all sides and better safety features, especially for elderly residents, disabled pedestrians and parents with prams. The sentiment was urgent *"the intersection is not only inconvenient but dangerous for the most vulnerable"*.

Some feedback was stark, with individuals expressing shock that there hasn't already been a fatality. Respondents highlighted that a "duty of care" exists and stressed that pedestrian-first design must be prioritised - especially in a high-footfall, mixed-use urban environment.

Quotes:

- "VERY SURPPRISED A DEATH HASN'T HAPPENED THIS IS A MUST."
- "Lots of disabled ppl - elderly and mums with prams - this is a 'duty of care' for pedestrians..."
- "That is such a scary intersection to cross with children or elderly! Very supportive of lights!!"

2.3.7.3 Support for traffic light installation

A strong base of community support for the installation of traffic lights was evident, particularly among those who see the current configuration as disorderly or dangerous. That said, this support was often conditional - linked to appropriate wait times and pedestrian-friendly phasing. Others noted that while incidents might be rare, perceived danger still deters use of the intersection, especially among tourists and cautious locals. There was also recognition that pedestrian infrastructure should match the area's urban and commercial activity levels.

Quotes:

- "100% in for a traffic light in the intersection."
- "Another set of traffic lights will further the congestion on Jetty Rd... everyone looks out for each other and slows down."
- "Any intervention to make crossing Jetty Road safer would be supported. It's flat out dangerous."

2.3.7.4 Intersection layout and infrastructure needs

There was a call for more than just traffic lights - respondents want a holistic, well-thought-out intersection design. Many described the current layout as chaotic or outdated and suggested that an upgraded crossing system alone wouldn't be enough. They called for new infrastructure that includes better pavement design, signage and safer, more accessible public space. These comments highlight an appetite for long-term, strategic urban design - solutions that will not only solve today's issues but also prepare for future pedestrian and vehicle volumes.

Quotes:

- "A pedestrian crossing at this intersection is long overdue,"
- "About time intersection is diabolical for pedestrians"
- "As a local of close to 40 years, this intersection is the biggest issue to fix..."

2.3.7.5 Traffic flow and congestion concerns

While safety and accessibility were top priorities, many respondents worried about traffic lights creating new congestion issues. The balancing act between pedestrian safety and vehicular flow was a recurring concern. Several participants voiced preference for shared-space models or time-based controls to avoid traffic bottlenecks. They also noted that during less busy periods (like winter), the lights might cause unnecessary delays. The comments reflect a strong desire for a dynamic system that responds flexibly to actual usage patterns.

Quotes:

- "A free flow with both cars and pedestrians giving and taking would I believe flow the best..."

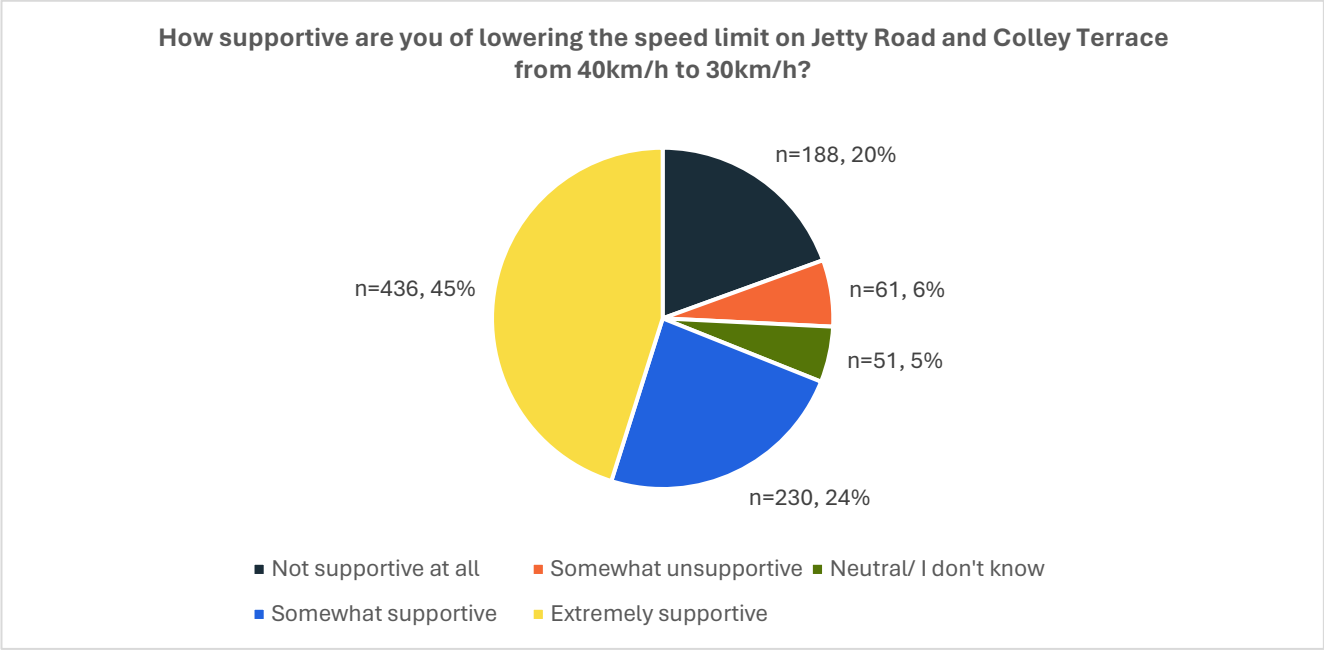
- "A great idea for better safety and improved traffic flow"

2.4 Speed limit

2.4.1 Overview all responses Jetty Road and Colley Terrace from 40km/h to 30km/h

Question 4 asked participants to indicate their level of support for lowering the speed limit on Jetty Road and Colley Terrace from 40km/h to 30km/h. Of the 966 participants that answered this question, 69% indicated they were extremely supportive or somewhat supportive of lowering the speed limit on Jetty Road and Colley Terrace from 40km/h to 30km/h as indicated in the figure below. It should be noted that 26% of respondents indicated they were not supportive at all or somewhat unsupportive.

Figure 5: Level of support for lowering speed limit



2.4.2 All residents, traders, landlords and visitors speed limit sentiment

Table 2: All residents, traders, landlords and visitors speed limit sentiment

Respondent type	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
Holdfast Bay resident	338 (43%)	191 (24%)	38 (5%)	51 (7%)	167 (21%)
Jetty Road precinct commercial landlord	2 (25%)	2 (25%)	1 (12%)	0 (0.0%)	3 (38%)
Jetty Road precinct trader	12 (29%)	15 (37%)	5 (12%)	4 (10%)	5 (12%)
Visitor	84 (64%)	22 (17%)	7 (5%)	6 (4%)	13 (10%)

2.4.3 Glenelg residents by age speed limit sentiment

Table 3: Age category Glenelg sentiment for speed limit

Age group	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
15-24	2 (67%)	0 (0.0%)	0 (0.0%)	1 (33%)	0 (0.0%)
24-44	13 (38%)	8 (24%)	2 (6%)	3 (9%)	8 (23%)
45-64	29 (38%)	17 (22%)	5 (6%)	7 (9%)	19 (25%)
65 and over	70 (51%)	43 (31%)	4 (3%)	5 (4%)	15 (11%)

2.4.4 Suburb profile speed limit sentiment

Table 4: Speed limit sentiment by residential location category

Suburb profile	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
Glenelg residents only	123 (44%)	75 (27%)	13 (5%)	19 (7%)	49 (17%)
5045 residents (excl. Glenelg)	115 (40%)	67 (24%)	17 (6%)	17 (6%)	67 (24%)
City of Holdfast Bay (excl. 5045)	102 (43%)	53 (23%)	10 (4 %)	17 (7%)	53 (23%)

2.4.5 Overview all responses 10km/h shared zone west of the Jetty Road intersection with Moseley Street through to the Colley Terrace junction with Hope Street

Question 5 asked participants to indicate their level if support for the creation of a 10km/h shared zone west of the Jetty Road intersection with Moseley Street through to the Colley Terrace junction with Hope Street. Of the 969 participants that answered this question, 49% indicated they were extremely supportive or somewhat supportive of the 10km/h shared zone as indicated in the figure below. It should be noted that 44% of respondents indicated that they were not supportive at all or somewhat unsupportive.

Figure 6: Level of support for shared zone (to Colley Terrace with Hope Street)

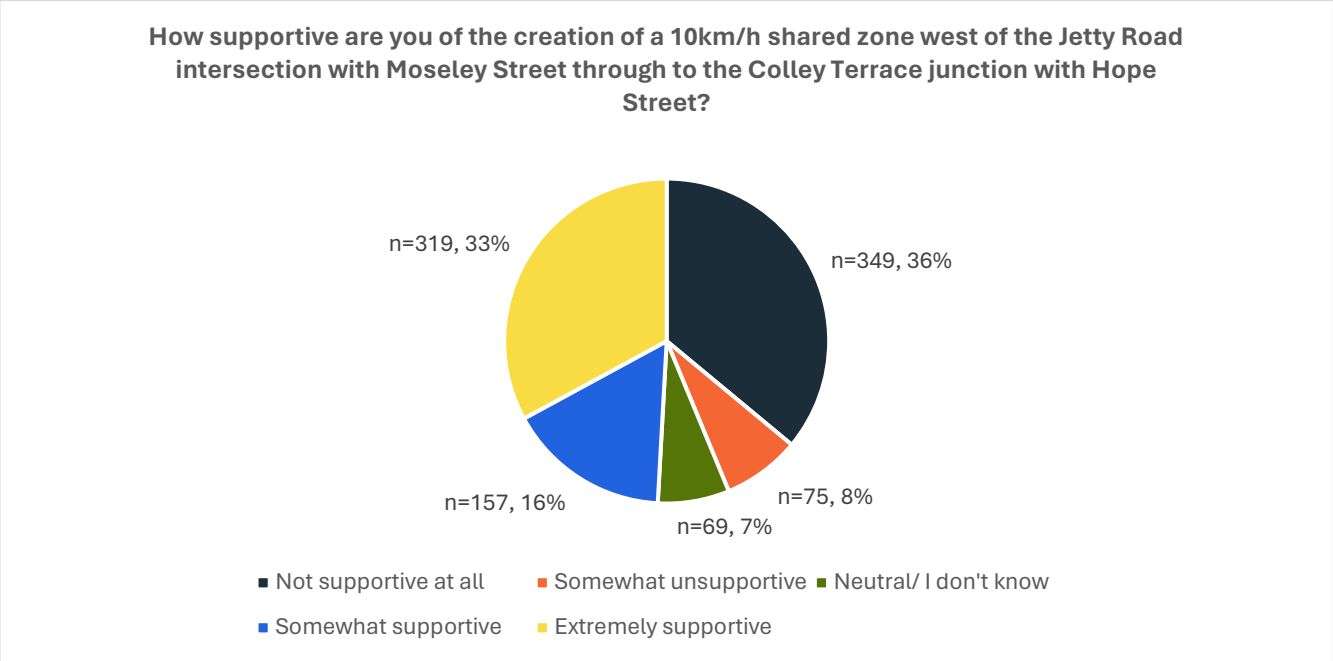


Table 5: All residents, traders, landlords and visitors shared zone sentiment

Respondent type	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
Holdfast Bay Resident	241 (31%)	120 (15%)	52 (7%)	59 (7%)	316 (40%)
Precinct trader	7 (17%)	12 (29%)	8 (20%)	6 (15%)	8 (19%)
Commercial landlord	1 (13%)	1 (13%)	1 (13%)	0 (0.0%)	5 (61%)
Visitor	70 (53%)	24 (18%)	8 (6%)	10 (8%)	20 (15%)

Table 6: Shared zone sentiment Glenelg residents by age

Age group	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
15-24	2 (67%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (33%)
24-44	9 (27%)	11 (32%)	0 (0.0%)	4 (12%)	10 (29%)
45-64	23 (30%)	16 (21%)	4 (5%)	7 (9%)	27 (35%)
65 and over	42 (30%)	31 (22%)	11 (8%)	8 (6%)	47 (34%)

Table 7: Shared zone sentiment by suburb category

Suburb category	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
Glenelg residents only	81 (29%)	63 (22%)	22 (8%)	23 (8%)	92 (33%)
5045 residents minus Glenelg	80 (28%)	38 (13%)	18 (6%)	21 (7%)	126 (46%)
City of Holdfast Bay residents that do not have the 5045 postcodes	77 (33%)	23 (10%)	17 (7%)	18 (7%)	101 (43%)

2.4.6 Overview all responses regarding shared zone on Durham Street from the intersection with Jetty Road through to south of the intersection with Chittleborough Lane

Question 6 asked participants to indicate their level of support for the creation of a shared zone on Durham Street from the intersection with Jetty Road through to south of the intersection with Chittleborough Lane. Of the 970 participants that answered this question, 56% indicated they were extremely supportive or somewhat supportive of the shared zone as indicated in the figure below. It should be noted that 31% of respondents indicated they were not supportive at all, or somewhat unsupportive.

Figure 7: Level of support for shared zone (Chittleborough Lane)

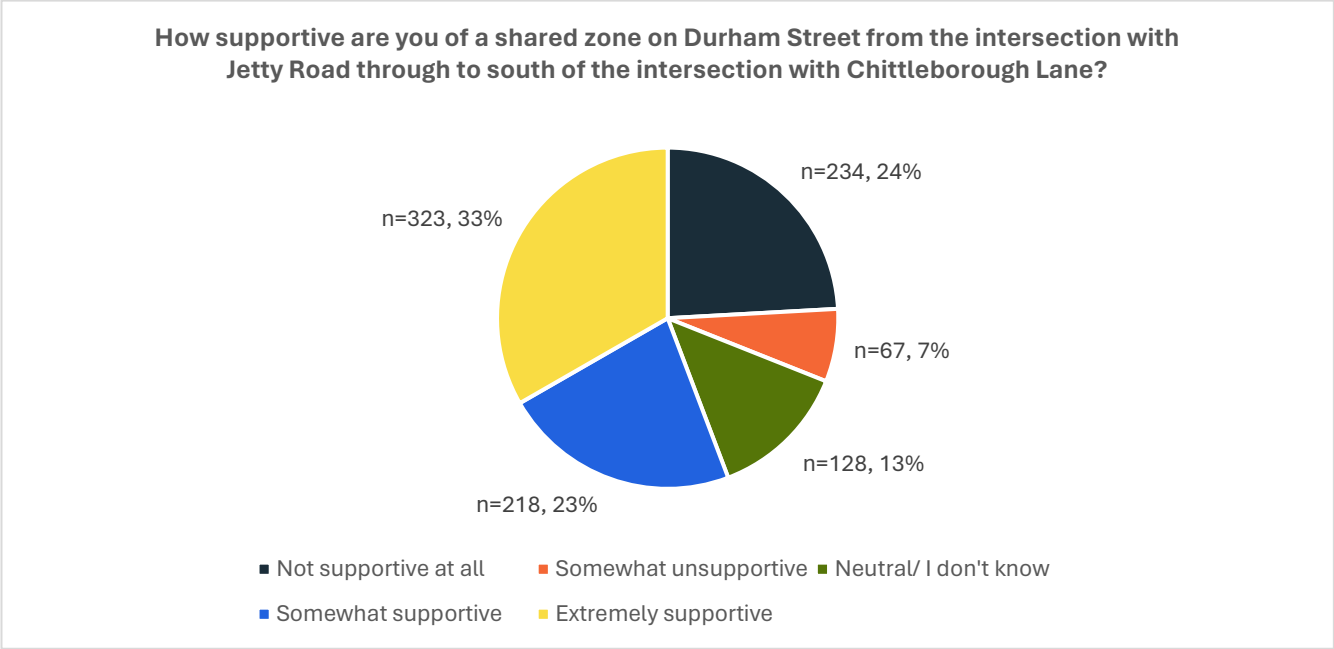


Table 8: All residents, traders, landlords and visitors' sentiment for Chittleborough Lane shared zone

Respondent type	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
Resident	246 (31%)	184 (23%)	101 (13%)	51 (7%)	208 (26%)
Trader	7 (17%)	11 (27%)	9 (22%)	6 (15%)	8 (19%)
Commercial landlord	1 (13%)	1 (13%)	1 (13%)	0 (0.0%)	5 (61%)
Visitor	69 (53%)	22 (17%)	17 (13%)	10 (7%)	13 (10%)

Table 9: Glenelg residents by age sentiment for Chittleborough Lane shared zone

Age group	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
15-24	2 (67%)	0 (0%)	1 (33%)	0 (0%)	0 (0%)
24-44	10 (29%)	10 (29%)	4 (12%)	4 (12%)	6 (18%)
45-64	26 (33%)	25 (32%)	8 (10%)	5 (7%)	14 (18%)
65 and over	34 (25%)	34 (25%)	17 (12%)	10 (7%)	43 (31%)

Table 10: Residential location category sentiment for Chittleborough Lane shared zone

Suburb category	Extremely supportive	Somewhat supportive	Neutral /I don't know	Somewhat unsupportive	Not supportive at all
Glenelg residents only	75 (27%)	75 (27%)	38 (13%)	22 (8%)	71 (25%)
5045 residents minus Glenelg	90 (32%)	66 (23%)	25 (9%)	21 (7%)	82 (29%)
City of Holdfast Bay residents that do not have the 5045 postcodes	81 (34%)	44 (19%)	43 (18%)	12 (5%)	57 (24%)

2.4.7 Overview all comments regarding speed limit

Question 7 invited participants to share their views on speed limits, generating 470 responses. Feedback reflected a wide range of perspectives, including support for lower speeds to enhance safety and walkability, alongside concerns about potential impacts on traffic flow, practicality and enforcement. Responses ranged from those advocating for a calmer, more pedestrian-friendly environment to others expressing fears that changes could frustrate drivers or create confusion.

Regarding support of or opposition to the proposed speed limit changes:

- Approximately 150 comments expressed support for lower speed limits.
- Around 26 comments indicated opposition to the proposed changes.
- 298 comments fell into a neutral or mixed category, not clearly expressing support or opposition.

This suggests that more respondents supported the idea of lowering speed limits than opposed it. The overall sentiment leaned towards making the area safer and more pedestrian-friendly, with a smaller group raising concerns about practicality and traffic efficiency.

Table 11: Key themes emerging from feedback related to proposed speed limit changes

Key themes emerging from feedback related to proposed speed limit changes
1. Support and opposition for lower speed limits
2. Safety concerns
3. Enforcement and compliance
4. Traffic flow and driver behaviour
5. Shared spaces and street design

The following sections break down the main themes and include quotes that capture respondents' thoughts in their own words.

2.4.7.1 Support for lower speed limits

A number of respondents supported reducing speed limits along Jetty Road and nearby streets. They suggested that lower limits could improve pedestrian safety and align with current driving behaviours, where vehicle traffic often slows due to high foot traffic. Some also proposed extending the changes to residential streets to prevent drivers from diverting through local areas. A few respondents noted that reducing traffic speeds could discourage unnecessary vehicle trips through the area, such as non-local "cruising", and improve public amenity by reducing noise and enhancing the pedestrian experience.

Quotes:

- "Supportive of Jetty Road speed limit reduction to improve safety as vehicles are generally travelling at slower speeds anyway..."
- "Presently turning into Jetty Road from Durham can be risky... a lower speed limit would be safer"
- "A reduction in speed limits... would greatly enhance pedestrian safety and public amenity..."
- "Shared spaces will actively reduce traffic speed to increase pedestrian safety. Buses driving at 40km/h is scary."

2.4.7.2 Opposition to lower speed limits

Some respondents expressed opposition to lowering speed limits, particularly where very low speeds such as 10 km/h were proposed. They raised concerns that such limits may not be practical for areas that still accommodate vehicle movement and could result in inefficient traffic flow. There was also a view that some of the broader proposals associated with speed limit changes were unnecessary, or that they might negatively affect access and convenience for road users.

Quotes:

- "Through traffic 10kph too slow"
- "These changes are more for tourists than the residents who live here & pay rates."
- "It is more difficult for a driver to maintain a 10kp/h speed limit than 25 or 30kp/h... speed limits in car parks are often exceeded."
- "Speed limits are not a primary traffic management tool, and are an indication of a failed traffic management plan. The traffic management plan should generate an appropriate speed environment."

2.4.7.3 Safety concerns

Respondents raised various safety-related issues, including the interaction between pedestrians and vehicles. Some supported speed reductions as a way of improving safety, while others questioned whether the proposed changes would create new risks, such as pedestrians assuming right of way without checking for vehicles.

Several comments pointed to existing safety risks, such as hoon driving or limited pedestrian crossings, and suggested that improvements in these areas might be more effective than adjusting speed limits alone.

Quotes:

- "Never ever give pedestrians 'right of way' on roads... This alone is dangerous."
- "Most traffic is already slower because of the many pedestrians crossing Jetty Rd. Also - hoons!"
- "Reduce the speed and have a traffic/pedestrian crossing on Colley Tce..."

2.4.7.4 Enforcement and compliance

There were concerns about how speed limit changes would be enforced. Some respondents questioned whether drivers would comply with the new limits, particularly on weekends or in busy periods, without additional monitoring or

policing. A few also commented on the cost and visual impact of adding new signage, expressing doubt that further speed limit changes would result in meaningful benefits if not backed by effective enforcement.

Quotes:

- "Lower speed limits will only be effective if they are policed, particularly on weekends..."
- "No-one would stick to 10KM—they don't do 40km now! So who would police?"
- "Another speed change means more signs and costs for NO benefit."

2.4.7.5 Traffic flow and driver behaviour

Some respondents focused on the impact of speed limit changes on overall traffic flow. They suggested that vehicle movement was already slow during busy times and that other factors - such as noise or road design - may have a greater influence on the local environment than speed alone. Maintaining smooth traffic flow, access to local streets and parking availability were noted as priorities by several respondents.

Quotes:

- "Weekend traffic won't move faster than this, noise is greater issue."
- "No reduction in carparks. No reduction of traffic flow on Durham St."
- "Traffic flow is very important to me."

2.4.7.6 Shared spaces and street design

A number of comments focused on how the physical design of the area - particularly shared zones and intersection layouts - affects safety, comfort and traffic behaviour. Respondents discussed whether shared spaces are working effectively or if changes in street layout might better support lower speed limits and safer movement for all road users. Some mentioned that shared zones can be confusing and inconsistent in terms of who has priority, while others suggested that closing off certain access points or reconfiguring intersections could better support the goals of safety and reduced traffic.

Quotes:

- "Supportive of the Durham St Plaza however shared zones can be confusing and closing access from Jetty Road could be a safer option."
- "The shared zones need better definition. At the moment people don't know whether they are walking into a road or a plaza."
- "The design needs to clearly show where cars can go and where people are meant to walk. At the moment it's not obvious and that's part of the problem."

2.5 Mountable kerbs

Question 8 asked participants to indicate their level of support for the introduction of mountable kerbs for on-street parking bays on Jetty Road between Sussex Street and the Gordon/Partridge Street intersection.

Of the 974 participants who responded to this question, 66% indicated they were either very supportive or somewhat supportive of the proposed mountable kerbs for on-street parking bays along Jetty Road, between Sussex Street and the Gordon/Partridge Street intersection, as shown in the figure below. It is important to note that 25% of respondents indicated they were either somewhat unsupportive or not supportive at all.

Figure 8: Level of support for mountable kerbs (Sussex, Gordon/ Partridge Street)

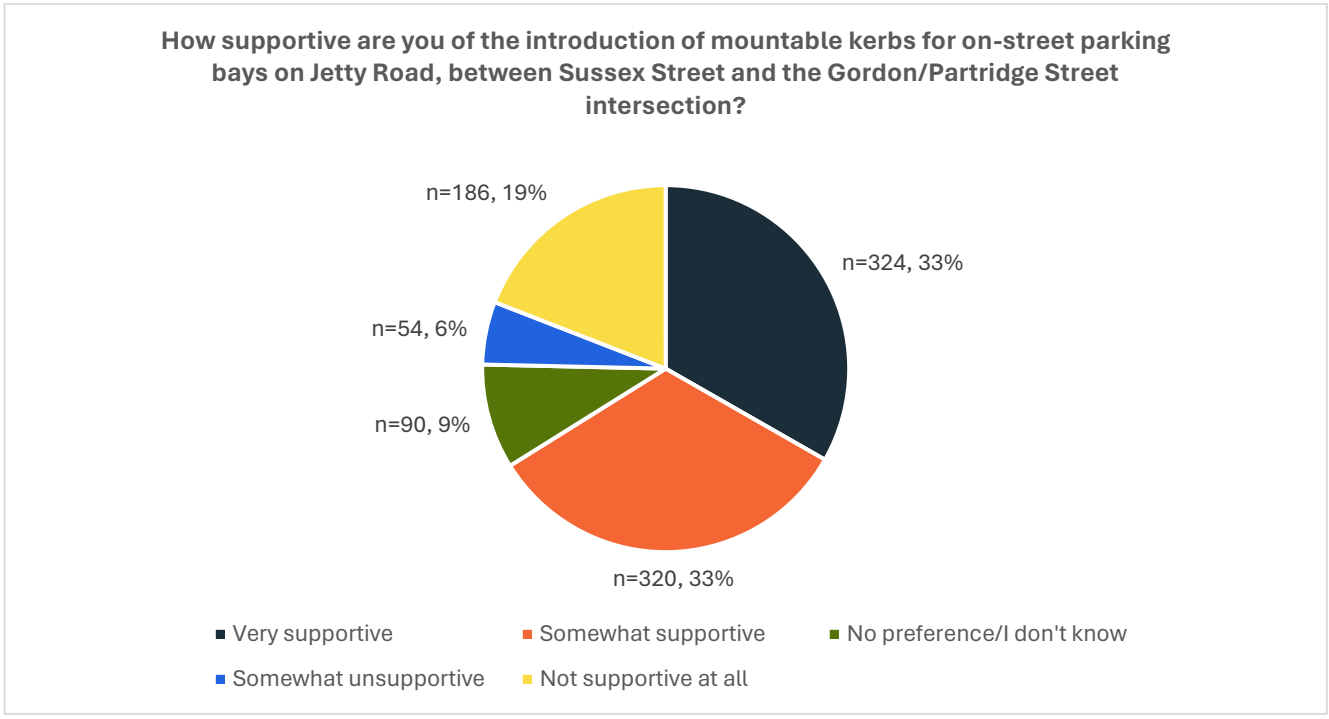


Table 12: All Residents, traders, landlords and visitor sentiment for mountable kerbs

Respondent type	Very supportive	Somewhat supportive	No preference/I don't know	Somewhat unsupportive	Not supportive at all
Resident	261 (33%)	256 (32%)	72 (9%)	41 (5%)	163 (21%)
Trader	11 (28%)	18 (45%)	2 (5%)	4 (10%)	5 (12%)
Commercial landlord	3 (38%)	3 (38%)	0 (0%)	0 (0%)	2 (24%)
Visitor	49 (37%)	43 (32%)	16 (12%)	9 (7%)	16 (12%)

Table 13: Glenelg residents by age sentiment for mountable kerbs

Age group	Very supportive	Somewhat supportive	No preference/I don't know	Somewhat unsupportive	Not supportive at all
15-24	2 (67%)	0 (0%)	0 (0%)	0 (0%)	1 (33%)
24-44	14 (41%)	11 (32%)	6 (18%)	1 (3%)	2 (6%)
45-64	34 (44%)	20 (26%)	3 (4%)	4 (5%)	17 (22%)
65 and over	44 (32%)	56 (40%)	11 (8%)	5 (4%)	23 (17%)

Table 14: Residential location category sentiment for mountable kerb

Suburb category	Very supportive	Somewhat supportive	No preference/I don't know	Somewhat unsupportive	Not supportive at all
Glenelg residents only	101 (36%)	97 (35%)	24 (9%)	13 (5%)	46 (16%)
5045 residents minus Glenelg	91 (32%)	95 (33%)	23 (8%)	14 (5%)	61 (21%)
City of Holdfast Bay residents that do not have the 5045 postcodes	69 (29%)	74 (31%)	25 (10%)	19 (8%)	52 (22%)

2.5.1 Overview all comments regarding mountable kerbs

Question 9 invited participants to provide comments regarding the proposed mountable kerbs, generating 437 responses. This section summarises the feedback received on their potential use in Glenelg. Comments reflected a broad range of views, spanning practical considerations, visual appeal and accessibility. While some respondents supported the idea, citing the flexibility and contemporary design of mountable kerbs, others raised concerns about safety, clarity and their suitability for Glenelg's local character.

Overall, the feedback revealed a diverse mix of perspectives, with many participants expressing uncertainty or posing questions, rather than offering clear support or opposition.

While more respondents supported mountable kerbs than opposed them, the largest portion of comments expressed mixed or neutral views, often citing specific conditions under which mountable kerbs might or might not work. The overall sentiment leans towards cautious consideration, rather than strong approval or disapproval.

The following themes explore the key issues raised and provide quotes that reflect perspectives.

Table 20: Key themes emerging from feedback related to mountable kerbs

Key themes emerging from feedback related to mountable kerbs
1. Functionality and practicality
2. Accessibility and safety
3. Aesthetic and design concerns
4. Confusion or clarity of purpose
5. Suitability for the local environment

2.5.1.1 Functionality and practicality

Several respondents discussed how mountable kerbs have performed in other areas, such as King William Road and Unley Road. In these places the kerbs were generally seen as functional, allowing for flexible use of space - like accommodating events or restaurant seating. Some commenters noted the benefits of this approach for modern streetscapes, particularly where pedestrian activity is high.

However, even supporters mentioned limitations. There was concern about cars potentially mounting kerbs near diners, and the risk of accidents if kerbs are not clearly marked. While many agreed the concept was practical, they also pointed out the importance of context-sensitive implementation.

Quotes:

- "Mountable kerbs have flexibility and have worked well along King William Road..."
- "I have seen them work well in places like Unley Road allowing easy parking near restaurants"
- "It's the only way to go. King William Road Unley has put these kerbs in place..."

2.5.1.2 Accessibility and safety

Accessibility and safety were common concerns. Some comments focused on whether raised kerbs might act as trip hazards for people getting in and out of vehicles or crossing the road. There were also concerns about drainage and wheelchair access, especially where design might interfere with stormwater flow or smooth surface transitions.

This suggests a need to carefully design the kerbs so they do not compromise accessibility. Respondents stressed the importance of avoiding barriers for people using mobility aids, and ensuring all aspects of the design comply with accessibility standards.

Quotes:

- "Looks fairly attractive... this raised kerb could be a trip hazard..."
- "Will the mountable kerbs have adequate access to unblocked storm water drains..."
- "Difficult for wheelchairs"

2.5.1.3 Aesthetic and design concerns

Visual appeal was another consideration for respondents. Some people appreciated the improved look over hard-edged kerbs and liked that they can encourage flexible use of space. Others felt the kerbs, especially when paired with bollards, could be unattractive or poorly integrated into the streetscape.

Design aesthetics were mentioned as important but not necessarily a top priority. Respondents generally preferred kerbs that looked good but also contributed to safer and more usable public space.

Quotes:

- "King William Rd Unley/Hyde Park has dangerous mountable kerbs. Design needs careful consideration"
- "While the bollards are rather unsightly... these kerbs are more attractive than the hard edge..."
- "As long as you don't lose street parking. Looks better as well."

2.5.1.4 Confusion or clarity of purpose

Some respondents were unclear about the role of mountable kerbs. Comments suggested that without clear signage or design cues, drivers might become confused - potentially leading to unsafe driving or misuse. A few also questioned

why certain kerbs were placed where they were, especially when paired with bollards that seemed to contradict their intended function.

This points to a need for communication and thoughtful design to ensure drivers, pedestrians, and business owners understand how mountable kerbs are meant to be used.

Quotes:

- "I wonder why the bollards have been installed in the photo above at the front of the church..."
- "I support this element for the reasons outlined in the proposal. They provide flexibility..."
- "Mountable curbs are confusing for many drivers – e.g. King William Road experience."

2.5.1.5 Suitability for the local environment

A few comments questioned whether mountable kerbs are suitable for Glenelg specifically. Some respondents felt the area already struggles with parking and that mountable kerbs might make things worse. Others worried the changes might discourage locals from visiting if parking and access to businesses become harder.

These views suggest that for mountable kerbs to be accepted, they must be shown to work well in Glenelg's specific conditions - not just in other suburbs or city contexts.

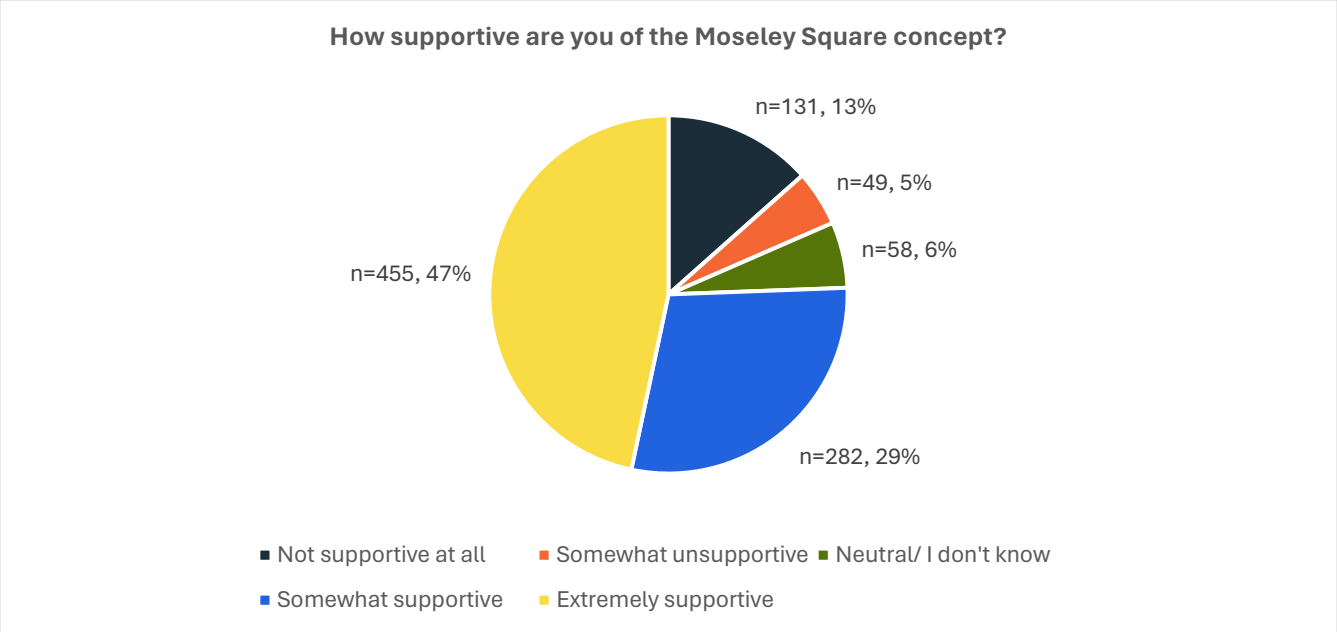
Quotes:

- "Waste of money. King William street parking is so difficult because of changes made there..."
- "Businesses need to be easily accessible... Make it difficult for residents to shop and access local businesses, then they will go elsewhere."
- "I don't think the mountable curbs need to extend all the way to Gordon/Partridge Street..."

2.6 Moseley Square

Question 10 asked participants to indicate their level of support for the Moseley Square Concept, with 975 participants responding. Of those who responded 76% indicated they were extremely supportive or somewhat supportive of the Moseley Square Concept as indicated in the figure below. It should be noted that 18% of respondents indicated that they were not supportive at all or somewhat unsupportive.

Figure 9: Level of support for Moseley Square Concept



Across all respondent types, except landlords, respondents indicated they were extremely supportive of the Moseley Square Concept as indicated by the highlighted cells in the table below.

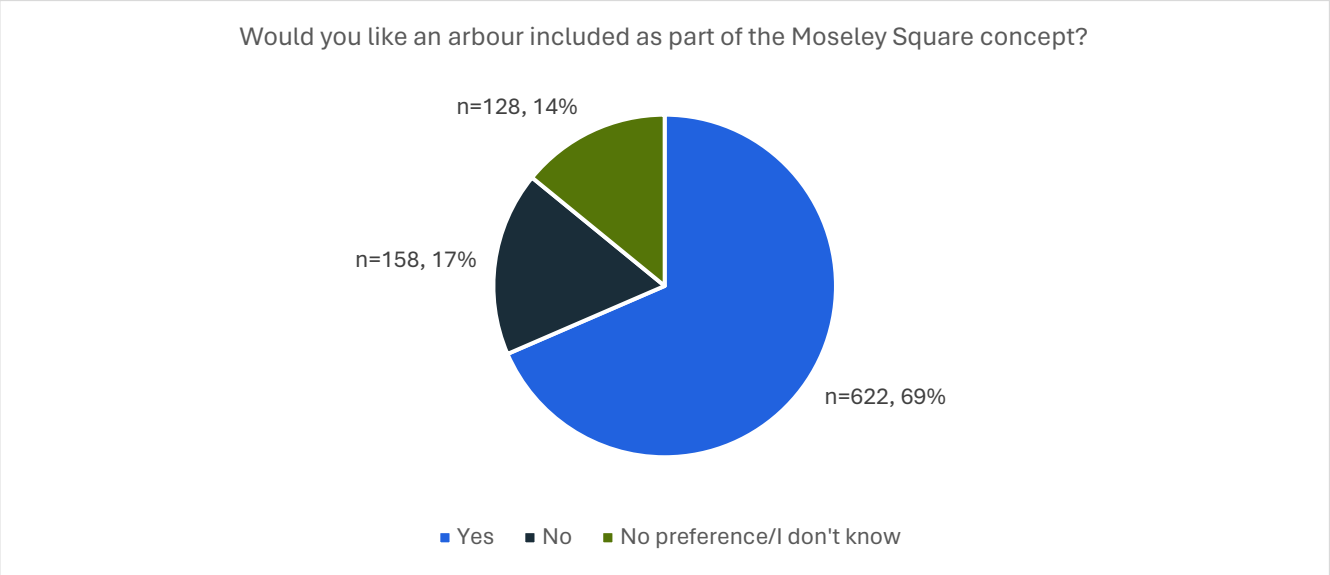
Table 21: Level of support for Moseley Square by respondent type

Level of support for Moseley Square	All respondents	Residents	Traders	Landlords	Visitors
Extremely supportive	455 (47%)	349 (44%)	20 (49%)	2 (29%)	84 (64%)
Somewhat supportive	282 (29%)	233 (29%)	13 (32%)	3 (43%)	33 (25%)
Neutral /I don't know	58 (6%)	49 (6%)	2 (5%)	1 (14%)	6 (5%)
Somewhat unsupportive	49 (5%)	42 (5%)	3 (7%)	0 (0%)	4 (3%)
Not supportive at all	131 (13%)	122 (15%)	3 (7%)	1 (14%)	5 (4%)

2.6.1 Overview all responses regarding an arbour as part of the Moseley Square concept

Question 11 asked participants to indicate if they would like an arbour included as part of the Moseley Square Concept, with 908 participants responding. As show in the figure below, 69% of all respondents selected “yes” they would like an arbour included in the concept while 17% indicated “no” and 14% indicated “no preference/ I don’t know”.

Figure 1: Arbour inclusion in Moseley Square concept



Across all respondent types, participants said “yes” to the inclusion of an arbour as indicated by the highlighted cells in the table below.

Table 15: Level of support for Moseley Square arbour by respondent type

Level of support for inclusion of an arbour	All respondents	Residents	Traders	Landlords	Visitors
Yes	622 (69%)	492 (66%)	27 (71%)	4 (67%)	99 (80%)
No	158 (17%)	143 (19%)	4 (11%)	1 (17%)	10 (8%)
No preference or I don’t know	128 (14%)	105 (14%)	7 (18%)	1 (17%)	15 (12%)

2.7 Durham Street

Question 12 asked participants to indicate their level of support of the closure of traffic entering Durham Street from Jetty Road to create a small plaza, with 961 participants responding to this question.

Of those who responded 62% indicated they were extremely supportive or somewhat supportive of the closure of traffic entering Durham Street from Jetty Road to create a small plaza as indicated in the figure below. It should be noted that 28% of respondents indicated that they were not supportive at all or somewhat unsupportive.

Figure 2: Level of support for Durham Street Concept (closure)

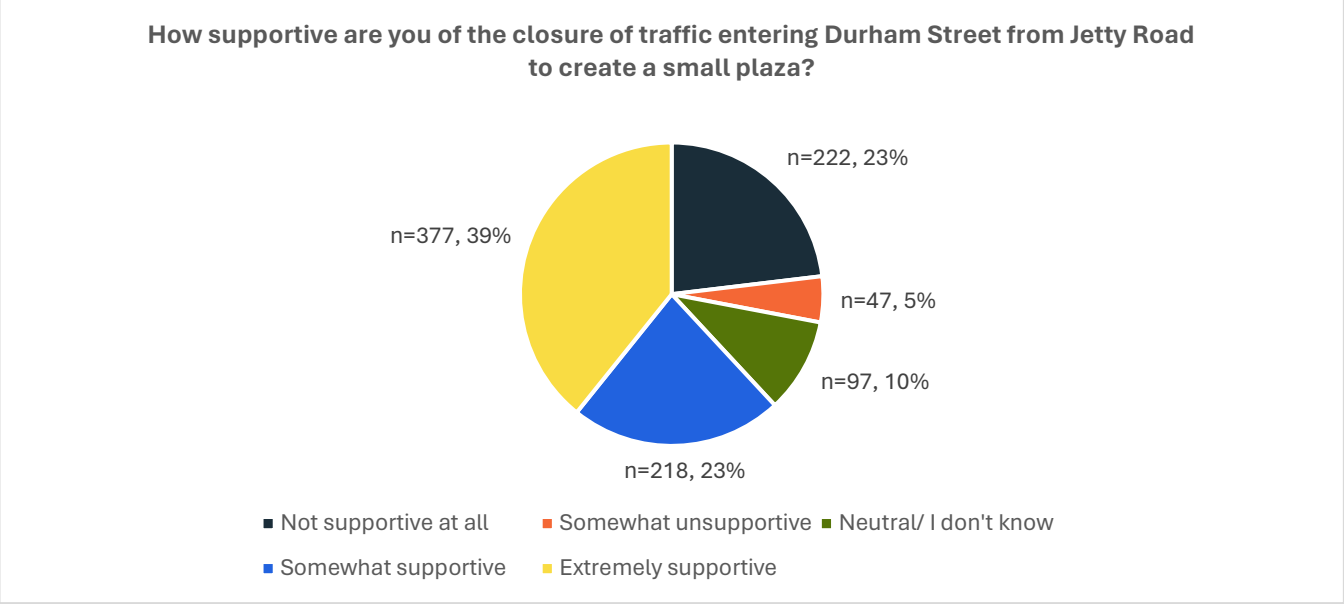


Table 16: All Residents, traders, landlords and visitors' sentiment for closure of traffic entering Durham Street from Jetty Road

Sentiment	All respondents	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	377 (39%)	349 (44%)	20 (49%)	2 (29%)	84 (64%)
Somewhat supportive	218 (23%)	233 (30%)	13 (32%)	3 (43%)	33 (25%)
Neutral /I don't know	97 (10%)	49 (6%)	2 (5%)	1 (14%)	6 (4%)
Somewhat unsupportive	47 (5%)	42 (5%)	3 (7%)	0 (0%)	4 (3%)
Not supportive at all	222 (23%)	122 (15%)	3 (7%)	1 (14%)	5 (4%)

Table 17: Glenelg residents by age sentiment for closure of traffic entering Durham Street from Jetty Road

Sentiment	Age 15-24	Age 24-44	Age 45-64	Age 65 and over
Extremely supportive	2 (67%)	14 (42%)	32 (42%)	59 (43%)
Somewhat supportive	0 (0%)	7 (21%)	18 (23%)	24 (18%)
Neutral /I don't know	0 (0%)	1 (3%)	9 (12%)	8 (6%)
Somewhat unsupportive	0 (0%)	4 (13%)	2 (3%)	6 (4%)
Not supportive at all	1 (33%)	7 (21%)	16 (20%)	40 (29%)

Table 18: Suburb profile sentiment for closure of traffic entering Durham Street from Jetty Road

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	126 (44%)	102 (43%)	126 (45%)
Somewhat supportive	85 (30%)	73 (30%)	78 (28%)
Neutral /I don't know	17 (6%)	14 (6%)	21 (8%)
Somewhat unsupportive	11 (4%)	14 (6%)	18 (6%)
Not supportive at all	45 (16%)	37 (15%)	37 (13%)

2.7.1 Overview of all responses relating to Durham Street would remain accessible to vehicles via a left-hand turn from Jetty Road

Question 13 asked participants to indicate their level of support if Durham Street remains accessible to vehicles via a left-hand turn from Jetty Road, with 973 participants answering this question. Of those who responded 50% indicated they were not supportive at all or somewhat unsupportive for Durham Street to remain accessible to vehicles via a left-hand turn from Jetty Road, as indicated in the figure below. It should be noted that 35% of respondents indicated they were extremely supportive or somewhat supportive for Durham Street to remain accessible to vehicles via a left-hand turn from Jetty Road.

Figure 3: Level of support for Durham Street remaining accessible to vehicles

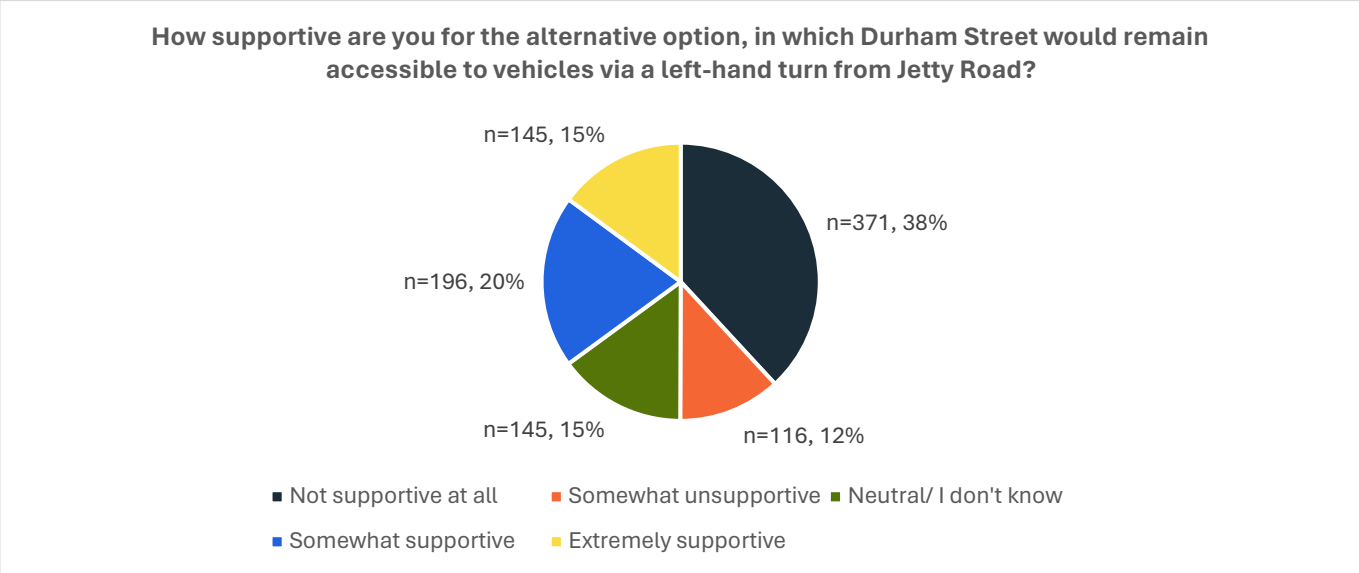


Table 19: All residents, traders, landlords and visitor sentiment to Durham Street remaining accessible to vehicles via a left-hand turn from Jetty Road

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	302 (45%)	6 (24%)	1 (13%)	68 (61%)
Somewhat supportive	175 (26%)	10 (40%)	3 (37%)	30 (27%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	195 (29%)	9 (36%)	4 (50%)	14 (12%)

Table 20: Glenelg residents by age sentiment to Durham Street remaining accessible to vehicles via a left-hand turn from Jetty Road

Sentiment	Age 14 and under	Age 15-24	Age 24-44	Age 45-64	Age 65 and over
Extremely supportive	0 (0%)	0 (0%)	6 (18%)	12 (16%)	27 (19%)
Somewhat supportive	0 (0%)	0 (0%)	5 (15%)	10 (13%)	24 (17%)
Neutral/ I don't know	0 (0%)	1 (33%)	8 (23%)	12 (16%)	11 (9%)
Somewhat unsupportive	0 (0%)	0 (0%)	5 (15%)	11 (14%)	7 (5%)
Not supportive at all	0 (0%)	2 (67%)	10 (29%)	31 (41%)	70 (50%)

Table 21: Suburb profile sentiment to Durham Street remaining accessible to vehicles via a left-hand turn from Jetty Road

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	100 (38%)	88 (39%)	108 (41%)
Somewhat supportive	68 (26%)	58 (26%)	55 (21%)
Neutral/ I don't know	25 (10%)	27 (12%)	27 (10%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	68 (26%)	52 (23%)	74 (28%)

2.7.2 Overview of all comments regarding Durham Street

Question 14 asked participants to provide any comments regarding Durham Street, and 381 responses were provided.

The following summary outlines how survey participants responded to questions about potential changes to Durham Street, particularly in relation to traffic flow, access and amenity. Views were mixed, with some respondents supporting changes that could improve safety or public space use, while others raised concerns about loss of access, parking or added congestion in nearby streets. Many comments focused on how changes would impact residents, businesses and overall traffic movement in the Glenelg area.

While a clear majority of comments were either mixed or unclassified, among the responses that clearly expressed a view, more respondents supported the proposed changes to Durham Street than opposed them. However, most people either offered conditional views or didn't express a strong sentiment one way or the other.

This suggests that although there is some support, many community members are still undecided or need more information before forming a firm opinion. The general tone was one of cautious consideration rather than strong advocacy or resistance.

The themes below reflect the key issues raised and include selected quotes that illustrate the range of community feedback.

Table 22: Key themes emerging from feedback related to Durham Street

Key themes emerging from feedback related to Durham Street
1. Traffic access and connectivity
2. Safety and local amenity
3. Support for closure or restrictions
4. Concerns about increased congestion elsewhere
5. Local access for residents and businesses

2.7.2.1 Traffic access and connectivity

A number of respondents discussed how changes to Durham Street might affect traffic movement through the area. There were concerns about losing the ability to turn into or out of Durham Street from key intersections, especially Jetty Road and Augusta Street. Some respondents worried that cutting off access or changing directions might complicate traffic flow or limit options for both residents and service vehicles.

While some supported changes to reduce through traffic, others wanted to maintain existing access to avoid unnecessary detours. The idea of keeping the street open but perhaps one-way was raised as a potential compromise.

Quotes:

- "Should be able to turn right into Durham Street as well."
- "If Durham Street access to Jetty Road is closed is a turnaround practical for larger vehicles? How will this impact rubbish collections?"
- "No to any restriction of traffic flow or parking in Durham Street please."

2.7.2.2 Safety and local amenity

Some feedback focused on pedestrian safety and maintaining Durham Street as a calm, low-traffic area. There were suggestions that the street is too narrow to handle two-way traffic safely, and that keeping it one-way might be better for both drivers and pedestrians. Residents also raised concerns about balancing safety with accessibility, especially near new developments.

Others mentioned parking availability and how any changes might make it harder for locals to find space. There was a general desire to improve safety while keeping the area functional for residents.

Quotes:

- "Residents will need to be able go both ways if the Jetty Road access is closed. I have no issues with this."
- "Not supportive of any reduction in parking spaces..."
- "Keep as a one way street for safety. A very narrow 2 way traffic street"

2.7.2.3 Support for closure or restrictions

A smaller group expressed support for temporarily closing or restricting access to Durham Street - particularly during events. These comments often focused on the flexibility of the space and the opportunity to use it for pedestrians, outdoor dining or public activities.

Some respondents were open to closures but suggested they be temporary or trial based. However, this theme also included strong opinions from individuals who were against commercial benefits for specific businesses, which slightly diverged from general planning considerations.

Quotes:

- "Has anyone thought of the extra traffic Augusta St intersections. If needed temp. closure of the Jetty Rd and Durham St for events."

2.7.2.4 Concerns about increased congestion elsewhere

Several respondents raised the issue of traffic being pushed into neighbouring streets - especially Augusta Street, Sussex Street, and Pier Street - if Durham Street is closed or restricted. The concern was that a change to Durham could make congestion worse elsewhere, without offering meaningful improvements.

Some also questioned whether a plaza or pedestrianised space on Durham Street would be used enough to justify the changes, particularly if it complicated vehicle movement or encouraged unwanted loitering.

Quotes:

- "I strongly oppose the Durham St plaza... potentially compounds a current problem of groups demonstrating inappropriate behaviour..."

2.7.2.5 Local access for residents and businesses

The most consistent feedback focused on ensuring that residents and businesses on or near Durham Street continue to have reasonable access. Some raised issues about parking, deliveries, or the ability to reach homes and carparks. Concerns were voiced about how directional changes might limit residents' ability to come and go efficiently.

Business owners and local diners also questioned whether removing access would reduce foot traffic or affect operations, especially during quieter months. The need to maintain local amenity and access was a strong thread throughout many responses.

Quotes:

- "We enter our carpark from Durham South. If Durham becomes one way north we would always have to drive to Jetty Road..."
- "I think cars would be waiting forever to turn into Durham St. It would cause a massive backlog of traffic."
- "Nobody will use this space... In the winter we dine down there to keep the businesses alive."

2.8 Parking

Question 15 asked respondents to select any reasons they would support the loss of on street parking. While 948 respondents participated in question 15, it must be noted that multiple 'reasons' could be selected so the numbers per category are higher than the overall response rate. Most respondents indicated they would support the loss of parking "to provide space for greening" (n=474) as indicated in the figure and table below.

Figure 4: Reasons for supporting loss of parking

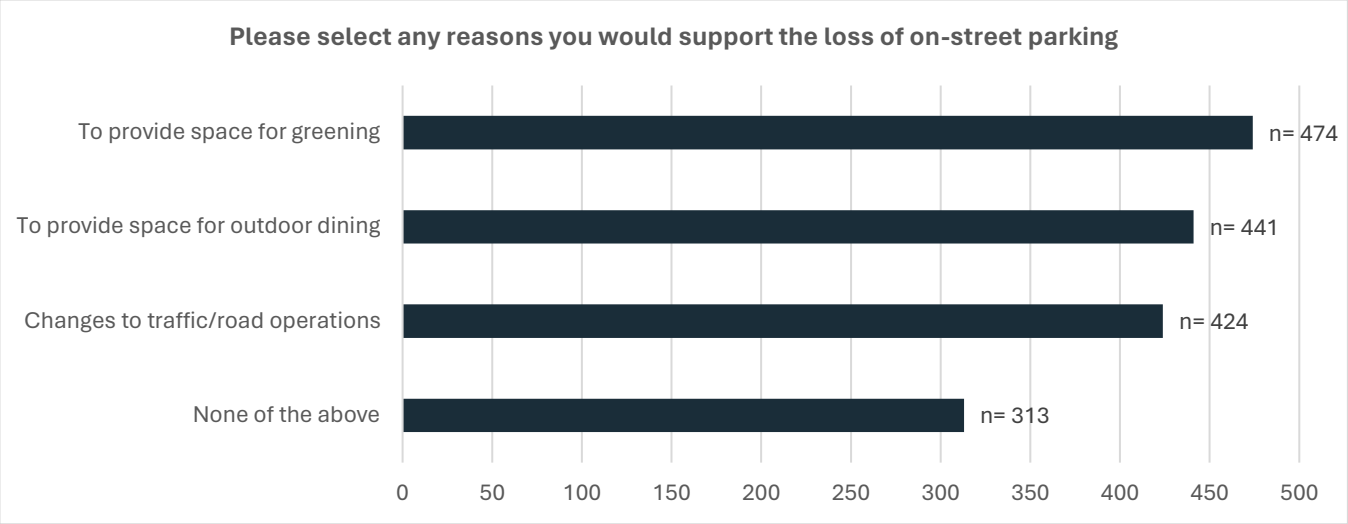


Table 23: Reasons for supporting loss of on-street parking

Q15 Please select any reasons you would support the loss of on-street parking for	Changes to traffic or road operations	To provide space for outdoor dining	To provide space for greening	None of the above
Response number	424	441	474	313

Table 24: All Residents, traders, landlords and visitors reason for removing parking

Respondent type	Changes to traffic or road operations	To provide space for outdoor dining	To provide space for greening	None of the above
Resident	333	327	363	266
Trader	12	15	8	21
Commercial landlord	3	2	3	4
Visitor	76	97	100	22

Table 25: Glenelg residents by age reason for removing parking

Age Group	Changes to traffic or road operations	To provide space for outdoor dining	To provide space for greening	None of the above
15-24	2	2	2	1
24-44	14	20	19	8
45-64	34	43	37	23
65 and over	62	49	57	47

Table 26: Suburb category reason for removing parking

Suburb category	Changes to traffic or road operations	To provide space for outdoor dining	To provide space for greening	None of the above
Glenelg residents only	117	123	119	94
5045 residents minus Glenelg	125	109	125	102
City of Holdfast Bay residents that do not have the 5045 postcodes	88	98	116	82

2.8.1 Overview of all responses related to the level of support for the loss of 29 parking spaces for Concept A

Question 16 asked participants to indicate their level of support for the loss of 29 parking spaces for Concept A, with 942 participants answering this question. Of those who responded 46% indicated they were extremely supportive or somewhat supportive of the loss of 29 parking spaces, as indicated in the figure below. It should be noted that 42% of respondents indicated they were not supportive at all or somewhat unsupportive.

Figure 5: Level of support for parking loss in Concept A

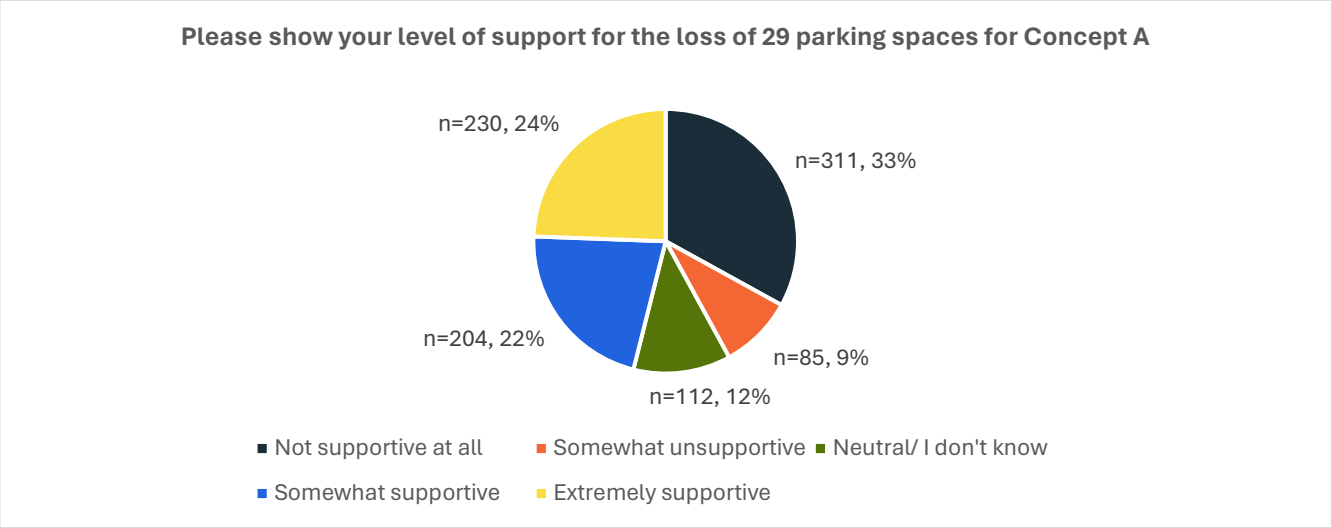


Table 27: All Residents, traders, landlords and visitors' sentiment for loss of 29 parking spaces for Concept A

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	122 (18%)	6 (20%)	2 (33%)	15 (14%)
Somewhat supportive	159 (23%)	15 (50%)	2 (33%)	20 (18%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	88 (13%)	6 (20%)	0 (0%)	22 (20%)
Not supportive at all	314 (46%)	3 (10%)	2 (33%)	52 (48%)

Table 28: Glenelg residents by age sentiment for loss of 29 parking spaces for Concept A

Sentiment	14 and under	15-24	24-44	45-64	65 and over
Extremely supportive	0 (0%)	1 (33%)	14 (41%)	18 (24%)	28 (22%)
Somewhat supportive	0 (0%)	0 (0%)	7 (21%)	5 (7%)	18 (14%)
Neutral/ I don't know	0 (0%)	1 (33%)	4 (11%)	26 (35%)	49 (40%)
Somewhat unsupportive	0 (0%)	1 (33%)	8 (24%)	19 (25%)	23 (18%)
Not supportive at all	0 (0%)	0 (0%)	1 (3%)	7 (9%)	7 (6%)

Table 29: Suburb category sentiment for loss of 29 parking spaces for Concept A

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	44 (18%)	29 (15%)	50 (21%)
Somewhat supportive	69 (28%)	48 (24%)	48 (20%)
Neutral/ I don't know	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	30 (12%)	37 (18%)	25 (10%)
Not supportive at all	103 (42%)	87 (43%)	117 (49%)

2.8.2 Overview of all responses related to the level of support for the loss of 26 parking spaces for Concept A with the Durham St variation

Question 17 asked participants to indicate their level of support for the loss of 26 parking spaces for Concept A with the Durham St variation, with 947 participants responding to this question. Of those who responded 46% indicated they were extremely supportive or somewhat supportive of the loss of 26 parking spaces as indicated in

Figure 6 figure below. It should be noted that 40% of respondents indicated they were not supportive at all or somewhat unsupportive.

Figure 6: Level of support for loss of parking Concept A with Durham Street variation

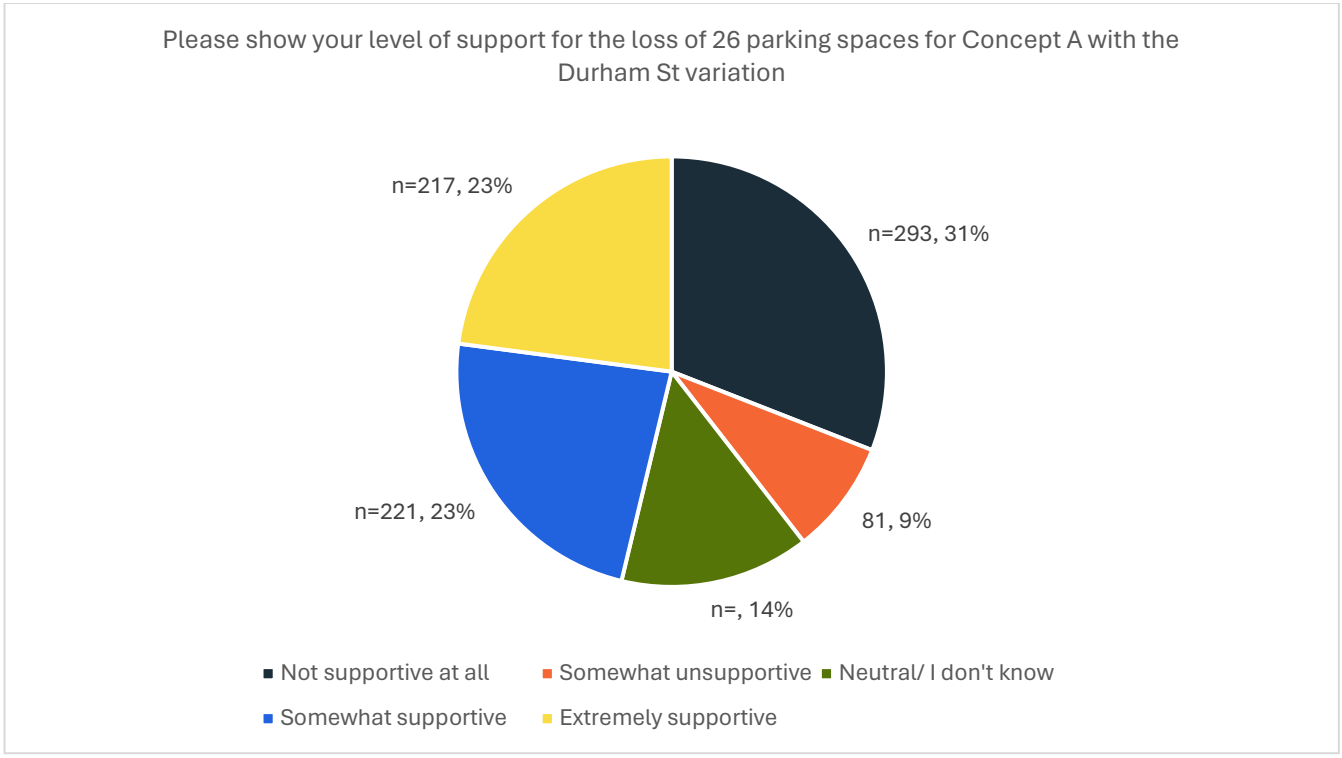


Table 30: All Residents, traders, landlords and visitor sentiment for loss of 26 parking spaces for Concept A with the Durham St

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	196 (25%)	4 (10%)	0 (0%)	52 (39%)
Somewhat supportive	115 (15%)	10 (24%)	0 (0%)	28 (21%)
Neutral /I don't know	118 (15%)	7 (17%)	2 (25%)	25 (18%)
Somewhat unsupportive	36 (4%)	2 (5%)	1 (13%)	8 (6%)
Not supportive at all	328 (41%)	18 (44%)	5 (62%)	21 (16%)

Table 31: Glenelg residents by age sentiment for loss of 26 parking spaces for Concept A with the Durham St variation

Sentiment	14 and under	15-24	24-44	45-64	65 and over
Extremely supportive	0 (0%)	1 (33%)	10 (29%)	17 (22%)	24 (19%)
Somewhat supportive	0 (0%)	0 (0%)	10 (29%)	6 (8%)	22 (17%)
Neutral/ I don't know	0 (0%)	1 (33%)	4 (12%)	19 (25%)	40 (31%)
Somewhat unsupportive	0 (0%)	1 (33%)	9 (26%)	28 (37%)	32 (25%)
Not supportive at all	0 (0%)	0 (0%)	1 (4%)	6 (8%)	9 (8%)

Table 32: Suburb profile sentiment for loss of 26 parking spaces for Concept A with the Durham St variation

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	65 (23%)	60 (25%)	68 (24%)
Somewhat supportive	36 (13%)	43 (18%)	36 (13%)
Neutral /I don't know	44 (15%)	37 (16%)	32 (12%)
Somewhat unsupportive	12 (4%)	12 (5%)	15 (5%)
Not supportive at all	128 (45%)	87 (36%)	128 (46%)

2.8.3 Overview of all responses related to the level of support for the loss of 42 parking spaces for Concept B

Question 18 asked participants to indicate their level of support for the loss of loss of 42 parking spaces for Concept B, with 956 participants answering this question. Of those who responded, 55% were not supportive at all or somewhat unsupportive of the parking loss for Concept B, as indicated in the figure below. It should be noted that 38% indicated they were extremely supportive or somewhat supportive the loss of 42 parking spaces.

Figure 7: Level of support for parking loss for Concept B

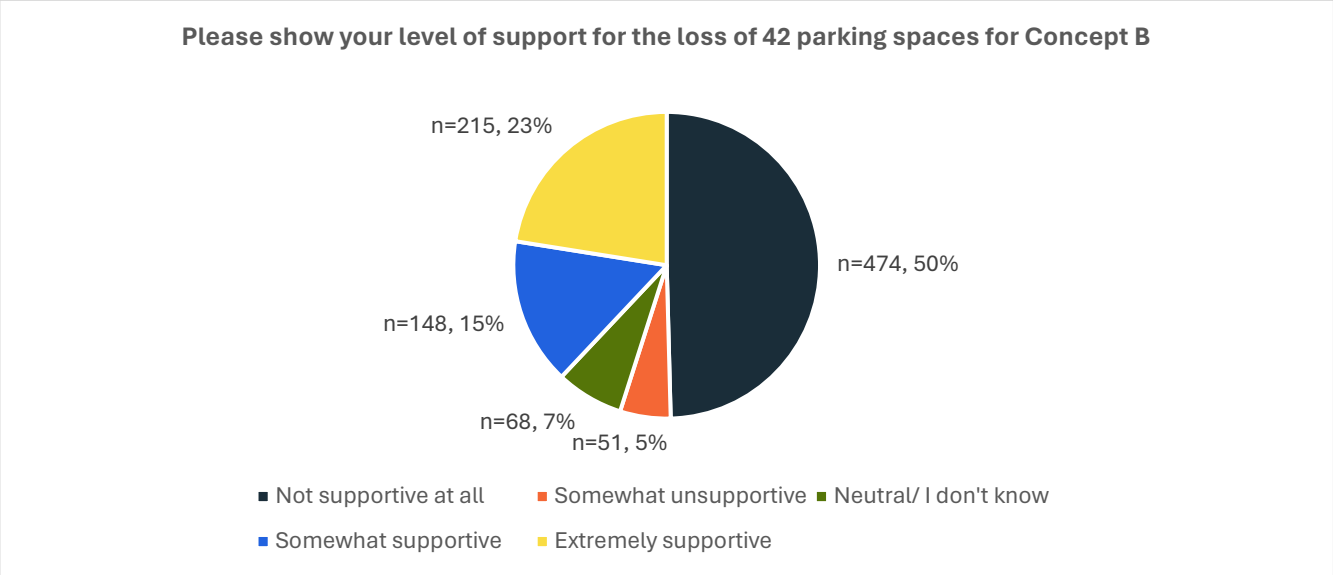


Table 33: All Residents, traders, landlords and visitors' sentiment for loss of 42 parking spaces for Concept B

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	160 (20%)	4 (10%)	1 (12%)	47 (35%)
Somewhat supportive	122 (15%)	7 (18%)	2 (25%)	38 (29%)
Neutral /I don't know	133 (17%)	12 (30%)	0 (0%)	22 (17%)
Somewhat unsupportive	60 (8%)	2 (5%)	0 (0%)	7 (5%)
Not supportive at all	316 (40%)	15 (37%)	5 (63%)	19 (14%)

Table 34: Glenelg residents by age sentiment for loss 42 parking spaces for Concept B

Sentiment	14 and under	15-24	24-44	45-64	65 and over
Extremely supportive	0 (0%)	2 (67%)	12 (35%)	20 (26%)	24 (18%)
Somewhat supportive	0 (0%)	0 (0%)	3 (9%)	13 (17%)	18 (14%)
No preference/unsure	0 (0%)	0 (0%)	2 (6%)	2 (3%)	15 (11%)
Somewhat unsupportive	0 (0%)	0 (0%)	4 (12%)	5 (6%)	7 (5%)
Not supportive at all	0 (0%)	1 (33%)	13 (38%)	37 (48%)	67 (52%)

Table 35: Suburb profile sentiment for loss 42 parking spaces for Concept B

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	61 (21%)	46 (19%)	52 (19%)
Somewhat supportive	36 (13%)	41 (17%)	46 (16%)
Neutral /I don't know	48 (17%)	41 (17%)	46 (16%)
Somewhat unsupportive	18 (6%)	16 (7%)	24 (9%)
Not supportive at all	121 (43%)	94 (40%)	111 (40%)

2.8.4 Overview of all responses related to the level of support for the loss of 60 parking spaces for Concept C

Question 19 asked participants to indicate their level of support for the loss of 60 parking spaces for Concept C, with 969 participants answering this question. Of those who responded, 56% were not supportive at all or somewhat unsupportive of the parking loss for Concept C, as indicated in the figure below. It should be noted that 39% indicated they were extremely supportive or somewhat supportive the loss of 60 parking spaces.

Figure 8: Level of support for loss of parking for Concept C

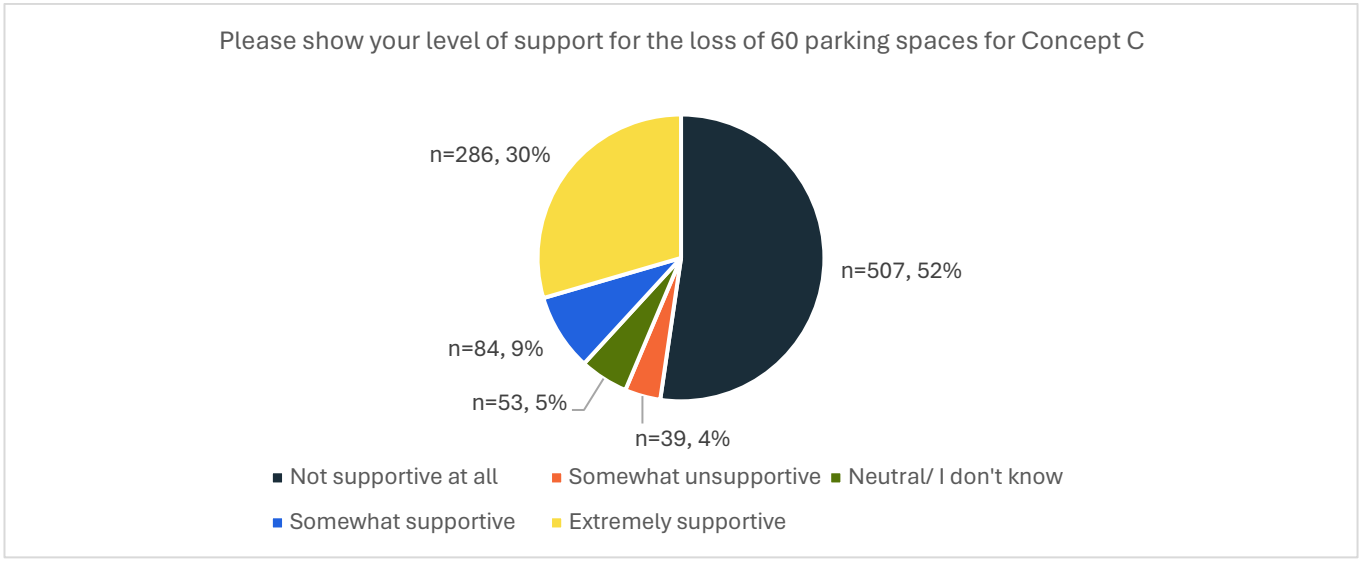


Table 36: All Residents, traders, landlords and visitors' sentiment for loss of 60 parking spaces for Concept C

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	160 (20%)	1 (2%)	0 (0%)	45 (34%)
Somewhat supportive	113 (14%)	12 (29%)	1 (12%)	32 (24%)
Neutral /I don't know	157 (20%)	12 (29%)	3 (38%)	27 (20%)
Somewhat unsupportive	50 (6%)	1 (2%)	1 (12%)	5 (4%)
Not supportive at all	309 (40%)	15 (38%)	3 (38%)	24 (18%)

Table 37: Glenelg residents by age sentiment for loss of 60 parking spaces for Concept C

Sentiment	14 and under	15-24	24-44	45-64	65 and over
Extremely supportive	0 (0%)	2 (67%)	11 (32%)	21 (27%)	32 (24%)
Somewhat supportive	0 (0%)	0 (0%)	2 (6%)	12 (16%)	8 (6%)
No preference/unsure	0 (0%)	0 (0%)	1 (3%)	2 (3%)	13 (10%)
Somewhat unsupportive	0 (0%)	0 (0%)	1 (3%)	3 (4%)	7 (5%)
Not supportive at all	0 (0%)	1 (33%)	19 (56%)	39 (50%)	76 (55%)

Table 38: Suburb profile sentiment for loss of 60 parking spaces for Concept C

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	59 (21%)	44 (19%)	56 (20%)
Somewhat supportive	39 (14%)	36 (15%)	42 (14%)
Neutral /I don't know	53 (19%)	51 (21%)	54 (19%)
Somewhat unsupportive	16 (5%)	15 (6%)	19 (7%)
Not supportive at all	117 (41%)	92 (39%)	109 (40%)

2.8.5 All respondent views on parking

Question 20 asked participants to provide any comments regarding parking, with 582 responses provided.

The following summary explores how survey participants responded to proposed changes affecting parking along Jetty Road and surrounding areas.

Parking was a highly discussed topic, with most respondents expressing concern about reduced availability and the impact on accessibility, businesses and short-term visits. While a few participants supported reallocating parking space to create greener, pedestrian-friendly environments, the majority of feedback either opposed reductions or raised questions about the potential consequences.

The overall sentiment is strongly opposed to reducing parking. While a few comments supported alternative uses for parking space, the overwhelming majority voiced concern about negative impacts on accessibility, convenience, and business viability.

Table 39: Key themes emerging from feedback related to parking

Key themes emerging from feedback related to parking
1. Concerns about reduced parking availability
2. Parking and access to local businesses
3. Support for reduced parking or alternate uses
4. Turnover and short-term parking
5. Parking difficulty and general complaints

This summary outlines key themes and includes quotes that reflect the overall tone and priorities shared by respondents.

2.8.5.1 Concerns about reduced parking availability

Many respondents were worried about a potential reduction in the number of parking spaces. Comments reflected concerns that fewer spaces would limit accessibility - especially for elderly residents and those making quick stops for shopping or takeaway. People felt that while beautification and outdoor dining were important, they shouldn't come at the cost of everyday functionality.

There was also mention of the high turnover rate of existing carparks, suggesting that even a small reduction in space could have a larger impact on the number of daily visits to Jetty Road. These comments often reflected the view that reduced parking would have knock-on effects for businesses and the broader community.

Quotes:

- "Reduced parking limits accessibility to Jetty Road for residents (particularly elderly and less mobile)..."
- "Carparks have a turnover every 30 minutes... 960 people won't be able to park per day..."
- "I disagree strongly with the argument... any loss of parking would be to the detriment of local businesses and residents."
- "Parking is very important to the local residents... Please keep our parking."

2.8.5.2 Parking and access to local businesses

A major concern was how parking reductions might impact local businesses. Respondents mentioned that easy access to short-term parking is essential for supporting daily retail activity. They noted that people are more likely to shop locally when they can park close to where they need to go, especially for small errands or older residents who rely on car access.

Many warned that if parking becomes more difficult, customers might simply shop elsewhere, hurting Jetty Road's business viability. Maintaining convenience and foot traffic was seen as crucial to keeping the local economy healthy.

Quotes:

- "The parking removes seating space for businesses and makes walking around dangerous!"
- "Parking is hard at best of times down in Glenelg. Why would you even consider reducing access..."
- "More spaces for parking are needed to support local businesses."
- "Lack of parking is a disincentive to local resident shopping and supporting local traders."

2.8.5.3 Support for reduced parking or alternate uses

A smaller number of comments supported reducing parking in favour of public spaces, outdoor dining or improved pedestrian areas. These respondents believed that enhancing the street's character and amenity could outweigh the downsides of losing parking. They also suggested improving public transport or building off-street parking elsewhere as part of a broader strategy.

Supporters tended to see parking reform as part of a long-term goal to create a more vibrant and sustainable Jetty Road. However, these views were in the minority and often conditional on thoughtful implementation and alternatives being in place.

- "Just make it more Greener – Do we really need cars to keep polluting the Beach Dining areas – it's not very aesthetic."
- "I accept a very minimal loss of carparking & only if absolutely necessary e.g. for extra dining."
- "Less parking the better. If additional parking is required a redevelopment of Elizabeth Street and Coles car parks into multi-story car parks would fulfil the requirement."
- "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."

2.8.5.4 Turnover and short-term parking

A number of respondents highlighted the importance of high-turnover parking, particularly for short visits. These short-term spaces were seen as valuable for people popping in to do errands or for older residents who need convenient access. The loss of even a few such spaces was seen as significantly reducing the number of daily visits.
Many argued that the economic activity supported by this turnover far outweighed the benefit of converting parking into non-driving uses like seating or greening. These comments emphasised the real-world usage of Jetty Road and how many trips rely on being able to park close to shops.

Quotes:

- "Every single park that can be saved needs to be considered... these are high turnover parks..."
- "Any loss of current car parking space on Jetty Road will be detrimental to the shopping future of Glenelg."
- "Local residents often require a short term park... the retailers cannot afford to lose that many shoppers."

2.8.5.5 Parking difficulty and general complaints

Many general comments reflected frustration with the existing parking situation. Respondents mentioned that finding a park is already difficult, and warned that any reduction would make it worse. These concerns were particularly strong among elderly residents, parents with children and people with limited mobility.

There were also expressions of dissatisfaction with current infrastructure, with some calling for new solutions or a rethink of priorities. These respondents viewed access to convenient parking as a basic requirement that should not be sacrificed.

Quotes:

- "I'm surprised so many parks would need to be lost. This makes it hard for handicapped drivers or parents with children..."
- "The council needs to go back to the drawing board..."
- "The loss of parking spaces will severely impact on the residents and ratepayers who regularly shop on Jetty Road..."

2.8.6 Further analysis of parking comments by demographic type

All residents

Residents made up the largest share of comments on parking. Their feedback was wide-ranging but leaned towards concern or opposition about losing parking spaces. Many comments focused on how reduced parking would "*limit accessibility to Jetty Road*," especially for "*elderly and less mobile*" residents who rely on short-term stops for quick errands like visiting the butcher, bakery or chemist. Some also warned that reduced access would "*significantly impact local traders*" and diminish Glenelg's appeal for everyday shopping. Some were concerned that side streets and existing car parks would not be able to absorb the overflow if parking along Jetty Road was reduced.

Several residents highlighted the importance of high-turnover carparks, pointing out that each space is used "*every 30 minutes*," and that the loss of 60 spaces could mean "*960 people won't be able to park per day... 6,720 per week*." Others noted that "*parking is hard at best of times down in Glenelg*" and questioned, *"Why would you even consider reducing access?"* The sentiment reflected an underlying frustration, especially as some residents felt that Glenelg was already under parking pressure without adding further constraints.

Despite these concerns, there was also a significant amount of mixed or neutral sentiment. Some believed that current parking was "plenty" and that the issue might be more about management than availability. Some residents acknowledged the potential benefits of greener, more walkable areas, but generally expressed the view that parking should not be significantly reduced unless viable alternatives are in place. A smaller group of residents expressed clear support for the loss of parking, usually linking it to broader goals of improved amenity, safety and a less car-dominated main street. However, the dominant message from residents was a call to "*keep as many spaces as possible*," with parking seen not just as a convenience, but as a core part of daily life, local commerce, and community wellbeing.

Glenelg residents
Among Glenelg residents, feedback on the proposed changes to parking showed a clear lean toward concern and caution. Many respondents described how *"reduced parking limits accessibility to Jetty Road,"* especially for those who are *"elderly and less mobile."* There was a shared view that losing parks could make it harder for residents to *"pick up food and beverages"* or to support local businesses through quick, routine visits. The strongest themes were about preserving accessibility, supporting short-term parking and minimising disruption to daily life. Some residents warned that Glenelg could become less attractive to shoppers if access becomes too difficult.

While 27 residents clearly supported some form of parking reduction, usually with trade-offs such as *"greening"*, or *"beautification of Jetty Road"*, most were either opposed (18) or expressed a mixed/neutral position (42). A larger group (58) did not clearly express sentiment, but still raised practical questions about access, traffic flow, and parking station utilisation. The tone from Glenelg locals was one of measured concern, with suggestions including *"another off-street parking station,"* and a preference to *"retain as many spaces as possible."*

While some welcomed improvements to public space, most wanted clear, practical alternatives in place first. The breakdown by age group shows that older residents were more concerned with accessibility, while middle-aged groups were divided, and younger respondents were few and largely neutral in sentiment.

Breakdown by age group* (note, no under 14-year-olds provided feedback to this question)

Ages 15–24 (n=2)
- The small number of comments included general questions or ideas without strong positive or negative sentiment.

Ages 25–44 (n=16)
- This group offered more balanced feedback. Some supported limited loss of parking if it improved *"safety and amenity,"* but most were concerned about the impact on access for working parents or daily errands. Several comments called for strategic alternatives, such as better signage or smarter parking controls.

Ages 45–64 (n=51)
- Feedback from this group reflected a wider spectrum of opinions. Supporters spoke about the benefits of *"improving the street experience"* and welcomed the idea of *"reclaiming space for people."* Opponents were focused on the risk of *"losing customers and visitors,"* and the pressure on *"already limited spaces."* Many comments were pragmatic, favouring thoughtful changes over blanket reductions.

Ages 65+ (n=72)
- Feedback from this group, while sometimes supportive of *"beautification,"* expressed consistent concern about how reductions in parking might affect their ability to access services. One respondent wrote that the changes would *"cause great distress"* and make it *"impossible" to find a park near the chemist or bakery*. Others called for options like better public parking zones or increased free time in parking stations.

5045 residents (Glenelg North, East and South) not including Glenelg
Residents of 5045 who do not live in the suburb of Glenelg shared a range of views about the proposed changes to parking. The overall sentiment leaned towards concern or conditional acceptance, with many respondents highlighting the everyday role parking plays in enabling quick access to shops, services and eateries along Jetty Road. Some were worried that reduced parking would make it harder to visit Glenelg efficiently. A few saw parking challenges as a broader issue in the precinct, shaped by "*population expansion of dwellings and high-rise living*."

That said, there were also residents who showed support or neutrality, especially if reductions came with benefits. One suggested "*another carparking lot*" as an alternative, while another said that "*less spaces is not a big issue at this time*," if off-street parking can be improved. Several highlighted the importance of striking a balance, with one calling for "*better carparking spaces in the side streets*" and others suggesting "*a review of the free time limit*" to increase turnover.

While there is no overwhelming consensus, the majority of non-Glenelg residents expressed caution about reducing parking. Many were concerned about practical access for short visits and the potential impact on local businesses. A portion of residents supported modest reductions if balanced with improved parking alternatives or broader urban upgrades. Overall, the sentiment is measured and pragmatic, with emphasis on preserving accessibility while considering improvement options.

City of Holdfast Bay residents that do not have the 5045 postcode
Residents from across Holdfast Bay, but outside the Glenelg area, expressed a range of opinions on proposed changes to parking. The majority of comments reflected either caution or concern, particularly about how the loss of on-street parking would impact daily activities, business support, and overall access.

A key theme was the need for short-term, high-turnover parking. One resident explained, "*Every single park that can be saved needs to be considered... these are high turnover parks and necessary, especially for older people*." Others warned that "*Jetty Road is a High Street not a mall and the shops will suffer greatly*" if parking near popular venues is removed. Another described the potential consequences bluntly: "*Are you crazy? As a local I can't get a park now to shop. You do that and Jetty Road will die*."

There were, however, residents who saw potential value in change—particularly if offset by alternatives. A smaller group supported the idea of making the area "*more green*" or investing in "*a redevelopment of Elizabeth Street and Coles car parks into multi-story car parks*." Some viewed the parking challenges as part of a broader issue and suggested "*better carparking spaces in the side streets*" or improvements to time limits and turnover management. While the number of supportive comments was notable, most residents were either opposed or gave mixed feedback, often recognising the need for careful balance. As one person wrote, "*Parking is already difficult... and any reduction could significantly impact traders and residents alike*."

Traders
Traders expressed the strongest opposition to losing parking, with very few indicating support. Their comments mostly focused on the practical needs of their businesses, noting that customers often expect to park nearby for short visits. They highlighted the importance of turnover-based parking that supports frequent visits and quick shopping stops. Some also worried that fewer spaces could lead to a decline in foot traffic and economic viability.

A handful of traders offered mixed perspectives, suggesting that changes could work if they were paired with new parking strategies or better public transport.

The majority were clearly opposed to losing any more spaces, expressing strong concern about what they described as an "*extremely limited*" and steadily decreasing supply of car parks in the precinct. One trader stated, "*Jetty Road is a retail precinct—no parking, no customers, no business. Simple*." This sentiment was echoed throughout, with others saying that "*60 lost parks is ridiculous*" and warning that the continued reduction in spaces could be of "*great detriment to all traders and visitors*."

Many emphasised the importance of high-turnover spaces that support quick visits to shops, cafes, and services. One trader calculated the cumulative impact of parking loss, explaining that "*each one of those carparks is utilised multiple times a day... a potential loss of 600 people being able to park in the precinct for some quick shopping, banking or eating for one day*." Others raised concerns about how restricted parking affects not only customers but also staff—some of whom are "*late to their shifts due to a lack of free parking without time limits*," and face safety issues walking to distant parks late at night. Only one or two traders expressed any conditional support, such as "*accepting a very minimal loss of carparking & only if absolutely necessary e.g. for extra dining*."

Overall, the message from traders was clear: parking is not just a convenience, it is essential to the daily function and economic health of Jetty Road. They urged that "*street parking must be maintained*" and that council proposals must give serious weight to the operational realities of local business.

Commercial landlords
Feedback from commercial landlords revealed a diversity of perspectives on the proposed parking changes along Jetty Road. Some landlords expressed strong concern about the "*extremely limited*" nature of existing parking and the potential consequences of losing on-street spaces. They argued that "*car parks are essential to visiting the strip*" and warned that reducing parking could "*drive people out of the node*" and "*destroy all retail business*." For these respondents, "*retaining car parks is the number one priority*," and any removal should be considered only for compliance reasons.

However, not all landlords shared this view. One respondent supported the idea of giving up "*some parking spaces... in exchange for the beautification of Jetty Rd*," noting that "*parking stations are underutilised*" and suggesting the need for "*re-education of shoppers*." Another welcomed the idea entirely, stating that "*reducing/eliminating the number of cars using and parking on Jetty Road is a great idea*." These comments reflect an openness to trade-offs - where the loss of some parking might be acceptable if it brings broader benefits such as improved amenity or public space.

Overall, while most commercial landlords leaned toward preserving parking due to its perceived link with retail viability, a smaller number supported or conditionally accepted a reduction - particularly where complemented by strategies such as better signage, time-limit adjustments, or improvements to public spaces and transport.

Visitors
Visitor feedback reflected a broad mix of perspectives on the proposed parking changes. Some visitors were strongly concerned about losing on-street spaces, highlighting that "*it's so difficult to pop down there and park in the street to go to the chemist or bakery right now*." Another stated plainly that "*there are too few parking spaces available - people (tourists) will not come to Glenelg. Too hard*." Several respondents warned that without reliable, close-by parking options, people may choose to visit other destinations that are perceived as easier to access.

Others, however, were more open to changes, especially when framed around improving walkability, greenery, or overall street amenity. One visitor supported the idea of reducing parking, saying, "*Just make it more greener - do we really need cars to keep polluting the beach dining areas?*" Another expressed a willingness to support the changes "*if parking is provided somewhere else*," recognising that people "*still live in a place where everyone drives their own car*." Some proposed alternatives like "*a parking building near the trams*" or using existing side roads, while others embraced a more transformative view: "*Get rid of the cars... parking on side roads and designated carparks*." One comment summarised the more progressive viewpoint: "*Wider footpaths and urban greening will significantly improve amenity... alternative transportation is available - trams and buses*."

Overall, visitors were the most evenly split group, with some prioritising convenience and access, and others embracing a shift towards greener, more pedestrian-friendly streetscapes, so long as practical alternatives were provided.

2.9 Jetty Road / Colley Terrace (Concept B and C)

2.9.1 Support for closure of the corner of Jetty Road and Colley Terrace

Question 21 asked participants to indicate their level of support for closure of the corner of Jetty Road and Colley Terrace to all traffic except trams and buses, with 973 participants answering this question. Of those who responded 51% were not supportive at all or somewhat unsupportive as indicated in the figure below. It should be noted that 47% indicated they were extremely supportive or somewhat supportive.

Figure 18: Level of support for closure of Jetty Road and Colley Terrace

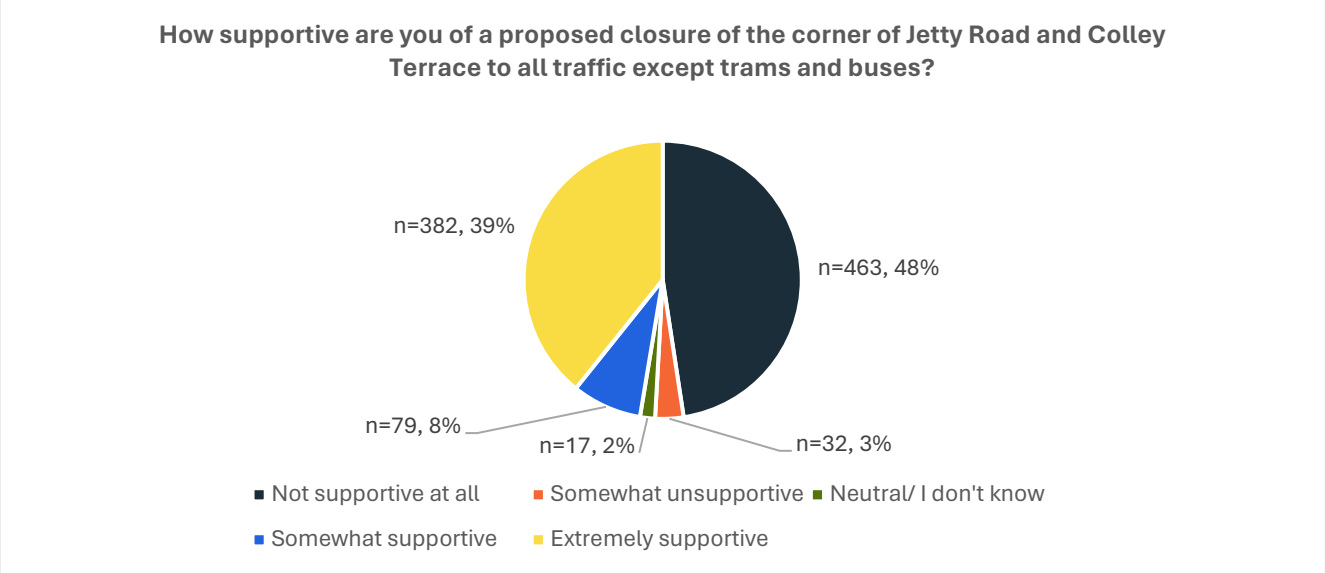


Table 40: All Residents, traders, landlords and visitors' sentiment for closure of the corner of Jetty Road and Colley Terrace

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	160 (20%)	1 (2%)	0 (0%)	45 (34%)
Somewhat supportive	113 (14%)	12 (29%)	1 (12%)	32 (24%)
Neutral /I don't know	157 (20%)	12 (29%)	3 (38%)	27 (20%)
Somewhat unsupportive	50 (7%)	1 (2%)	1 (12%)	5 (4%)
Not supportive at all	309 (39%)	15 (38%)	3 (38%)	24 (18%)

Table 41: Glenelg residents by age sentiment for closure of the corner of Jetty Road and Colley Terrace

Sentiment	15-24	24-44	45-64	65 and over
Extremely supportive	2 (67%)	13 (41%)	31 (41%)	51 (37%)
Somewhat supportive	0 (0%)	3 (9%)	8 (11%)	10 (7%)
No preference/unsure	0 (0%)	1 (3%)	1 (1%)	1 (1%)
Somewhat unsupportive	0 (0%)	3 (9%)	4 (5%)	6 (4%)
Not supportive at all	1 (33%)	12 (38%)	32 (42)%	71 (51%)

Table 42: Suburb profile sentiment for closure of the corner of Jetty Road and Colley Terrace

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	65 (23%)	60 (25%)	68 (24%)
Somewhat supportive	36 (13%)	43 (18%)	36 (13%)
Neutral /I don't know	44 (15%)	37 (16%)	32 (12%)
Somewhat unsupportive	12 (4%)	12 (5%)	15 (5%)
Not supportive at all	128 (45%)	87 (36%)	128 (46%)

2.9.2 Support for introduction of a right-hand turn from Augusta Street into Colley Terrace

Question 22 asked participants to indicate their level of support for the introduction of a right-hand turn from Augusta Street into Colley Terrace, with 970 participants responding to this question. Of those who responded 52% were extremely supportive or somewhat supportive as indicated in the figure below. It should be noted that 33% indicated they were not supportive at all or somewhat unsupportive.

Figure 19: Level of support for right hand turn reduction Augusta Street

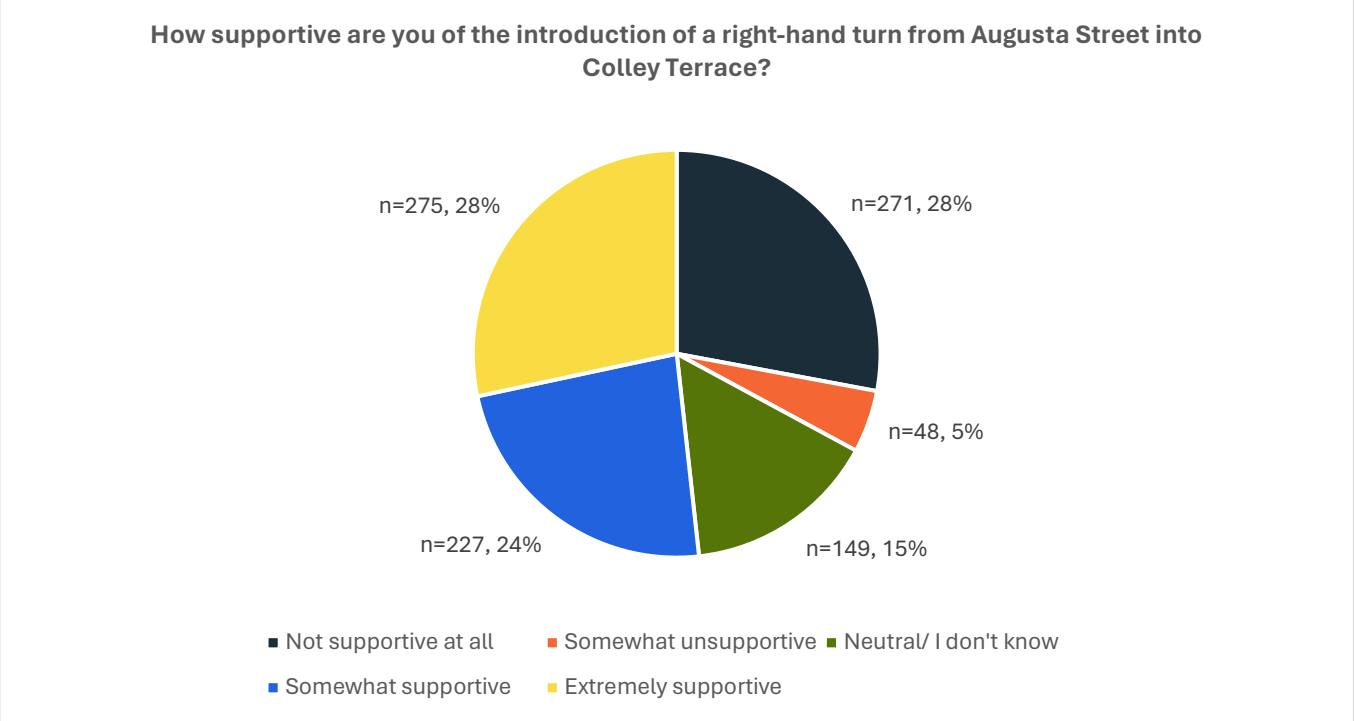


Table 43: All Residents, traders, landlords and visitor sentiment for introduction of a right-hand turn from Augusta Street into Colley Terrace

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	222 (28%)	6 (15%)	0 (0%)	47 (35%)
Somewhat supportive	183 (23%)	11 (28%)	0 (0%)	33 (24%)
Neutral /I don't know	107 (14%)	11 (28%)	4 (50%)	27 (20%)
Somewhat unsupportive	38 (5%)	3 (8%)	0 (0%)	7 (5%)
Not supportive at all	237 (30%)	9 (22%)	4 (50%)	21 (16%)

Table 44: Glenelg residents by age sentiment for introduction of a right-hand turn from Augusta Street into Colley Terrace

Sentiment	15-24	24-44	45-64	65 and over
Extremely supportive	2 (67%)	10 (31%)	20 (26%)	33 (24%)
Neutral/ I don't know	1 (33%)	9 (28%)	11 (14%)	14 (10%)
Not supportive at all	0 (0%)	6 (19%)	22 (29%)	47 (34%)
Somewhat unsupportive	0 (0%)	1 (3%)	4 (5%)	7 (5%)
Somewhat supportive	0 (0%)	6 (19%)	20 (26%)	37 (27%)

Table 45: Suburb profile sentiment for introduction of a right-hand turn from Augusta Street into Colley Terrace

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	63 (22%)	59 (25%)	58 (21%)
Somewhat supportive	45 (16%)	31 (13%)	60 (27%)
Neutral /I don't know	85 (30%)	78 (33%)	65 (23%)
Somewhat unsupportive	10 (4%)	6 (3%)	14 (5%)
Not supportive at all	79 (28%)	63 (27%)	81 (29%)

2.9.3 Support for removal of the right-hand turn from Colley Terrace (southbound) into the Wilson car park

Question 23 asked participants to indicate their level of support for the removal of the right-hand turn from Colley Terrace (southbound) into the Wilson car park, with 967 participants answering this question. Of those who responded 48% were not supportive at all or somewhat unsupportive as indicated in the figure below Figure 9. It should be noted that 31% indicated they were extremely supportive or somewhat supportive and 21% indicated neutral / I don't know.

Figure 9: Level of support for removal of right-hand turn from Colley Terrace

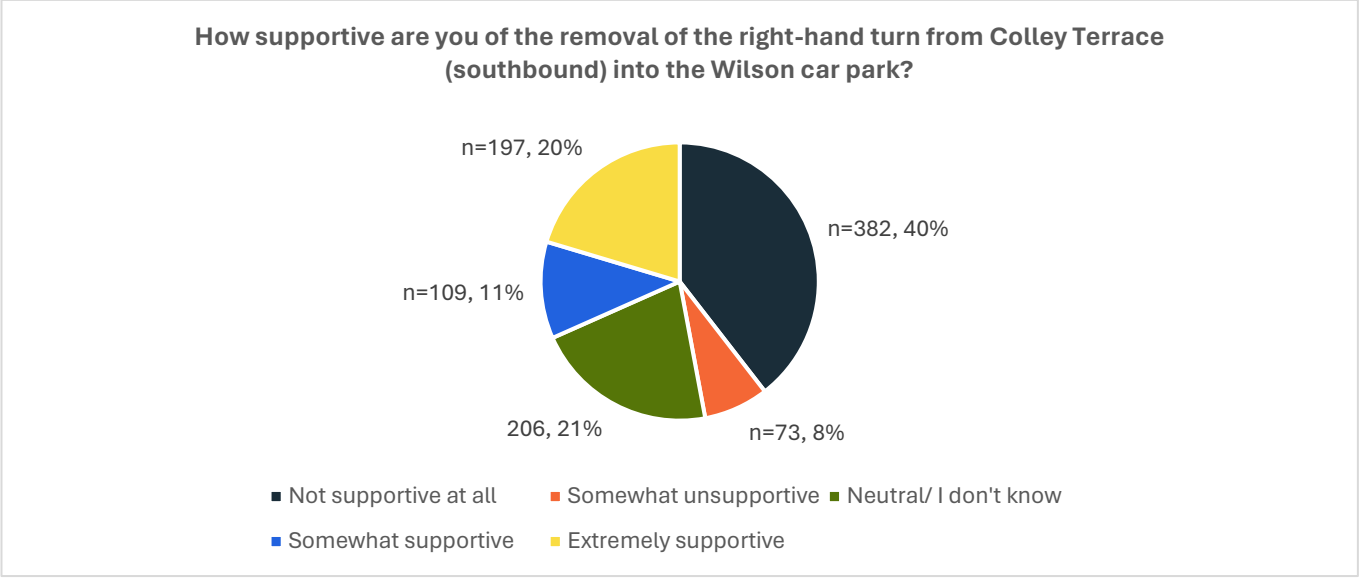


Table 46: All Residents, traders, landlords and visitor sentiment for removal of right-hand turn from Colley Terrace

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	106 (13%)	3 (7%)	1 (12%)	19 (14%)
Somewhat supportive	130 (16%)	6 (15%)	1 (12%)	32 (24%)
Neutral /I don't know	114 (15%)	9 (22%)	0 (0.0%)	29 (22%)
Somewhat unsupportive	71 (9%)	5 (12%)	0 (0.0%)	19 (14%)
Not supportive at all	366 (47%)	18 (44%)	6 (76%)	34 (26%)

Table 47: Glenelg residents by age sentiment for removal of right-hand turn from Colley Terrace

Sentiment	15-24	24-44	45-64	65 and over
Extremely supportive	2 (67%)	4 (13%)	13 (17%)	31 (22%)
Somewhat supportive	0 (0%)	2(6%)	8 (11%)	13 (9%)
Neutral/ I don't know	0 (0%)	11 (34%)	18 (24%)	27 (20%)
Somewhat unsupportive	0 (0%)	4 (13%)	3 (4%)	1 (1%)
Not supportive at all	1 (33%)	11 (34%)	34 (45%)	66 (48%)

Table 48: Suburb profile sentiment for removal of right hand turn from Colley Terrace

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	31 (11%)	30 (13%)	46 (16%)
Somewhat supportive	45 (16%)	39 (17%)	42 (15%)
Neutral /I don't know	40 (14%)	39 (17%)	37 (13%)
Somewhat unsupportive	30 (11%)	19 (8%)	23 (8%)
Not supportive at all	135 (48%)	110 (45%)	132 (48%)

2.9.4 All respondents view on closure of Colley/Jetty Corner

Question 24 asked participants to provide any comments regarding the closure of Colley/Jetty Corner and 460 responses were provided. The following summary explores how survey participants responded to proposed the closure of Colley/Jetty Corner.

Comments came from residents, traders, commercial landlords, and visitors, reflecting a broad spectrum of opinions. While many respondents supported the idea for its potential to improve pedestrian safety and public amenity, others were concerned about traffic impacts and access issues, particularly for residents and those reliant on car transport.

The overall sentiment is more supportive than opposed, although a significant number of comments express mixed or conditional views. The strongest opposition comes from those concerned with traffic impacts, resident access, and disruptions to daily routines. Meanwhile, supporters see the closure as an opportunity to improve pedestrian safety and urban quality - provided practical considerations are addressed.

The themes below highlight the main ideas raised and include selected quotes that reflect the diverse perspectives.

Table 49: Key themes emerging from feedback related to closure of Colley/Jetty Corner

Key themes emerging from feedback related to closure of Colley/Jetty Corner
1. Traffic diversion and local street impact
2. Pedestrian safety and amenity
3. Concern for older and mobility-impaired users
4. Opposition to road closures in general

2.9.4.1 Traffic diversion and local street impact

Many respondents were concerned that closing the Jetty Road–Colley Terrace intersection would lead to increased traffic along surrounding residential streets. Some cited Augusta Street, Nile Street, and St Peter's Church as potential trouble spots. They believed the closure would "reduce safety" and "increase noise" in areas not designed for higher vehicle volumes.

Several people mentioned the loss of direct routes, especially for everyday access to Jetty Road and Coles. This theme suggests that while the idea of a closure may be appealing on paper, traffic flow impacts remain a serious consideration.

Quotes:

- "Closure of Colley Terrace is a ridiculous notion forcing increased traffic flow along Augusta street..."

- "Do not close any roads. Keep the traffic flowing as is..."
- "No further restriction to traffic on any road in Glenelg"

2.9.4.2 Pedestrian safety and amenity

A number of respondents supported the closure because it would reduce through-traffic and make the area safer for pedestrians. These comments often focused on making Jetty Road more walkable and enhancing the public realm. Some supported the concept of a shared space or pedestrian mall, especially near Moseley Square.

While supportive, some of these respondents still raised practical concerns - for example, the need for drop-off zones or accessible parking for less mobile people. This theme shows a desire to balance pedestrian amenity with access needs.

Quotes:

- "I LOVE THE MALL IDEA."
- "I think it would be much safer for pedestrians if less vehicles travelling through."
- "Put in ped crossing: No lights"

2.9.4.3 Concern for older and mobility-impaired users

Several people raised the issue of how the closure might affect those who depend on vehicle access, such as older residents or carers. Comments mentioned the library and health services as destinations that may become harder to reach. This concern often came from people who regularly drop others off at these locations. These comments call for specific planning for alternative access, not just for general traffic but for services that residents rely on.

Quotes:

- " I drop older residents at the Library..."
- "We enter and leave Augusta often from and to Colley. Present limits are inconvenient"
- "Drop off zone close to Moseley Square should be made possible to aid the less able."

2.9.4.4 Opposition to road closures in general

Some respondents were generally against closing any roads in Glenelg. They felt the current network was already under pressure and that any further limitations would make matters worse. This view was especially strong among those who frequently drive through the area or depend on car access for work or daily tasks. These comments tend to advocate for retaining existing road layouts and traffic conditions.

Quotes:

- "A ridiculous idea... congestion would be a major issue"
- "Let cars co-exist with humans. Perhaps educate humans to consider cars."
- "Do not close any roads..."

2.9.5 Further analysis of parking comments by demographic type

Traders
Traders expressed mixed views but often leaned towards caution. While some recognised that reduced traffic might create a more attractive pedestrian zone, others were worried about impacts on deliveries, parking turnover, and customer access. One comment warned that "*alternative routes will be disastrous for the residents near Jetty Road*," reflecting concern about commercial flow as well as local impacts.

Commercial landlords
Landlords offered limited but pointed feedback. They generally reflected interest in improvements to the public realm but emphasised the importance of protecting vehicular access to businesses. One view highlighted that any significant traffic changes must not make it harder for tenants' customers to reach their shops.

Residents
Residents provided a variety of perspectives. Some strongly opposed the closure, arguing it would force "*increased traffic flow along Augusta Street*" and "*reduce safety*" near homes. Others were more supportive, expressing enthusiasm for "*the mall idea*" and safer pedestrian access. Residents often referenced practical needs like access to Coles, the library, or needing a drop-off zone for less mobile locals.

Residents in Glenelg
Glenelg residents offered detailed feedback on the proposed closure of the Jetty Road and Colley Terrace corner. While some supported the closure for its potential to enhance pedestrian safety and street amenity, many expressed concerns about traffic diversion, local access and the practicality of the change. Glenelg residents shared a wide range of views about the Jetty/Colley closure, showing a roughly even split between support, opposition, and mixed perspectives. While many supported the closure in principle - especially for pedestrian safety - most called for strong planning to ensure that traffic impacts, drop-off access, and local streets were carefully managed. Older and mid-aged residents were particularly focused on practical outcomes and access needs, while younger and working-age residents leaned more toward potential benefits for public amenity and street design.

Glenelg residents by age category

Ages 15–24
- Responses that were present focused on general impressions, like "*better for pedestrians*", but without specific detail or strong sentiment.

Ages 25–44
- This group showed a balance of support and concern.
- Supporters liked the idea of improving the public realm, with one writing, "*make it a more family-friendly space*."
- Others questioned how realistic it would be to navigate around the closure when doing day-to-day errands.

Ages 45–64
- There was a concern that "*closing off Colley would just push traffic to Augusta and Nile*," creating new bottlenecks.
- However, some in this group also supported the plan, as long as "*access to side streets and drop-off zones was properly considered*."

Ages 65+
- Comments from older residents often focused on accessibility and independence.
- One wrote, "*I drop my neighbour at the chemist every week - this plan would make that much harder*."
- Others called for dedicated drop-off points, stating that "*removing car access entirely doesn't work for people who can't walk far*."

5045 residents (Glenelg North, East and South) not including Glenelg

Residents from 5045, excluding those living in Glenelg, expressed a mix of support and caution regarding the proposed closure of the Jetty Road and Colley Terrace intersection. Many welcomed the idea of improving pedestrian safety and creating a more walkable public space. Comments like "*It would be much safer for pedestrians if less vehicles were travelling through*" reflected a desire for a more people-focused Jetty Road. These residents often saw the closure as an opportunity to enhance the amenity of the area, especially near Moseley Square.

At the same time, a significant number of respondents raised practical concerns about traffic displacement and accessibility. Some warned that closing Colley Terrace would force traffic onto quieter residential streets, particularly Augusta and Nile, which they believed could "*reduce safety and increase noise*." Others stressed the need for proper access for older residents and people with limited mobility, with one writing, "*I drop older residents at the Library... it will be a lot longer*." A smaller group opposed the closure entirely, favouring existing road layouts and voicing concern over worsening congestion. Overall, this group's feedback was supportive in principle, but strongly emphasised the importance of planning to manage impacts on local traffic and access.

City of Holdfast Bay residents that do not have the 5045 postcodes

City of Holdfast Bay residents from outside the 5045 postcode area expressed predominantly practical concerns about the proposed closure of the Jetty Road and Colley Terrace intersection. While some supported the change, most comments were focused on traffic impacts and access disruptions. One resident described the plan as "*a ridiculous idea*" that would "*result in increasing traffic on other roads*," while another said the closure "*would divide the Council area into two regions... north and south of Jetty Road*." These views reflect a broader concern that removing a key through-road would cause congestion at alternate intersections like Partridge Street and Brighton Road, reducing the area's overall accessibility.

Several comments highlighted the importance of Colley Terrace as a vital north–south connection, with one respondent calling it "*key infrastructure*" and warning that the closure "*lacks any sort of logic*." Residents also raised issues with how the change would affect travel routes used daily, such as trips between Wigley Reserve and Elizabeth Street, or general access across Jetty Road. A few respondents supported improvements like traffic lights to better manage flow, suggesting a preference for controlled movement over full closure. In general, while there was some support for pedestrian improvements, this group prioritised keeping traffic flowing through Glenelg and ensuring the suburb remains accessible for locals as well as visitors. As one put it, "*Glenelg isn't there for tourists. Locals hold it together - especially in winter*." This demographic's feedback was largely cautious or opposed, with many calling for well-considered alternatives that balance pedestrian needs with vehicle access and everyday functionality.

Visitors

Visitors were mostly supportive, often valuing improved walkability and public experience. Comments mentioned that a "*safer, more pedestrian-friendly Jetty Road*" would enhance the area's appeal. However, some raised questions about access for events or convenience parking, suggesting that while visitors may not oppose the closure, they expect practical parking solutions nearby.

2.10 Changes to bus routes (Concept C)

2.10.1 Overview of all responses related to redirecting three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner

Question 25 asked participants to indicate their level of support for redirecting three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner, and 976 participants answered this question. Of those who responded 43% were not supportive at all or somewhat unsupportive as indicated in the figure below. It should be noted that 41% indicated they were extremely supportive or somewhat supportive.

Figure 10: Level of support for change to bus route at Jetty Road/ Colley Terrace

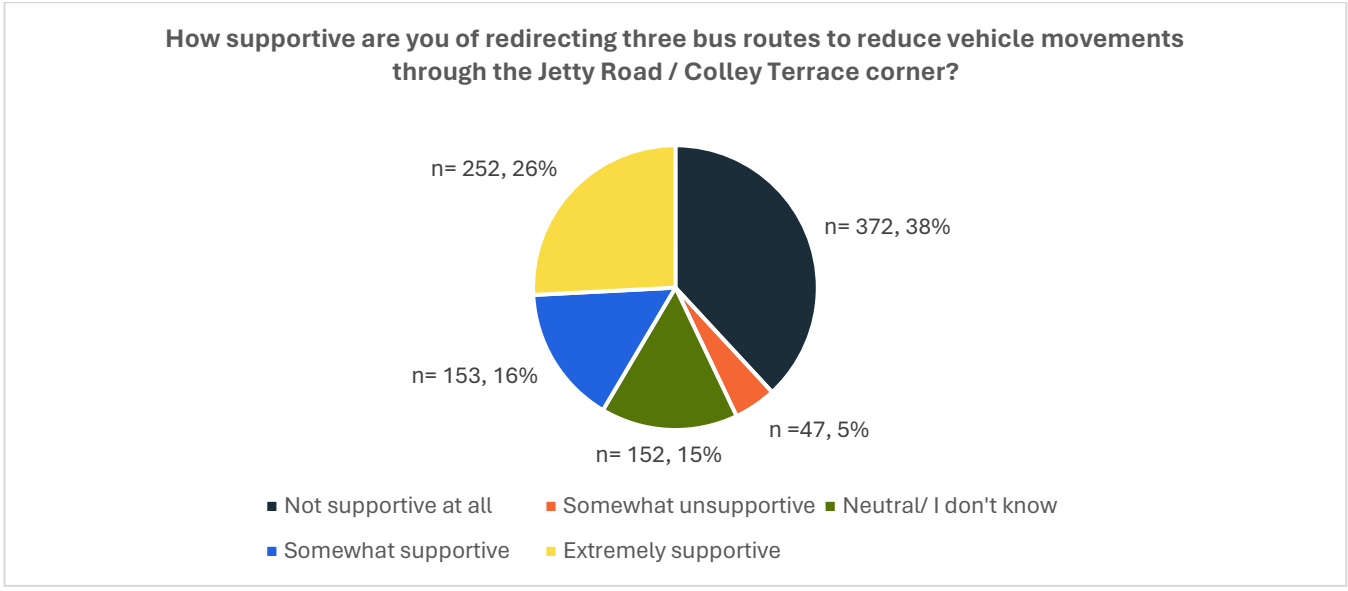


Table 50: All Residents, traders, landlords and visitor sentiment for redirecting three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	293 (38%)	5 (14%)	2 (25%)	82 (62%)
Somewhat supportive	58 (7%)	7 (19%)	0 (0%)	14 (10%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	22 (3%)	2 (6%)	0 (0%)	8 (6%)
Not supportive at all	406 (52%)	22 (61%)	6 (75%)	29 (22%)

Table 51: Glenelg residents by age sentiment for redirecting three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner

Sentiment	15-24	24-44	45-64	65 and over
Extremely supportive	2 (67%)	4 (21%)	13 (30%)	31 (25%)
Somewhat supportive	0 (0%)	2 (15%)	8 (12%)	13 (12%)
Neutral /I don't know	0 (0%)	11 (18%)	18 (14%)	27 (9%)
Somewhat unsupportive	0 (0%)	4 (6%)	3 (10%)	1 (2%)
Not supportive at all	1 (33%)	11 (39%)	34 (34%)	73 (53%)

Table 52: Suburb profile sentiment for redirecting three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	100 (36%)	88 (38%)	100 (37%)
Somewhat supportive	19 (7%)	16 (7%)	26 (9%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	7 (2%)	2 (1%)	14 (5%)
Not supportive at all	153 (55%)	128 (54%)	134 (49%)

2.10.2 Overview of all responses related to addition of a new bus layover area on Moseley Street

Question 26 asked participants to indicate their level of support for the addition of a new bus layover area on Moseley Street, and 972 participants answered this question. Of those who responded 44% were not supportive at all or somewhat unsupportive as indicated in the figure below. It should be noted that 39% indicated they were extremely supportive or somewhat supportive.

Figure 11: Level of support for new bus layover on Moseley Street

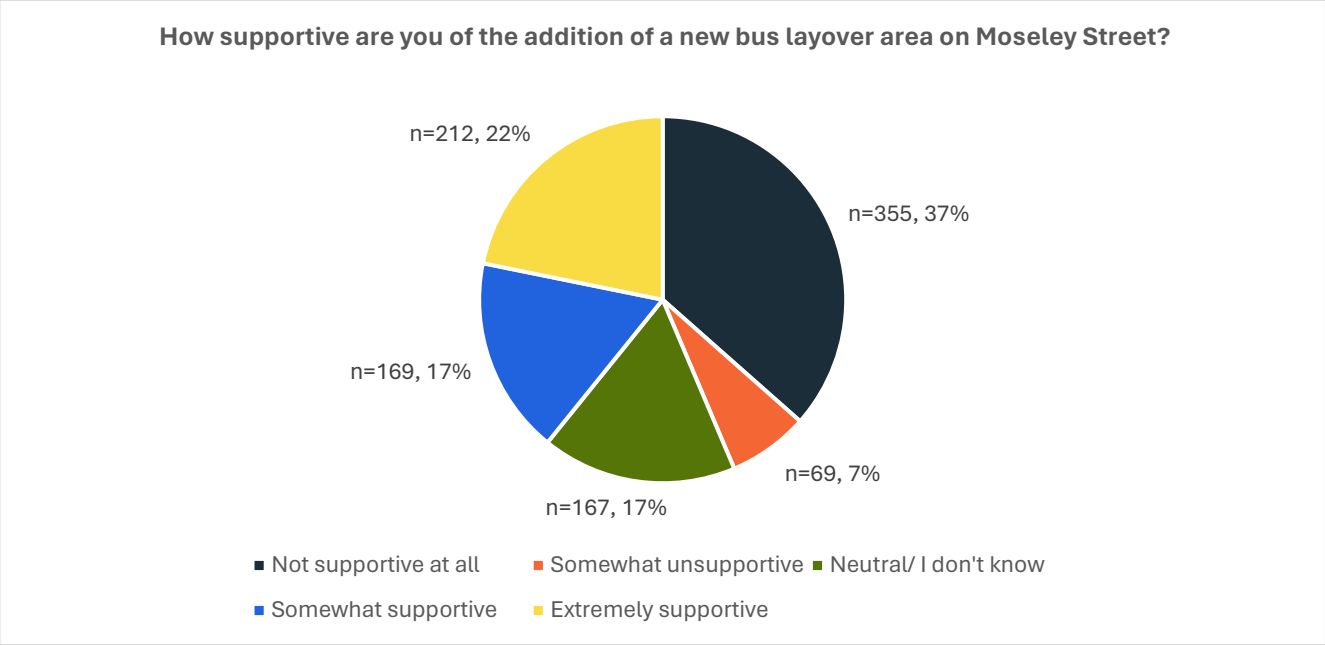


Table 53: All Residents, traders, landlords and visitor sentiment for new bus layover on Moseley Street

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	222 (35%)	6 (23%)	0 (0%)	47 (46%)
Somewhat supportive	183 (28%)	11 (42%)	0 (0%)	33 (33%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	237 (37%)	9 (35%)	4 (100%)	21 (21%)

Table 54: Glenelg residents by age sentiment for new bus layover on Moseley Street

Sentiment	15-24	24-44	45-64	65 and over
Extremely supportive	1 (33%)	2 (6%)	20 (26%)	28 (20%)
Somewhat supportive	1 (33%)	9 (28%)	10 (13%)	21 (15%)
Neutral /I don't know	0 (0%)	8 (25%)	13 (17%)	17 (12%)

Somewhat unsupportive	0 (0%)	4 (13%)	10 (13%)	9 (7%)
Not supportive at all	1 (33%)	9 (28%)	25 (32%)	63 (46%)

Table 55: Suburb profile sentiment for new bus layover on Moseley Street

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	84 (36%)	70 (36%)	70 (31%)
Somewhat supportive	66 (29%)	49 (25%)	68 (31%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	80 (35%)	76 (39%)	84 (38%)

2.10.3 Overview of all responses related to the addition of a new bus layover area on Gordon Street

Question 27 asked participants to indicate their level of support for the addition of a new bus layover area on Gordon Street, and 971 participants answered this question. Of those who responded 42% were not supportive at all or somewhat unsupportive as indicated in the figure below. It should be noted that 37% indicated they were extremely supportive or somewhat supportive.

Figure 12: Level of support for new bus layover area on Gordon Street

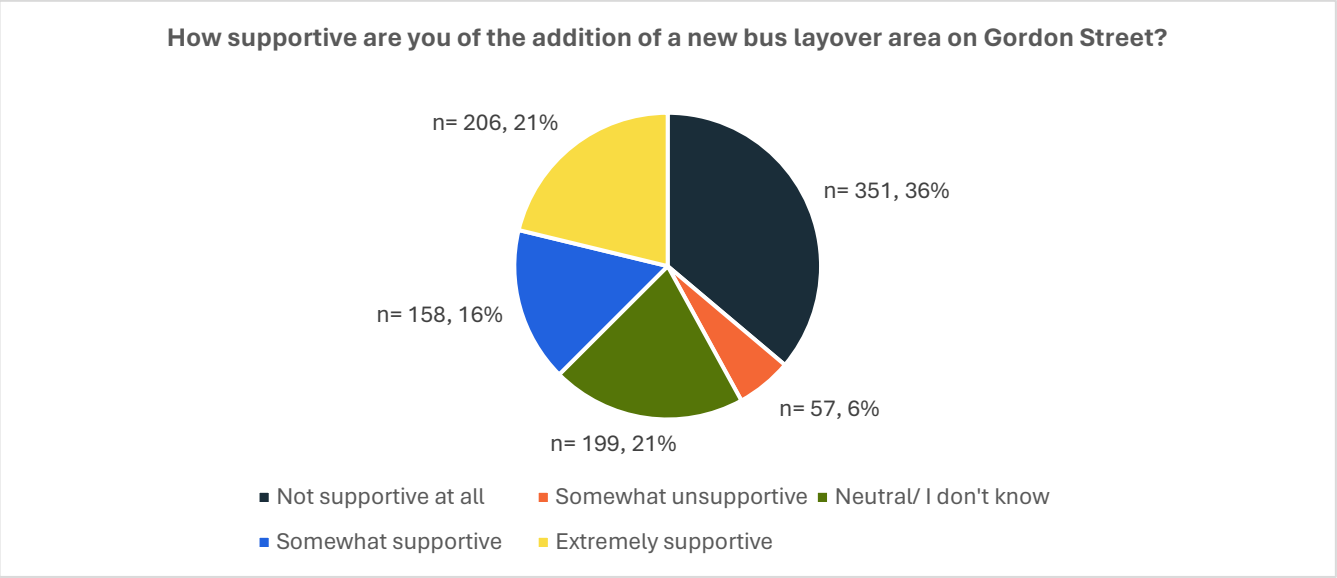


Table 56: All Residents, traders, landlords and visitor sentiment for new bus layover area on Gordon Street

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	147 (24%)	2 (7%)	1 (14%)	47 (45%)
Somewhat supportive	84 (13%)	6 (22%)	1 (14%)	18 (17%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	54 (9%)	4 (14%)	0 (0%)	15 (14%)
Not supportive at all	336 (54%)	16 (57%)	5 (72%)	25 (24%)

Table 57: Glenelg residents by age sentiment for new bus layover area on Gordon Street

Sentiment	15-24	24-44	45-64	65 and over
Extremely supportive	2 (67%)	5 (15%)	20 (26%)	29 (21%)
Somewhat supportive	0%	6 (18%)	12 (15%)	17 (12%)
Neutral /I don't know	0%	8 (24%)	16 (21%)	23 (17%)
Somewhat unsupportive	0%	5 (15%)	9 (12%)	4 (3%)
Not supportive at all	1 (33%)	9 (27%)	21 (27%)	65 (47%)

Table 58: Suburb profile sentiment for new bus layover area on Gordon Street

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Residents in the Glenelg suburb only
Extremely supportive	47 (21%)	44 (23%)	52 (24%)
Somewhat supportive	27 (12%)	31 (17%)	29 (14%)
Neutral /I don't know	0 (0%)	0 (0%)	0 (0%)
Somewhat unsupportive	30 (13%)	17 (9%)	9 (4%)
Not supportive at all	121 (54%)	96 (51%)	125 (58%)

2.10.4 Overview of all responses related to new proposed bus stop on Moseley Square and Gordon Street

Question 28 asked participants to indicate their level of support for the new proposed bus stop on Moseley Square and Gordon Street, and 956 participants answered this question.

Of those who responded regarding Moseley Street 41% were not supportive at all or somewhat unsupportive as indicated in the table below. It should be noted that 36% indicated they were extremely supportive or somewhat supportive, while 24% indicated neutral/ I don't know.

Of those who responded regarding Gordon Street 41% were not supportive at all or somewhat unsupportive as indicated in the table. It should be noted that 34% indicated they were extremely supportive or somewhat supportive, while 25% indicated neutral/ I don't know.

Figure 13: Level of support for new bus stops on Moseley Square and Gordon Street

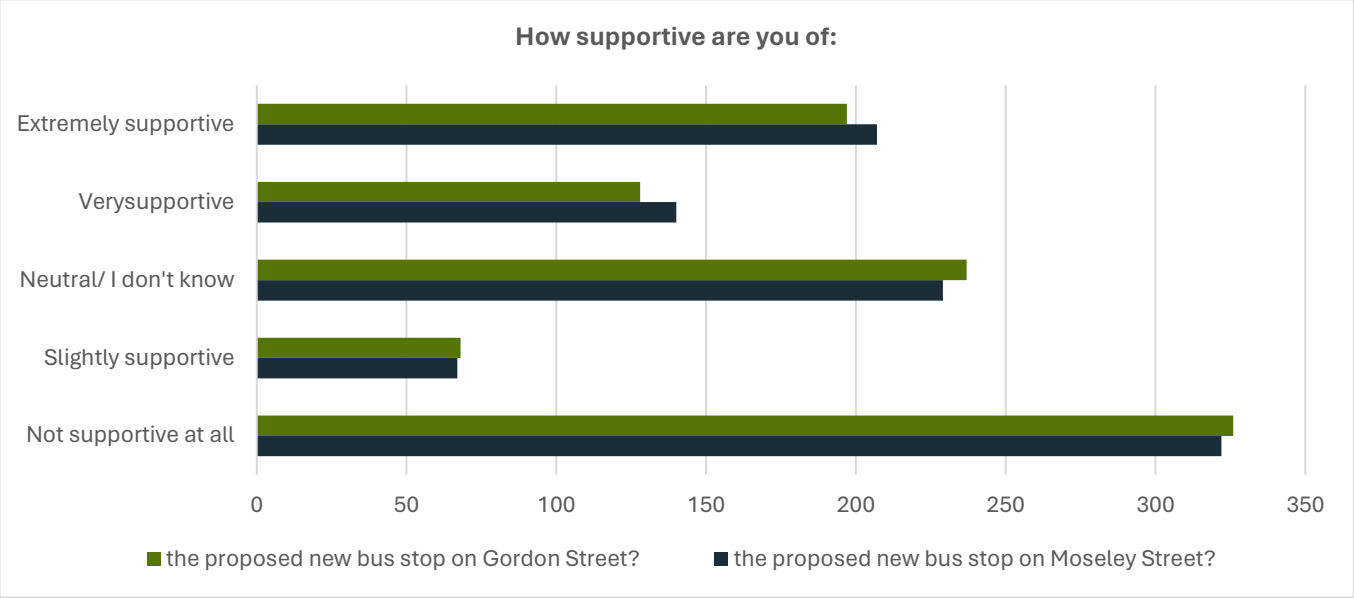


Table 59: Level of support for new bus stop at Moseley and Gordon Streets

How supportive are you of a new bus stop at:	Moseley Street (% of support)	Gordon Street (% of support)
Extremely supportive	22%	21%
Somewhat supportive	15%	13%
Neutral/ I don't know	24%	25%
Somewhat unsupportive	7%	7%
Not supportive at all	34%	34%

Table 60: All Residents, traders, landlords and visitor sentiment for new bus stop at Moseley and Gordon Streets

Sentiment	Resident	Trader	Commercial landlord	Visitor
Moseley Street				
Extremely supportive	159 (25%)	4 (14%)	1 (14%)	**43 (44%)**
Somewhat supportive	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Neutral /I don't know	180 (29%)	10 (36%)	1 (14%)	38 (39%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	**286 (46%)**	**14 (50%)**	**5 (72%)**	17 (17%)
Gordon Street				
Extremely supportive	153 (24%)	2 (8%)	0 (0%)	**42 (42%)**
Somewhat supportive	0 (0.0%)	0 (0%)	0 (0%)	0 (0%)
Neutral /I don't know	184 (30%)	**13 (50%)**	3 (43%)	37 (36%)
Somewhat unsupportive	0 (0.0%)	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	**289 (46%)**	11 (42%)	**4 (57%)**	22 (22%)

Table 61: Glenelg residents by age sentiment for new bus stop at Moseley and Gordon Streets

Sentiment	15-24	24-44	45-64	65 and over
Moseley Street				
Extremely supportive	**1 (33%)**	2 (6%)	20 (26%)	28 (22%)
Very supportive	0 (0%)	9 (25%)	10 (13%)	21 (13%)
Neutral /I don't know	0 (0%)	8 (25%)	13 (25%)	17 (17%)
Somewhat unsupportive	**1 (33%)**	4 (16%)	10 (9%)	9 (7%)
Not supportive at all	**1 (33%)**	**9 (28%)**	**25 (27%)**	**63 (42%)**
Gordon Street				
Extremely supportive	**2 (67%)**	5 (15%)	20 (26%)	29 (21%)
Very supportive	0 (0%)	6 (18%)	12 (15%)	17 (12%)
Neutral /I don't know	3 (33%)	8 (24%)	16 (21%)	23 (17%)
Somewhat unsupportive	0 (0%)	5 (15%)	9 (12%)	4 (3%)
Not supportive at all	1 (3%)	**9 (27%)**	**21 (27%)**	**65 (47%)**

Table 62: Suburb profile sentiment for new bus stop at Moseley and Gordon Streets

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Residents in the Glenelg suburb only
Moseley Street			
Extremely supportive	55 (23%)	48 (26%)	55 (26%)
Somewhat supportive	0 (0%)	0 (0%)	0 (0%)
Neutral /I don't know	64 (27%)	58 (31%)	59 (28%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	**116 (50%)**	**81 (43%)**	**99 (46%)**
Gordon Street			
Extremely supportive	53 (23%)	45 (24%)	52 (24%)
Somewhat supportive	0 (0%)	0 (0%)	0 (0%)
Neutral /I don't know	64 (28%)	63 (33%)	62 (29%)
Somewhat unsupportive	0 (0%)	0 (0%)	0 (0%)
Not supportive at all	**114 (49%)**	**83 (43%)**	**101 (47%)**

2.10.5 Overview of all responses related to moving the existing bus stop on the eastern side of Colley Terrace 9 metres north

Question 29 asked participants to indicate their level of support moving the existing bus stop on the eastern side of Colley Terrace nine (9) metres north, and 967 participants answered this question. Of those who responded 42% were extremely supportive or somewhat supportive. It should be noted that 29% indicated they were not supportive at all or somewhat unsupportive and 29% indicated neutral or I don't know, as indicated in the figure below.

Figure 14: Level of support for moving bus stop on eastern side of Colley Terrace

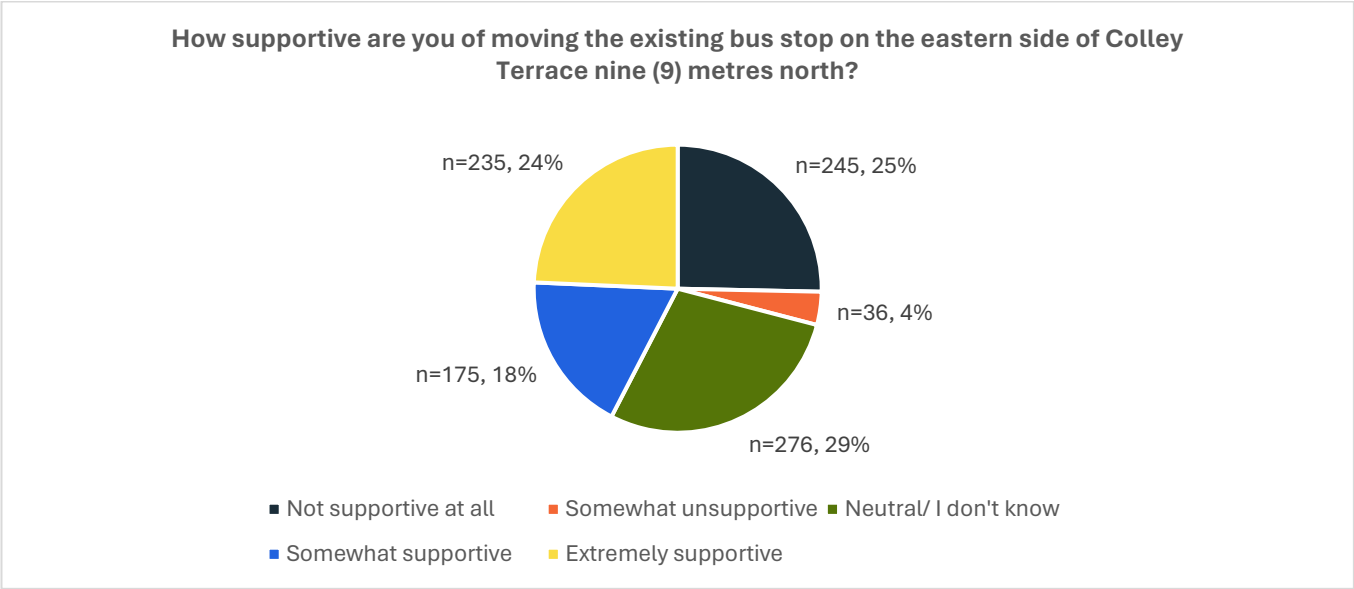


Table 63: All residents, traders, landlords and visitor sentiment for moving bus stop on eastern side of Colley Terrace

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	182 (23%)	4 (10%)	0 (0%)	49 (37%)
Somewhat supportive	131 (17%)	17 (42%)	2 (25%)	25 (19%)
Neutral /I don't know	224 (28%)	9 (22%)	4 (50%)	39 (29%)
Somewhat unsupportive	30 (4%)	1 (2%)	0 (0%)	5 (4%)
Not supportive at all	219 (28%)	10 (24%)	2 (25%)	14 (11%)

Table 64: Glenelg residents by age sentiment for moving bus stop on eastern side of Colley Terrace

Sentiment	14 and under	15-24	24-44	45-64	65 and over
Extremely supportive	0 (0%)	2 (67%)	5 (16%)	19 (24%)	32 (23%)
Somewhat supportive	0 (0%)	0 (0%)	8 (25%)	18 (23%)	24 (18%)
Neutral /I don't know	0 (0%)	0 (0%)	10 (31%)	20 (26%)	25 (18%)
Somewhat unsupportive	0 (0%)	0 (0%)	2 (6%)	7 (9%)	5 (4%)
Not supportive at all	0 (0%)	1 (33%)	7 (22%)	14 (18%)	51 (37%)

Table 65: Suburb profile sentiment for moving bus stop on eastern side of Colley Terrace

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	63 (22%)	59 (25%)	58 (21%)
Somewhat supportive	45 (16%)	31 (13%)	60 (22%)
Neutral /I don't know	85 (30%)	78 (33%)	65 (23%)
Somewhat unsupportive	10 (4%)	6 (2%)	14 (5%)
Not supportive at all	79 (28%)	63 (27%)	81 (29%)

2.10.6 Overview of all responses related to the removal of three trees to accommodate the required new bus stops and bus layovers

Question 30 asked participants to indicate their level of support for removal of three trees to accommodate the required new bus stops and bus layovers, and 969 participants answered this question. Of those who responded 54% were not supportive at all or somewhat unsupportive as indicated in the figure below. It should be noted that 31% indicated they were extremely supportive or somewhat supportive.

Figure 15: Level of support for removing trees to accommodate bus stops and bus layovers

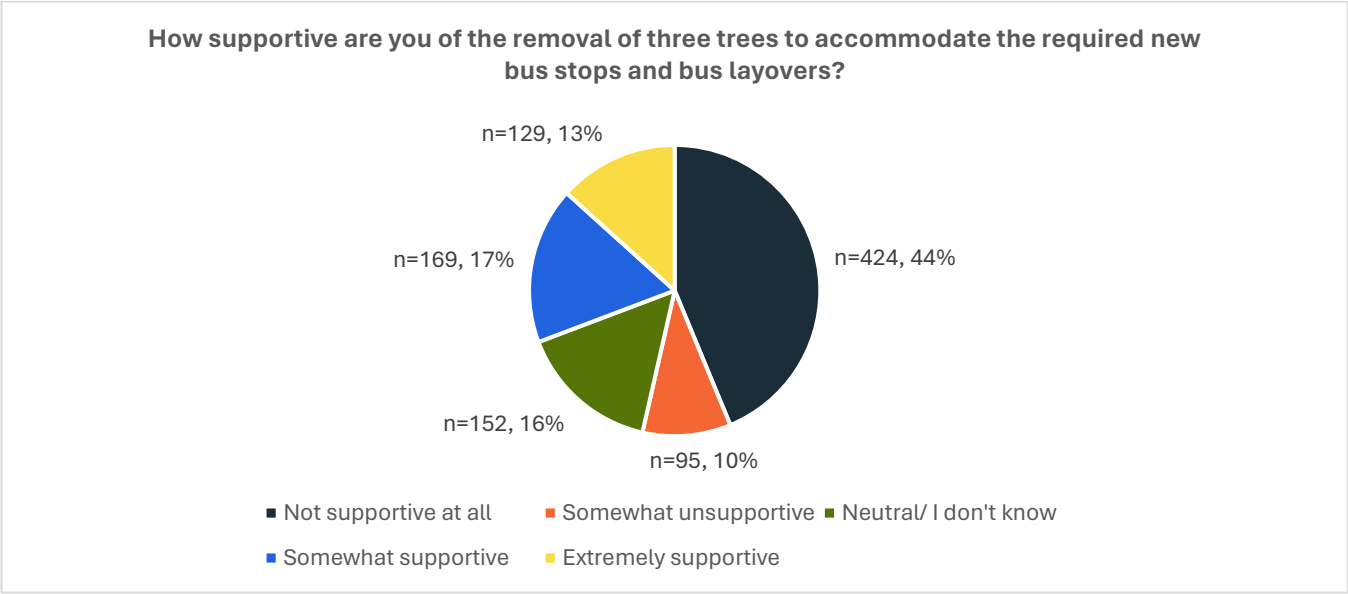


Table 66: All residents, traders, landlords and visitor sentiment for removal of three trees to accommodate the required new bus stops and bus layovers

Sentiment	Resident	Trader	Commercial landlord	Visitor
Extremely supportive	106 (13%)	3 (7%)	1 (12%)	19 (14%)
Somewhat supportive	130 (17%)	6 (15%)	1 (12%)	32 (24%)
Neutral /I don't know	114 (14%)	9 (22%)	0 (0%)	29 (22%)
Somewhat unsupportive	71 (9%)	5 (12%)	0 (0%)	19 (14%)
Not supportive at all	366 (47%)	18 (44%)	6 (76%)	34 (26%)

Table 67: Glenelg residents by age sentiment for removal of three trees to accommodate the required new bus stops and bus layovers

Sentiment	14 and under	15-24	24-44	45-64	65 and over
Extremely supportive	0 (0%)	1 (33%)	3 (9%)	11 (14%)	29 (21%)
Somewhat supportive	0 (0%)	0 (0%)	7 (21%)	15 (19%)	18 (13%)
Neutral /I don't know	0 (0%)	0 (0%)	5 (15%)	14 (18%)	12 (9%)
Somewhat unsupportive	0 (0%)	0 (0%)	5 (15%)	7 (9%)	8 (6%)
Not supportive at all	0 (0%)	2 (67%)	14 (41%)	31 (40%)	70 (51%)

Table 68: Suburb profile sentiment for removal of three trees to accommodate the required new bus stops and bus layovers

Sentiment	5045 residents minus Glenelg	City of Holdfast Bay residents that do not have the 5045 postcodes	Glenelg residents only
Extremely supportive	31 (11%)	30 (13%)	46 (17%)
Somewhat supportive	45 (16%)	39 (16%)	42 (15%)
Neutral /I don't know	40 (14%)	39 (16%)	37 (13%)
Somewhat unsupportive	30 (11%)	19 (9%)	23 (8%)
Not supportive at all	135 (48%)	110 (46%)	132 (47%)

2.10.7 Overview of all responses related to changes to bus routes

Question 31 asked participants to provide any comments regarding changes to bus routes and 400 responses were provided. The following summary explores how survey participants responded to proposed changes to bus routes.

Respondents shared a broad range of views on the proposed changes to Glenelg's bus routes, including adjustments to layover locations and stop placements. Overall, sentiment was mixed but leaned cautiously supportive, particularly where changes were seen to improve efficiency or pedestrian safety. However, many raised practical concerns about the relocation of bus layovers to residential streets, highlighting issues such as increased noise, reduced amenity, and the potential removal of trees. There was strong interest in preserving the convenience of current arrangements - especially for older residents and those who rely on public transport daily. While a smaller number opposed the changes outright, most respondents were open to improvement, provided any adjustments were well-considered and maintained access for key user groups. The feedback consistently reflected a desire for thoughtful planning that enhances operations without compromising what already works well.

The themes below highlight the main ideas raised and include selected quotes that reflect the diverse perspectives.

Table 69: Key themes emerging from feedback related to proposed changes to bus routes

Key themes emerging from feedback related to proposed changes to bus routes
1. Concerns about relocation of bus layovers
2. Support for public transport access and user needs
3. Environmental and tree preservation concerns
4. Scepticism and preference for existing arrangements

2.10.7.1 Concerns about relocation of bus layovers

A common concern was the potential relocation of bus layovers to quieter residential streets like Gordon Street and Moseley Street. Residents worried about increased noise, especially from buses idling or restarting, and the impact on nearby homes. Some expressed strong opposition to removing layovers from Colley Terrace, while others proposed alternate locations, such as near Wigley Reserve.

Quotes:

- "Not supportive of moving bus layovers to Gordon St and Moseley St when the current location on Colley Terrace is more suitable."
- "Even more traffic on Moseley St! Ridiculous."
- "Leave as current. All buses in one area rather than fumbling/searching for where my next bus might be."

2.10.7.2 Support for public transport access and user needs

A number of comments focused on the importance of preserving or improving public transport access for those who rely on it. This feedback generally supported making bus movements more efficient and safer, but only if routes and stops remained convenient for users. Respondents wanted to ensure that older people, families, and those without cars were still well-served.

Quotes:

- "Leave for those who rely on public transport."
- "This is a waste of money. The buses are okay as they are. Moving the Colley Terrace stop further North is not helpful, especially for older people."
- "Discussions should be had with the bus drivers who frequently travel that route to ensure optimal result."

2.10.7.3 Environmental and tree preservation concerns

Several respondents objected to proposals that involved tree removal, particularly if mature or iconic species were affected. Norfolk Pines were mentioned specifically. While some were open to replanting, others felt trees should be preserved or that alternatives to relocation should be found.

Quotes:

- "Definitely not supportive of tree removal to accommodate a change."
- "As long as replacing just as many trees as cutting down. Try and relocate where possible."
- "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... Please keep the trees as they are a crucial factor for the climate and heat in Glenelg."

2.10.7.4 Scepticism and preference for existing arrangements

Some community members were sceptical about the effectiveness of proposed changes, arguing that similar ideas had been trialled in the past without success. These respondents believed the current arrangements work well and should be maintained unless there is strong evidence to the contrary.

Quotes:

- "All been considered and some tried before. Doesn't work. No."
- "Leave bus routes alone. Many have been tried before... They didn't work, that's why it is what it is today."

All residents
Residents shared a broad mix of feedback about bus changes, often with a focus on balancing operational improvements with the protection of local amenity. Many expressed concern about increased traffic in residential areas, especially along Gordon Street. One resident noted, "*Redirecting buses on to Jetty Rd is a big negative... push all buses to Brighton Road if you must. Do not put them on Partridge or Gordon Street*." Environmental concerns also featured prominently, with one person stating, "*Never remove trees. Never*," and another remarking, "*We need to do what we can to avoid removal of mature trees... plant twice the number*." While some supported the proposals in concept, they consistently requested that changes be made with minimal disruption to greenery, walkability, and the calm of their neighbourhoods.

Glenelg residents
Glenelg residents shared a generally measured and cautious view on the proposed bus route adjustments. While some respondents supported improvements in service efficiency and acknowledged the importance of accessible public transport, the dominant tone was one of concern - particularly about the relocation of bus layovers and potential environmental impacts. Many opposed moving layovers to residential streets like Gordon or Moseley, citing noise, congestion, and disruption to amenity. As one resident put it, "*Even more traffic on Moseley St! Ridiculous*."
A strong theme among this group was tree preservation.

Several comments objected to removing mature greenery, especially if it affected the character of the area. One respondent wrote, "*There is not enough greenery as is and to lose these mature trees is very, very disappointing*."
Others were more pragmatic, suggesting that if removal was necessary, "*replacing just as many trees as cutting down*" should be the minimum expectation. Norfolk Pines were suggested as a more suitable alternative to palms, reflecting a preference for continuity with Glenelg's established streetscape.

In terms of service usability, many Glenelg residents preferred the existing centralised arrangement for buses along Colley Terrace. One comment urged council to "*leave as current—all buses in one area rather than fumbling/searching for where my next bus might be*." Others noted issues such as engine noise during layovers and raised the idea of electric buses to reduce sound pollution. There was also a wider sense that resources might be better spent elsewhere, with one respondent stating, "*Glenelg works well now. Stop messing with it to justify jobs... spend money on essentials, not stuff that's going to ruin our Glenelg*." While direct opposition was limited, most Glenelg residents

called for careful planning, preservation of the suburb's character, and a more targeted approach to transport upgrades. Many supported keeping what works well while making only essential, well-justified adjustments.

Breakdown by age group (Glenelg residents only)

14 and under
No comments were received from this age group regarding the proposed bus stop changes.

15–24
Respondents in this age group provided limited but focused feedback. The comments shared a consistent view of caution towards the proposed changes. Several responses highlighted concerns about confusion and accessibility, especially for older users. One respondent stated, "*Changing the bus routes would be terrible. It would be very confusing for everybody, particularly old people who use the buses a lot*." There was a clear preference for maintaining the current system, with another comment noting, "*Leave the bus routes as they are*." This group preferred keeping public transport simple, familiar, and easy to use.

25–44
This group provided a combination of supportive and critical responses. Several comments indicated conditional support for relocating bus routes, particularly if it improved pedestrian safety or public transport connectivity. However, others raised concerns about potential disruptions to traffic flow and difficulties for particular groups, such as parents with prams or shoppers. One respondent said, "*It will be harder for young parents with prams and people loaded up with shopping*." The group also emphasised the need to protect tree cover, with comments like, "*We need more shade, not less*." Overall, there was support for improvements, but only if the basic accessibility and amenity of the area could be maintained or enhanced.

45–64
This group expressed strong resistance to the proposed changes. Many respondents felt that the current bus routes worked well and saw no need for disruption. A common sentiment was, "*If it ain't broke, don't fix it*," while another stated, "*All of these proposed changes achieve nothing*." Concerns were raised about increased congestion on quieter residential streets, and there was a strong focus on the potential negative impacts for elderly and mobility-impaired users. Tree removal was also a major concern, with some asking for trees to be replanted if removed. This group generally preferred preserving the current arrangement, focusing on practical access and the protection of local character.

65 and over
This group overwhelmingly opposed the proposed bus stop changes, highlighting the importance of accessible public transport for older residents who may no longer drive. Comments frequently praised the existing system, describing it as "*essential for getting around*" and stressing that it "*works very well*." Several respondents raised concerns that moving the bus stops would create major barriers for frail or disabled users, with one noting, "*Moving the stops further away would be a terrible inconvenience*." Tree loss was also a major issue, with comments like, "*Never supportive of trees going to make way for vehicles*." Overall, this group advocated strongly for keeping the current arrangements, emphasising both social equity and environmental protection.

5045 residents (Glenelg North, East and South) excluding Glenelg
Residents from the 5045 postcode area (not including Glenelg) offered a mix of practical feedback on the proposed changes to bus routes. While some supported the idea of enhancing public transport efficiency, the focus was largely on the operational and design impacts of rerouting buses. Several respondents questioned whether the changes would improve travel at all, with one stating, "*All of these proposed changes achieve nothing*," and another suggesting, "*Leave it alone – remain as it is*." A few residents supported tree removal only on the condition that adequate replanting occurs, noting, "*Removal of trees is ok on the assumption that there would be three trees planted somewhere else*."

A number of residents expressed concerns about redirecting buses through Gordon and Moseley Streets, pointing out that these residential areas may not be suited for larger vehicle movement. One comment remarked, "*Have to assume*

that moving the bus routes will then massively impact the (already increased) traffic movements on Gordon and Moseley," while another stated, "*The additional buses travelling on Jetty Road is not a good plan*." There were also specific doubts raised about the feasibility of physical changes at intersections, such as "*the pavement will have to be reduced on the North/West corner of Jetty/Gordon*."

In terms of user experience, some respondents highlighted how changes could affect commuters' ease of access and choice. For example, one noted that keeping all buses on Colley Terrace was more flexible: "*It allows me to decide to catch a different bus if my expected bus is running late*." Another warned that splitting services across different stops might confuse new users, especially with services like the 300 that operate in both directions. While relatively few comments were outright opposed, the majority of residents sought clarity, practicality and continuity in public transport planning.

City of Holdfast Bay residents that do not have the 5045 postcodes

Feedback from this group was largely mixed, with a strong preference for preserving the current arrangements. Many residents voiced scepticism about relocating bus routes or layovers, citing past proposals that were either trialled and failed or created new issues. One respondent remarked, "*All been considered and some tried before. Doesn't work. No*," while another wrote, "*Leave bus routes alone. Many have been tried before… they didn't work, that's why it is what it is today*." These comments reflect a desire for consistency and an appreciation for what is currently seen as a functional, balanced system.

Concerns were also raised about the traffic impacts of rerouting buses into areas like Gordon and Moseley Streets. A common thread was that these roads may not be suitable for high frequency stops or idling vehicles. As one respondent put it, "*Gordon Street is something of a bottleneck now… to put a new bus stop near Jetty Road would be a disaster unless the new stop allows buses to move off the road*." Another shared, "*Redirecting bus routes through Jetty Rd east to Gordon would add to congestion… another reason to avoid Glenelg precinct*." Residents also emphasised user convenience and reliability, particularly for older or mobility-impaired people. One urged the council to "*sit at a bus stop for a day and talk to the older, more frail people who rely on the bus*."

Overall, while a small number of residents supported potential improvements, most leaned toward maintaining existing routes unless clear and compelling benefits could be demonstrated. The sentiment was not driven by resistance to change, but rather by a strong focus on functionality, equity, and lived experience with the current system.

Traders

Traders were largely cautious about the proposed bus changes, particularly where they felt their customers or business operations could be impacted. Noise, bus congestion, and the removal of shade were key concerns. One trader wrote, "*The additional buses travelling on Jetty Road is not a good plan*," while another stated, "*We need more shade, not less*." There was a clear preference for maintaining current service patterns where they function well for shopfront access, with another respondent adding, "*Do not overcrowd the side streets… parking works well there*." While some traders accepted the need for service upgrades, they urged the council to avoid interventions that might affect pedestrian traffic, outdoor dining, or the general amenity of trading zones.

Commercial landlords

Commercial landlords commented less frequently but raised specific concerns around traffic congestion and site suitability. One landlord highlighted the potential consequences of relocating layovers, stating: "*Pushing the buses onto Gordon Road will cause gridlock into Augusta Road… slowing down traffic and the Tram service*." Their feedback reflected a strategic interest in ensuring the area remains functional for business tenants and accessible for both customers and suppliers, with minimal impact on transport reliability and street appeal.

Visitors

Visitor responses were diverse but often included strong views, especially about accessibility and environmental integrity. Many voiced support for pedestrian-focused improvements, provided they did not make public transport less accessible. One wrote, "*The new bus routes I'm sure will be well planned and as long as everything is frequent, then*

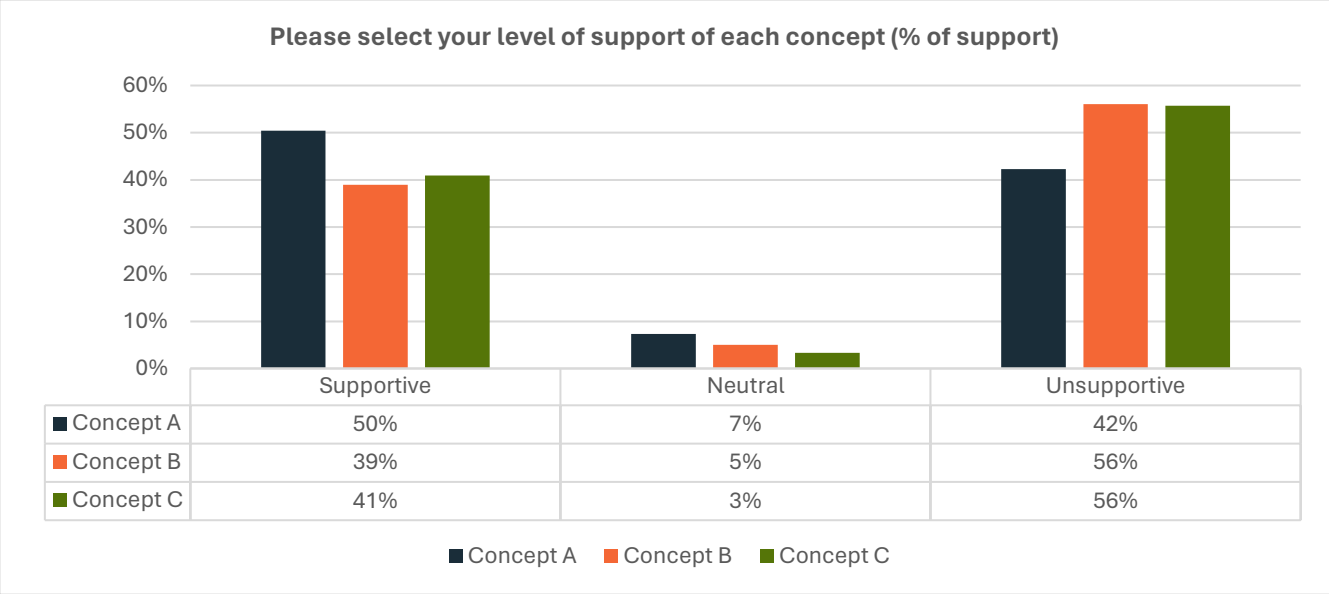
hopefully all still very accessible." Tree preservation remained a key issue for many, with comments like "*Stop removing trees and greenery, it's deplorable*" and "*If you remove some trees, make sure you plant some more nearby*." Accessibility was also raised in relation to walkability between transport modes. One visitor expressed concern that rerouted stops would mean, "*connecting from bus to tram in 35–40°C heat or in the rain*." Overall, while visitors were generally open to change, they highlighted the importance of a seamless and comfortable public transport experience.

2.11 Level of support for each of the three concepts

2.11.1 Overview of all responses related to each of the three concepts

Question 32 asked participants to indicate their level of support for each concept, A, B or C. The data as indicated by the figure below shows most respondents indicated they had support for Concept A (50%), followed by Concept C (41%) and then Concept B (39%). Concept B and C received the least support.

Figure 16: Level of support for each concept A, B or C



Note: Supportive includes extremely supportive and somewhat supportive and unsupportive includes not supportive at all and somewhat unsupportive.

Table 70: Level of support for each concept A, B or C

Level of support for concept	Concept A response number	Concept B response number	Concept C response number
Extremely supportive	215	134	308
Somewhat supportive	266	237	84
Neutral/ I don't know	70	48	32
Somewhat unsupportive	121	56	49
Not supportive at all	282	478	485
Total response numbers for this question	**954**	**953**	**958**

2.11.2 Concept sentiment by respondent type

Table 71: Concept sentiment by respondent type

Respondent Type	Concept	Extremely supportive	Somewhat supportive	Neutral/ I don't know	Somewhat unsupportive	Not supportive at all
Residents	Concept A	187 (24%)	214 (28%)	53 (7%)	90 (12%)	**230 (30%)**
	Concept B	106 (14%)	180 (23%)	34 (4%)	38 (5%)	**416 (54%)**
	Concept C	226 (29%)	63 (8%)	24 (3%)	40 (5%)	**424 (55%)**
Traders	Concept A	11 (28%)	**19 (48%)**	2 (5%)	4 (10%)	4 (10%)
	Concept B	4 (10%)	8 (21%)	3 (8%)	2 (5%)	**22 (56%)**
	Concept C	6 (15%)	5 (13%)	3 (8%)	2 (5%)	**23 (59%)**
Landlords	Concept A	1 (11%)	**4 (44%)**	1 (11%)	0 (0%)	3 (33%)
	Concept B	0 (0%)	0 (0%)	2 (22%)	2 (22%)	**5 (56%)**
	Concept C	1 (11%)	1 (11%)	0 (0%)	1 (11%)	**6 (67%)**
Visitors	Concept A	16 (12%)	29 (22%)	14 (11%)	27 (21%)	**45 (34%)**
	Concept B	24 (18%)	**49 (37%)**	9 (7%)	14 (11%)	35 (27%)
	Concept C	**75 (56%)**	15 (11%)	5 (4%)	6 (5%)	32 (24%)

2.11.3 Concept sentiment by suburb category

Table 72: Suburb types and their sentiment relating to each concept.

Respondent group	Concept	Extremely supportive	Somewhat supportive	Neutral/ I don't know	Somewhat unsupportive	Not supportive at all
5045 residents minus Glenelg	Concept A	71 (25%)	**82 (29%)**	19 (7%)	38 (14%)	71 (25%)
	Concept B	37 (13%)	64 (23%)	11 (4%)	15 (5%)	**154 (55%)**
	Concept C	72 (26%)	26 (9%)	9 (3%)	15 (5%)	**160 (57%)**
City of Holdfast Bay residents (-the 5045 postcode)	Concept A	71 (26%)	73 (26%)	17 (6%)	25 (9%)	**90 (33%)**
	Concept B	42 (15%)	61 (22%)	15 (5%)	11 (4%)	**145 (53%)**
	Concept C	76 (28%)	23 (8%)	12 (4%)	16 (6%)	**146 (53%)**
Residents in the Glenelg suburb only	Concept A	50 (22%)	**65 (29%)**	17 (7%)	30 (13%)	**66 (29%)**
	Concept B	23 (10%)	55 (24%)	9 (4%)	15 (7%)	**127 (55%)**
	Concept C	74 (32%)	15 (6%)	4 (2%)	11 (5%)	**128 (55%)**

2.11.4 Concept sentiment by age (Glenelg suburb only)

The table below has captured all residents of Glenelg and broken down their sentiment for each concept by age.

Table 73: Concept sentiment by respondent age (Glenelg only)

Concept	Age group (Glenelg only)	Extremely supportive	Somewhat supportive	Neutral/ I don't know	Somewhat unsupportive	Not supportive at all
Concept A	15-24	1 (33%)	0 (0%)	0 (0%)	0 (0%)	**2 (67%)**
Concept A	24-44	12 (35%)	7 (21%)	3 (9%)	1 (3%)	**11 (32%)**
Concept A	45-64	13 (17%)	**23 (30%)**	7 (9%)	10 (13%)	**23 (30%)**
Concept A	65 and over	37 (28%)	30 (22%)	5 (4%)	12 (9%)	**50 (37%)**
Concept B	15-24	0 (0%)	**1 (33%)**	0 (0%)	**1 (33%)**	**1 (33%)**
Concept B	24-44	8 (24%)	8 (24%)	2 (6%)	0 (0%)	**16 (47%)**
Concept B	45-64	11 (14%)	19 (25%)	3 (4%)	6 (8%)	**38 (49%)**
Concept B	65 and over	19 (14%)	31 (23%)	8 (6%)	3 (2%)	**71 (54%)**
Concept C	15-24	**2 (67%)**	0 (0%)	0 (0%)	0 (0%)	1 (33%)
Concept C	24-44	10 (29%)	2 (6%)	2 (6%)	2 (6%)	**18 (53%)**
Concept C	45-64	24 (32%)	10 (13%)	1 (1%)	6 (8%)	**35 (46%)**
Concept C	65 and over	34 (26%)	9 (7%)	7 (5%)	7 (5%)	**75 (57%)**

2.11.5 Overview of all comments regarding the concepts

Question 33 asked participants to provide any comments regarding the proposed Concepts A, B and C and 519 responses were provided.

The following summary explores how survey participants responded to the proposed Concepts A, B and C. Overall, feedback across Concepts A, B and C reflected a range of sentiments, from strong support to conditional acceptance or concern. Many participants expressed clear preferences for specific design elements, such as green space, pedestrian access, and traffic flow. Others emphasised practical impacts like parking, street accessibility, or the functionality of certain road configurations.

Concept A

Concept A emerged as the most widely supported of the three design proposals. Many described it as a balanced or "middle-ground" approach that retained flexibility while improving amenity. The broad appeal seemed to lie in its ability to offer visible improvements - like enhanced pedestrian access and green elements - while still preserving car accessibility and overall functionality.

One commenter noted it was a "*sensible compromise that caters to different users*," while another said, "*This is the only concept that seems workable for both traders and locals*."

Some residents were neutral or raised questions about specific features, such as how traffic would flow or whether the proposed tree planting would affect sight lines. However, the general view was that Concept A was the most practical and broadly acceptable of the three.

Concept B

Concept B received less attention overall. Supporters liked that it took a more progressive approach, favouring walkability and reducing car dominance. One respondent wrote, "*Concept B feels more modern and sustainable*," while another commented that it "*prioritises people, not vehicles*."

However, several respondents were unsure about how traffic and deliveries would be handled, and some asked for further clarification before endorsing it fully. The lower volume of open ended comments may suggest that while Concept B was seen as appealing to some, it may have been less clearly understood or less practical for day-to-day needs and requires further information or refinement before.

Concept C

While Concept C was noted by several respondents as a bold and future-focused option, the open-ended feedback collected showed less clear support than for Concept A. Some residents appreciated the increased greenery and open space, with one commenting, "*This is the most ambitious vision—we should be thinking 10 years ahead*." However, a number of comments raised logistical concerns about how pedestrianisation would affect traffic access, parking, and deliveries. One respondent described it as "*a step too far for Glenelg right now*," while others questioned whether it would balance day-to-day usability with long-term goals.

Although only a small number of comments clearly opposed the concept outright, the overall tone suggests that while Concept C generated interest, many respondents were cautious or reserved in their support.

Common concerns likely stem from the impact on vehicle access, practicality of implementation, and perceived loss of balance between amenity and functionality. The high volume of "mixed" responses suggests many residents were undecided or felt that the concept needed more detail or refinement. In this context, Concept C appears to have inspired interest but also hesitation, reflecting both ambition and a need for more reassurance around delivery.

General comments (no specific concept mentioned)

A large number of responses (over 390) did not reference Concepts A, B or C directly, but many still provided relevant feedback on design features, principles, or values that indirectly related to all three proposals. Among these, 146 were clearly supportive of improvements like increased greening, reduced traffic, and better pedestrian environments. One person wrote, "*More shade, wider paths, better pedestrian links—yes please*." However, 84 were mixed or neutral, asking for more information or pointing out trade-offs, and 4 were opposed, often citing concerns about car access or business disruption. These comments reflected a general appetite for enhancing Glenelg's public spaces, even when respondents didn't commit to a specific design. They also underscored the community's interest in functionality, inclusiveness, and long-term planning.

2.11.6 Comments by respondent type

Residents

Resident feedback was generally mixed, with many balancing the need for better pedestrian environments with concerns about traffic and parking. Some residents were supportive of change but preferred a measured approach. One said, "*Concept A provides the lowest loss of on-street parking while providing increased safety for pedestrians and maintaining access along Jetty Road*." Others expressed caution, highlighting the need for Glenelg to remain accessible, especially for locals who drive, as one noted, "*The whole basis of the plans are to drive cars away from the precinct... the plan is theoretical and not based on reality*." While many welcomed greening and improved public spaces, residents consistently called for consideration of parking, business access and year-round usability.

Residents in the Glenelg suburb only

Glenelg residents expressed a diverse and detailed range of views on the proposed design concepts. Many respondents supported Concept A as a more moderate and functional option that preserves car access while still making modest improvements. One resident wrote, "*If I had to choose one it would be Concept A. I am not in favour of blocking the Jetty Rd and Colley Terrace corner at all*," while another stated, "*Only supportive of Concept A with the*

Durham Street alternative and the traffic lights at the Moseley Street/Jetty Road intersection." There was also support for retaining parking and access for delivery vehicles, as well as maintaining flow through main intersections.

At the same time, several residents were strongly in favour of Concepts B and C, often citing pedestrian safety, public amenity and long-term planning benefits. One noted, "*Concept C is the only one to put emphasis on visitors, pedestrians and the modernization of the Jetty Road precinct*," and another added, "*I strongly support both concepts B and C for their clear pedestrian-friendly initiatives that would help reduce noise and pollution*." However, this support was often balanced with concerns about increased traffic on residential streets, as one respondent explained, "*As a resident of Sussex Street, it is a disaster if Concept B or C go ahead... we already get a lot of traffic on our small street*."

Many Glenelg residents raised logistical and planning concerns across all concepts, particularly the need for a robust traffic management plan and impact assessments. Some called for seasonal or hybrid solutions: "*Is there any consideration of making some combined changes between A & B or C and being seasonal...?*" Others questioned the cost or real benefit of the proposals, suggesting that simpler solutions might achieve the same outcomes. One resident commented, "*A is pointless for the money proposed*," while another said, "*Concept A offers little in terms of pedestrian access and safety... this simply means kicking the can down the road*."

Overall, Glenelg locals were highly engaged in the conversation, demonstrating a mix of support, conditional acceptance, and strong local knowledge of traffic dynamics, business needs and the area's identity. Their responses indicate a desire for a solution that balances modernisation with functionality, without losing sight of what makes Glenelg a liveable and locally valued suburb.

Age category Glenelg suburb only

14 and under

There were no comments received from this age group.

15–24

Comments were mainly critical, focused on the practicality and impacts of the proposals. Some expressed that the changes could create confusion and inconvenience, noting concerns such as *"none address pedestrian access across Colley Terrace"* and questioning the planning behind the concepts. One respondent suggested, *"more work needs to be done,"* indicating that they felt the ideas were not fully thought through. This age group showed a preference for more practical, carefully considered upgrades rather than sweeping changes.

25–44

This group offered a mix of responses, ranging from conditional support to strong criticism. Several supported enhancements that would increase pedestrian safety and green space, with one noting, *"prefer people over cars."* Others raised concerns about loss of car parking and traffic congestion, particularly if Concepts B or C were adopted. One participant said, *"Jetty Road needs car parking spaces for the quick shopping trip,"* while another stated, *"We love what we have, the historical significance of the place."* While some respondents backed transformation if it protected pedestrian amenity, many felt that the concepts lacked vision and failed to balance accessibility with improvements.

45–64

Responses from this group were largely critical of the proposed concepts. Many preferred minimal changes or supported only Concept A, which they saw as the least disruptive. Comments reflected frustration about potential parking losses, costs to ratepayers, and disruption to traffic flows. A frequent concern was that *"Concepts B and C will damage the viability of the shops,"* and *"pushing all traffic from Moseley St into Jetty Road will choke Jetty Road."* Several respondents highlighted that they valued Glenelg's current character and accessibility, with one remarking, *"Fix the parking. Enjoy the wonderful place we have."* Overall, this group advocated for retaining functionality and avoiding major transformation.

65 and over

This group expressed strong opposition to significant changes proposed in Concepts B and C. Many preferred Concept A or no change at all, with comments describing the other concepts as *"a complete waste of money"* and *"ill-conceived."* Protecting the existing traffic flow, maintaining car parking, and ensuring easy access for residents and

visitors were dominant themes. One respondent said, *"Maintain this area as a vital north/south traffic corridor,"* and others warned that *"Brighton Road is currently often a nightmare for traffic and any extra loading would be very negative."* This group prioritised practical concerns like traffic management, accessibility, and preserving Glenelg's established charm.

5045 residents minus Glenelg

Residents from suburbs near Glenelg expressed a broad mix of support, concern, and conditional acceptance toward the proposed concepts. Many were cautious about Concepts B and C, particularly due to the potential for redirected traffic into residential areas, a theme repeated across multiple comments. One resident explained, "*This option to close off Durham Street ONLY works if no change is made to the current traffic flow... otherwise traffic will be pushed down Partridge Street or other small streets not designed for the additional load*." Others warned that removing access from Colley Terrace would "*greatly increase traffic congestion*" and "*push tourists looking for parking spots further into residential areas*."

Concept A was more frequently supported or seen as the least disruptive. Several respondents preferred it on the basis that it maintained vehicle access and involved more modest adjustments. One commented, "*Concept A is the only acceptable option—it avoids congestion and maintains access*," while another shared, "*A is the best of a bad lot. It at least allows for some traffic flow and less disruption to residents*." However, even among supporters, there were calls for careful attention to detail, such as the need for shelter in outdoor dining spaces, traffic light timing, and bus stop locations.

A number of respondents also questioned the funding and priorities behind the project. One noted, "*All of these concepts make living for residents even more dangerous by redirecting traffic*," while another was concerned about the broader focus, stating, "*The concept centres around tourists... unacceptable to use ratepayer money to fund what should be a State Government tourist initiative*." Despite this, some still recognised the opportunity for long-term improvement, as one wrote, "*Time to make a generational change for the better - seize the opportunity to fully realise the potential of Jetty Road*."

In summary, 5045 residents (excluding Glenelg) were engaged but cautious, with most preferring Concept A or calling for blended or seasonal solutions. Their feedback consistently called for balance: support for public realm improvement only if it does not compromise traffic flow, parking, or local amenity.

City of Holdfast Bay residents that do not have the 5045 postcodes

Respondents from suburbs outside the 5045 postcode offered wide-ranging, practical, and often sceptical feedback on the Glenelg design concepts. Many questioned the cost, purpose, and long-term benefits of the proposed changes, particularly Concepts B and C. A number of residents opposed road closures and reductions in car access, warning of knock-on traffic impacts in surrounding suburbs. One resident wrote, "*These concepts are totally impractical... $40 million could be better spent on repairing roads*," while another stated, "*None of these concepts turn Jetty Road into a pedestrian mall, but all of them reduce parking and push traffic elsewhere*."

There was also concern about the strain placed on residents as ratepayers. Several respondents criticised the funding model, suggesting the upgrades primarily benefit visitors and traders. "*It amazes me that we have to cover the whole cost with no contribution from the state government*," one resident commented. Others felt the proposed upgrades failed to address the core problems, such as seasonal activity, shop vacancies, and inadequate shelter. "*None of the concepts address these problems... fix broken infrastructure, more lighting, shade, and keep Glenelg clean and safe*," said another. Some were particularly critical of the plan's scope, calling it "*a complete waste of money*" and arguing for targeted improvements over major reconfigurations.

Despite these critiques, there was moderate support for greening and enhanced pedestrian areas, as long as those changes didn't reduce car access or worsen traffic. One respondent suggested "*Concept A is the least disruptive*," while another said "*If I had to support a concept, it would be A—it's less disruptive and cheaper*." Even among supporters, there were strong caveats: "*Only if no carparks are lost. Parking is already a problem, especially for the elderly and disabled*." Another resident added, "*Removing cars from the Moseley Square end would make Jetty Road a much nicer, safer destination... but you have to solve parking and accessibility issues first*."

Overall, residents outside the 5045 postcode viewed the project with critical interest, offering constructive suggestions and alternative priorities. Their feedback reflected a desire for real improvements that balance amenity, access, cost, and community need - rather than dramatic change for the sake of aesthetic appeal.

Traders

Traders focus on the economic implications of the concepts. Many expressed concern about reduced vehicle access and its effect on customer flow and deliveries. One respondent warned, "*You need to go back to the drawing board. None are suitable. No removal of access - these concepts will destroy businesses and visitors*." Some traders showed openness to design updates but stressed that "*parking is already an issue*" and any further reduction could impact trade. The tone was practical, with calls to protect accessibility and avoid major disruptions during peak business periods. There was also interest in retaining or enhancing outdoor dining and creating weatherproof, functional spaces that suit both summer and winter trade.

Commercial landlords

Landlords shared fewer comments, but those that did respond showed concern about infrastructure functionality and tenant outcomes. They raised issues about the impacts of pedestrianisation on traffic patterns and how it could affect property access and long-term business viability. While less vocal than other groups, the key message was clear: any changes should be carefully assessed in relation to how they affect commercial attractiveness and street function over time.

Visitors

Visitors were strongly in favour of transforming Jetty Road into a pedestrian-focused space. One visitor shared, "*Concept C is by far the best concept as it prioritises turning Jetty Road into a place for people to be rather than a thoroughfare*." Another called for "*a beautiful safe family destination for locals and tourists*," while others requested "*more bike access, clear walking zones, and shaded areas*." However, some also raised practical points about parking and public transport, suggesting that any reduction in car access must be paired with better mobility alternatives. The visitor feedback was bold and future-focused, often pointing to successful examples from other cities.

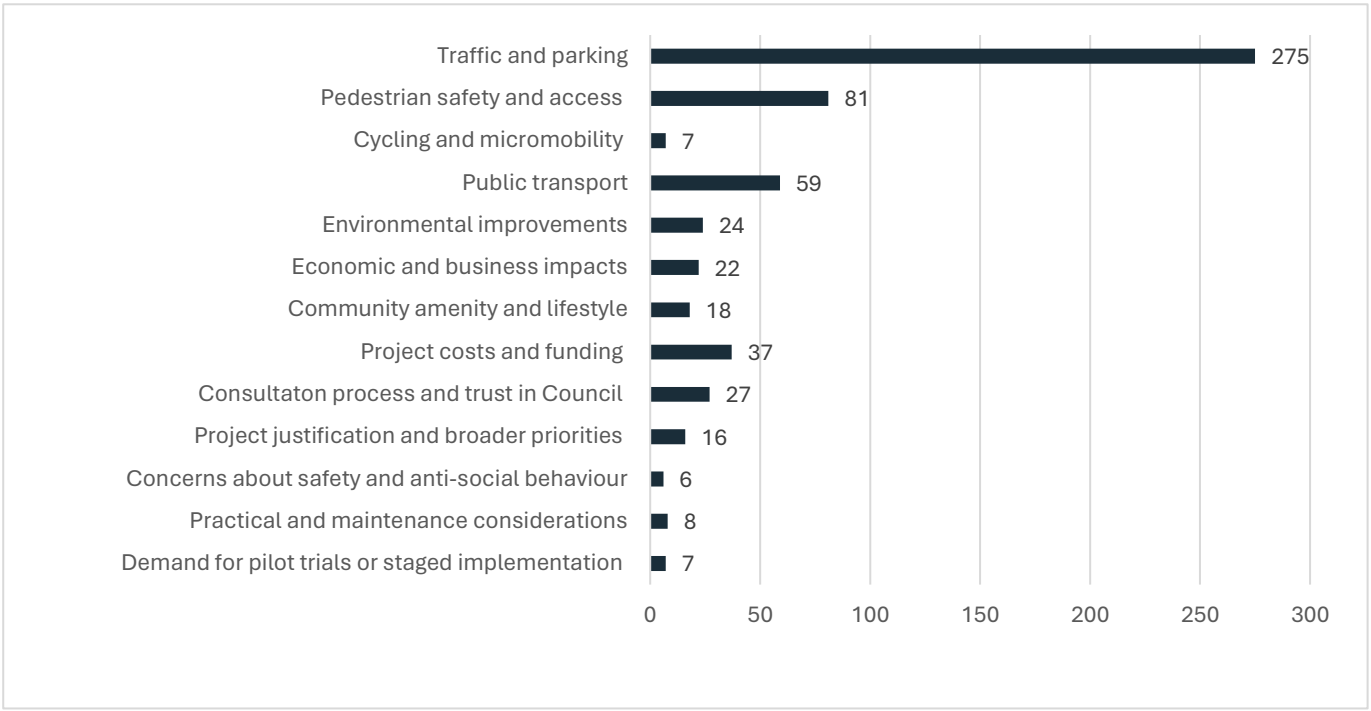
2.12 General comments

847 survey respondents completed this question which allowed for open text to be provided. Feedback to this question has been themed into key topics arising from the feedback, as follows:

Table 74: Key themes emerging from general comments

Key themes emerging from general comments
1. Traffic and parking
2. Pedestrian safety and access
3. Cycling and micromobility
4. Public transport
5. Environmental improvements
6. Economic and business impact
7. Community amenity and lifestyle
8. Project costs and funding
9. Consultation process and trust in Council
10. Project justification and broader priorities
11. Concerns about safety and anti-social behaviour
12. Practical and maintenance considerations
13. Demand for pilot trials or staged implementation

Figure 17: Frequency of topics in general comments



2.12.1 Exploration of key topics

1. Traffic and parking

Theme: Impact of traffic flow and car parking availability

Traffic and parking were the most frequently discussed topics across all feedback, demonstrating their central importance to the community's experience of Jetty Road and Glenelg more broadly. Many respondents emphasised that traffic congestion had worsened considerably over the last several years, particularly during peak periods, summer weekends and major events. Specific concerns were raised about the intersections of Jetty Road with Moseley Street, Colley Terrace and Brighton Road, where delays, pedestrian conflicts and vehicle bottlenecks are already common.

A strong theme in the feedback was the concern that any reduction in vehicular access along Jetty Road - such as through closures, diversions or reductions in through traffic - would cause unintended negative consequences. Many respondents warned that forcing traffic onto smaller, residential side streets (such as Sussex, Nile and High Streets) would shift congestion and increase risks for local residents. There was scepticism that surrounding road networks, including Partridge Street and Pier Street, could absorb additional vehicle volumes without significant delays or safety hazards.

Parking availability was seen as essential to the functioning of Jetty Road's businesses and to Glenelg's overall accessibility. Respondents noted that Glenelg remains a drive-to destination for many Adelaide residents and regional visitors. The proposed removal of on-street parking spaces, whether for widening footpaths, introducing more greenery, or pedestrian-priority areas, was met with significant concern. Many felt that without sufficient replacement parking or new structured parking options nearby, customer access to retail and hospitality businesses would be substantially reduced. Some residents also highlighted the needs of older visitors and those with mobility issues who rely on convenient parking near shopping and dining destinations.

In addition to vehicle access, some respondents commented on the need for a more strategic approach to parking management. Ideas raised included time-limited parking to promote turnover, better signage to existing off-street car parks, and incentives to encourage longer-stay visitors to use public transport. However, the overwhelming view remained that reducing convenient short-term parking close to Jetty Road would negatively impact traders and deter casual visitors, especially outside the peak tourist season.

Quotes:

- "Traffic flow through Glenelg has increased substantially in recent years and also needs to be addressed."
- "Reducing car parking will drive people to Marion and Harbour Town instead of supporting Glenelg businesses."
- "Local cars spoil traffic around Western Jetty Rd and Moseley Street — it's already a nightmare without road closures."
- "The council needs a proper traffic management plan — otherwise side streets will become dangerous rat-runs."

2. Pedestrian safety and access

Theme: Importance of pedestrian priority

Improving pedestrian safety was widely supported, with many respondents identifying crossing Jetty Road and adjacent intersections as particularly difficult, especially during busy periods. Feedback indicated strong community

backing for measures like improved crossings, speed limit reductions, and better separation of pedestrians from vehicles at key points.

However, respondents also urged that pedestrian infrastructure should be clear and intuitive, noting that poorly designed changes could confuse both drivers and pedestrians. The need for accessible crossings suitable for older adults, people with disabilities, and families with prams was emphasised.

Quotes:

- "Crossing across Moseley Street can be difficult. Might be worth putting speed bumps down or better crossing zones."
- "The end of Jetty Rd should be a safe family area; Glenelg is growing all the time."
- "Leave the current tram crossing as it is — it alerts pedestrians to pay attention."

3. Cycling and micromobility

Theme: Support for improved cycling infrastructure

Although less frequently mentioned than other topics, cycling infrastructure received strong support where raised. Respondents advocated for dedicated bike lanes and safer connections between existing paths and Glenelg's main street areas. There was recognition that promoting cycling could reduce car traffic but only if cycling infrastructure felt safe and connected.

Concerns were also expressed about the behaviour of some cyclists who currently ride through pedestrian areas without dismounting. Respondents suggested clearer signage, better enforcement of dismount zones and improved bike parking facilities to encourage appropriate cycling behaviour without discouraging active transport.

Quotes:

- "It's not safe for cyclists on Jetty Rd at present."
- "Dismount signs are totally inadequate and ignored by cyclists riding through café areas."
- "Better cycling links could ease parking demand if done properly."

4. Public transport

Theme: Accessibility and transport efficiency

Public transport was seen as a strength for Glenelg, and many respondents expressed support for improving the visitor experience through better tram and bus access. Some suggested that encouraging public transport use would complement pedestrianisation goals. However, others raised concerns about the capacity of existing tram and bus routes to cope with increased reliance if car access was reduced.

There was also criticism of the physical state of bus routes, particularly the condition of roads used by buses. Older residents noted that rough surfaces create discomfort, and that smoother travel experiences would help make public transport a more attractive alternative.

Quotes:

- "Catching a tram or bus can be part of the fun — walking a little further is good too."
- "Ensure that bus lanes are smooth to avoid 'rock n roll' rides for older passengers."
- "We need better links to make it easy for families to visit by tram without needing to drive."

5. Environmental improvements

Theme: Support for greening but concerns about practicality

Feedback was generally supportive of efforts to green Jetty Road, with many respondents welcoming additional trees, landscaping and shade. However, several stressed that planting should be functional — providing meaningful shade and urban cooling — rather than purely ornamental.

There was concern that proposed plantings might not be adequate to address heat or provide comfort during hotter months. Respondents also suggested using durable, native species that would survive coastal conditions and require less intensive maintenance.

Quotes:

- "We support green improvements but no loss of carparks."
- "The proposed greenery does not look like it will provide shade or protection from weather."
- "Shade from the northern sun should be a top priority, not just cosmetic planting."

6. Economic and business impact

Theme: Effects on retail viability and local economy

Respondents expressed a strong link between street accessibility and Jetty Road's economic performance. Many emphasised that local businesses depend on easy visitor access, whether by car, tram, bike or foot. There was concern that making the precinct less accessible by vehicle would have negative consequences for trade, particularly given competition from shopping centres like Westfield Marion.

The condition of shopfronts was also a recurring theme. Several respondents noted that public realm improvements must be matched by incentives or support for building owners to upgrade and maintain their premises, to ensure a consistently appealing visitor experience.

Quotes:

- "Many shop fronts are not well maintained, and this affects the first impression visitors have."
- "Reducing car parking will drive shoppers elsewhere — it's already happening."
- "Need to attract more diverse shops, not just more cafés and restaurants."

7. Community amenity and lifestyle

Theme: Enhancing Glenelg's liveability

A substantial group of respondents viewed the project as an opportunity to create a more family-friendly, relaxed public space. Feedback emphasised the importance of public seating, shady rest areas, playgrounds, and spaces where people could gather informally.

There was strong advocacy for maintaining Glenelg's coastal village character, balancing modern upgrades with preserving its relaxed atmosphere. Some respondents expressed concern that prioritising vehicular traffic too highly would undermine this goal.

Quotes:

- "Let parents relax while their children play anywhere along The Promenade."
- "We need spaces that feel welcoming for families, not just traffic corridors."
- "It's about enhancing lifestyle, not just managing cars."

8. Project costs and funding

Theme: Concern over costs and financial transparency

Project cost was a major concern across all demographic groups. Many respondents expressed scepticism about whether the proposed $40 million investment was justified, particularly given broader cost of living pressures. Ratepayers questioned the transparency of project costing, and some indicated that they would prefer a more modest upgrade or staged works.

There was also concern that residents would bear ongoing financial burdens through rate increases, with limited direct benefit. Calls for clearer communication about funding impacts and borrowing were common.

Quotes:

- "This whole project is a total waste of ratepayers' money, especially at a time when cost of living is high."
- "The overall cost of $40 million to ratepayers and taxpayers is over the top."
- "Why weren't we asked directly if we want higher rates to pay for this?"

9. Consultation process and trust in Council

Theme: Bias or inadequate publicity for the consultation process

The quality and integrity of the consultation process was repeatedly questioned. Respondents expressed frustration that surveys were worded to lead responses, or that key information — such as cost impacts — was not clearly shared during engagement.

There was a clear perception among many that Council had already decided the outcome prior to consultation, undermining trust. Several respondents stated that unless community concerns were genuinely listened to, confidence in Council decision-making would be further eroded.

Quotes:

- "Council's 'consultation' was rubbish — questions were designed to get the answers they wanted."
- "Residents weren't clearly told the financial implications for ratepayers."
- "It feels like decisions were already made before asking us."

10. Project justification and broader priorities

Theme: Council funds should be spent on higher priority requirements

Many respondents challenged the need for major redevelopment of Jetty Road at all. Some argued that existing issues - such as the condition of the Glenelg Jetty, side streets, and basic public amenities - were more urgent community needs than upgrading Jetty Road.

Others suggested that while some investment was needed, the scale and focus of the proposed works seemed disproportionate relative to other city-wide priorities. Several requested a broader strategic review before committing major funds.

Quotes:

- "Spend our money on essentials like tree replacement and roadside kerbs, not an area that already functions well."
- "The Beach House laneway and the Jetty itself need more attention."

11. Concerns about safety and anti-social behaviour

Theme: Recent decline in socially acceptable behaviour

Separate from traffic or pedestrian safety, a number of respondents highlighted increasing issues with anti-social behaviour, particularly at night. Hoon driving, noisy behaviour and safety concerns were described as damaging Glenelg's appeal as a family-friendly destination.

Several suggested that policing and urban design interventions should be considered in parallel with streetscape upgrades to help create a safer environment.

Quotes:

- "We live in Colley— the amount of hoon noisy speedy driving along Colley is increasing."
- "Focus on making the area safer first before worrying about fancy paving."

12. Practical and maintenance considerations

Theme: Any upgrades need to be practical and have longevity

A significant subset of feedback focused on concerns about the durability and maintenance of any new works. Respondents queried whether new pavers would be slip-resistant, easy to clean and robust enough for Glenelg's coastal climate and heavy visitor traffic.

There was a strong feeling that ongoing maintenance costs must be planned carefully to avoid deterioration, and that new upgrades must be practical rather than merely aesthetic.

Quotes:

- "Juperana *(Granit)* pavers — so pretty, but who will keep them clean and slip-resistant?"
- "Maintenance needs to be considered, or it will end up worse than before."

13. Demand for pilot trials or staged implementation

Theme: Undertake temporary trials before committing to the project

Many respondents supported trialling changes before committing to full permanent transformations. Suggestions included temporary closures, pop-up parklets and small-scale greening interventions as low-risk ways to test community acceptance and operational impacts.

This approach was seen as a way to ensure that major investments were based on evidence rather than assumptions, and to build broader community support over time.

Quotes:

- "Strongly suggest a trial with temporary measures before spending $40 million."
- "Test it first — don’t lock us into a major change if it doesn’t work."

TSA Riley

3. Quick response feedback

There were two questions available which are considered quick response options.

The first asked respondents why they did not want leave feedback. 184 respondents answered this question and the most common response was "I don't think my feedback makes any difference to the outcome" (76% n=140) followed by "I don't like any of the draft concepts, but I don't want to leave feedback" (16% n=29).

Figure 29: Don't want to leave feedback? Tell us why...

If you have viewed the draft concept designs but have chosen not to provide feedback, please tell us why.

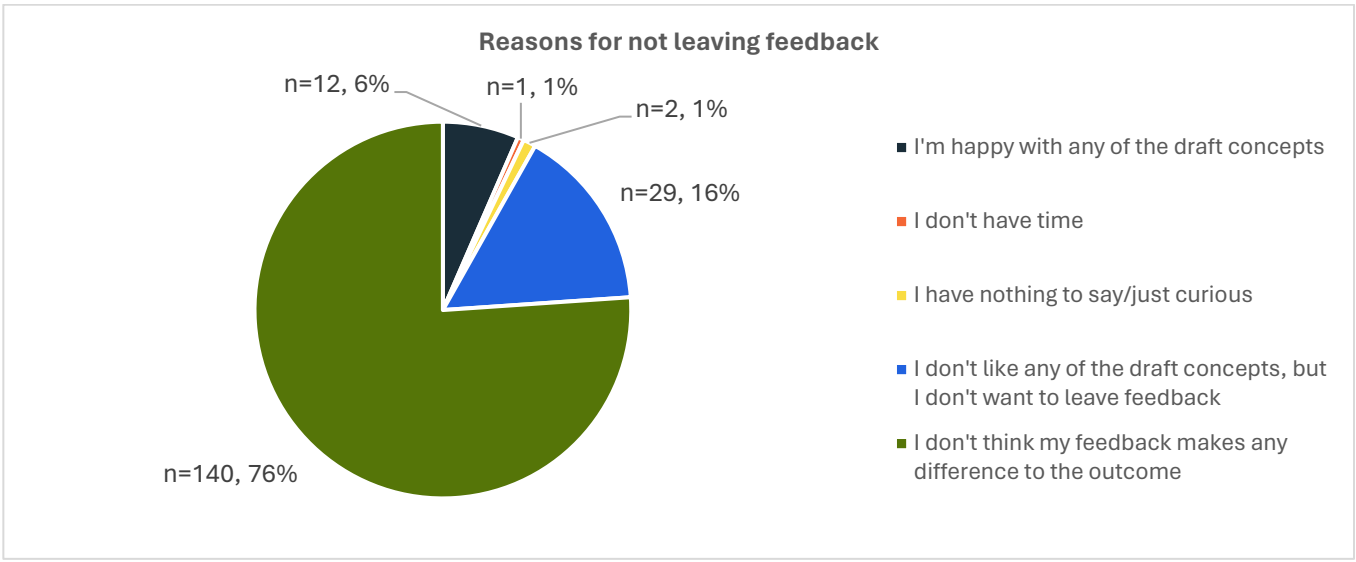


Table 75: Don't want to leave feedback? Tell us why...

Option	Response number
I don't think my feedback makes any difference to the outcome	140
I don't like any of the draft concepts, but I don't want to leave feedback	29
I'm happy with any of the draft concepts	12
I don't have time	1
I have nothing to say/just curious	2
I don't like providing feedback	0
Total	**184**

The second quick poll question asked: What is your preference for the concept design?

847 respondents answered this question and the most common response was Concept A (50% n=423) followed by Concept C (40% n=336).

Figure 18: What is your preference for the concept design?

We would love for you to complete the full survey to understand your thoughts and detailed feedback on all concepts. However, if you don't have time, you can tell us your preferred concept by answering this quick poll.

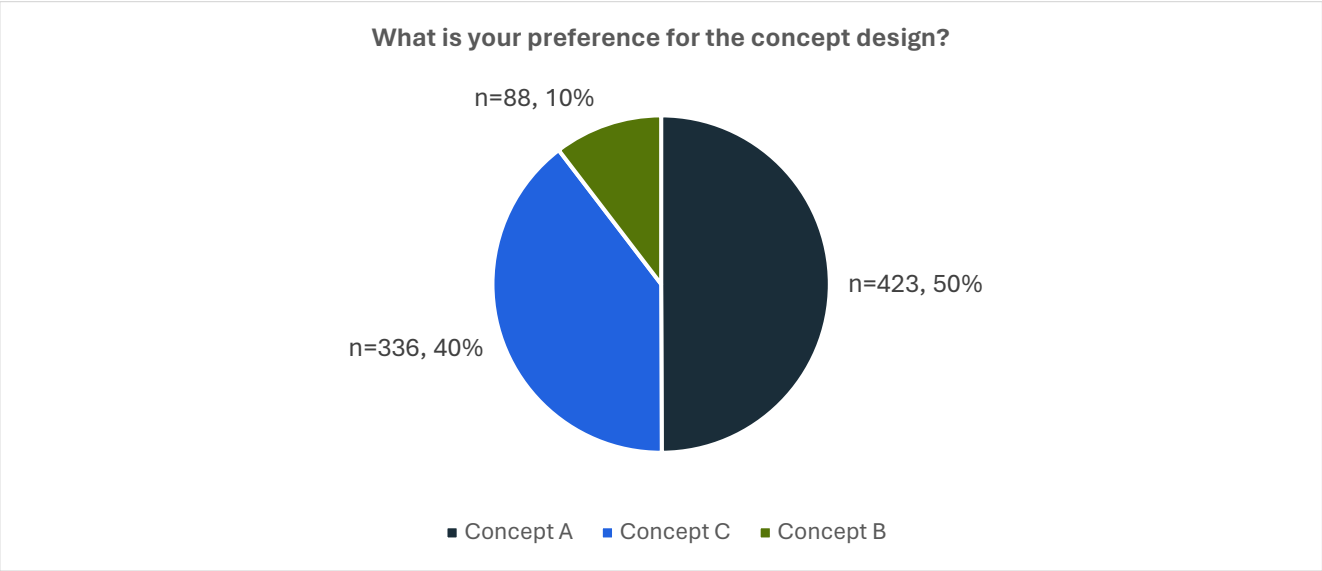


Table 76: Concept preference

Option	Response number	Percentage
Concept A	423	50%
Concept C	336	40%
Concept B	88	10%
Total	847	100%

TSA Riley

4. Email and phone call feedback

4.1 Key themes and sentiment analysis

185 emails and four letters were submitted to the City of Holdfast Bay and 14 phone calls were received, all of which have been analysed by sentiment and theme.

4.1.1 Sentiment analysis for Concepts A, B and C

The below table provides the number of people whose sentiments are positive, negative, neutral and mixed.

Positive sentiments indicate an emotional tone that is generally constructive, optimistic or confident.

Negative sentiments indicate a tone that expresses denial, disagreement or refusal.

Neutral sentiments indicate a response that does not strongly express an emotional tone in a positive or negative direction.

Mixed sentiments indicate a tone that has both positive and negative elements.

Table 77: Email sentiment analysis

Concept	Positive	Negative	Neutral	Mixed	Total
A	19	4	17	5	45
B	7	3	5	3	18
C	10	3	11	2	26
No concept specified	32	18	44	20	114

Notes:

Many residents supported Concept A as a “least-worst” option in terms of achieving balance for the area and causing the least amount of disruption, and some opposed all three concepts.

- **Concept A** received the majority of emailed support and was commonly viewed as the most balanced or least disruptive option.
- **Concept B** received mixed support, with concerns expressed in relation to traffic redirection and parking loss.
- **Concept C** gained support for pedestrian prioritisation but faced criticism due to loss of vehicle access and parking.

4.1.2 Key themes and synopsis of email feedback

Key themes emerging from the feedback submitted via email include:

Key themes emerging from emails/letters/phone calls
1. Traffic
2. Parking
3. Pedestrian safety
4. Cycling infrastructure
5. Public transport
6. Environmental impact and amenity
7. Retail and business viability
8. Economic impact

Traffic

Theme: Concerns about traffic congestion.

Traffic impacts were a significant concern raised by respondents, particularly around redirection, congestion and flow management. Many noted that Jetty Road and surrounding streets already experience traffic pressures, and any interventions must carefully consider these conditions. A participant stated, *"The proposed plans bring serious concerns regarding where the traffic will be redirected and the consequential traffic congestion in and around Jetty Road."*

There was acknowledgement that Glenelg's layout means small changes in traffic patterns can have large knock-on effects elsewhere. As another respondent commented, *"Traffic chaos reigns in Glenelg when Colley Terrace or Jetty Road access is closed, creating vast backups."*

Concerns were also expressed that altering through-traffic routes could have unintended consequences, with one saying, *"If traffic is diverted from Jetty Road, surrounding suburbs will suffer from increased congestion and safety risks."* Overall, stakeholders encouraged traffic modelling and trial interventions before committing to permanent changes.

Parking

Theme: Concerns about parking availability.

Parking availability was consistently mentioned as critical to the success of the Jetty Road precinct. Respondents tied parking access directly to customer convenience, business viability and local amenity. One Glenelg North resident explained, *"Removing more car park spaces will be problematic. Glenelg North residents choose to shop elsewhere due to the hassles in getting a car park."*

Concerns were raised particularly for older visitors, with stakeholders noting, *"An ageing population has a heavy reliance on vehicles and cannot walk long distances."*

Many stressed that the availability of convenient parking was essential for keeping Jetty Road competitive with other shopping destinations, summarised by the comment, *"Locals will shop elsewhere if it's too difficult to find a park."* Respondents generally favoured designs that prioritised the retention or enhancement of parking.

Pedestrian safety

Theme: Importance of improving pedestrian safety.

Pedestrian safety was a priority for many participants, though they urged careful consideration of design and behaviour impacts. Several expressed support for improvements such as lower speed limits and better pedestrian crossings. One suggestion was, *"Perhaps a lower speed limit and traffic lights at Moseley Street will make the street safer for all."*

However, feedback cautioned against assuming that lower speeds alone would solve safety issues, with a respondent noting, *"Lowering vehicle speeds has not caused the desired effect along other shopping precincts, where random pedestrian crossing behaviour creates hazards."*

Further comments emphasised that a feeling of safety is critical for encouraging street activity and local spending: *"Glenelg needs to feel safer not just through design but also through active management and presence."* Participants suggested combining infrastructure changes with visible enforcement and public safety measures.

Cycling infrastructure

Theme: Improvements to connectivity with existing bike paths and increased safety for cyclists.

Stakeholders generally supported improvements to cycling infrastructure but stressed the need for thoughtful integration with other modes of transport. It was observed that, *"If cycling lanes are introduced without careful design, there could be conflicts with pedestrian movements."*

Several stakeholders raised concerns about space trade-offs, particularly where road or parking space could be reduced: *"Dedicated cycling infrastructure should not come at the expense of on-street parking for businesses and visitors."*

Connectivity was also seen as essential, with one respondent stating, *"Bike lanes should link into existing paths and regional cycling routes to be effective."* Feedback suggested cycling upgrades would be better received if integrated into a wider transport and land-use strategy rather than considered in isolation.

Public transport

Theme: Utilisation and improvement of public transport.

Public transport improvements were broadly welcomed, with the tram and bus services recognised as important assets for Glenelg's tourism and local economy. One respondent commented, *"We need better public transport amenities like real-time signage and comfortable stops to attract more visitors."*

The importance of end-of-trip facilities was noted as a missed opportunity: *"The lack of facilities for tram users reduces their willingness to stay and spend at Jetty Road."*

Some concerns were raised regarding the management of additional public transport services, with one participant cautioning, *"More buses and trams could worsen traffic unless carefully managed."* Overall, feedback suggested that integrating public transport improvements with wider precinct upgrades would maximise benefits.

Environmental impact and amenity

Theme: Concerns about environmental sustainability.

The environmental quality of the Jetty Road precinct was consistently raised, particularly the need for improved greening, shade and sustainable practices. Several respondents argued that simply upgrading hard infrastructure

would be insufficient. One stated, *"Planting more trees and providing shaded seating would enhance the precinct experience."*

Others expressed concern that superficial improvements might miss deeper environmental opportunities: *"Aesthetically improving the street without addressing broader environmental issues risks being a waste of ratepayers' money."*

Integration between new developments and Glenelg's coastal character was also a strong theme, summarised by the comment, *"Preserving Glenelg's green spaces must be a priority alongside any new infrastructure."* Stakeholders encouraged a careful balance between urban renewal and environmental stewardship.

Retail and business viability

Theme: Enhancements to allow increased patronage.

Business owners and traders consistently raised concerns about the impact of the proposed changes on customer access and trading conditions. Parking, street activity, and disruption during construction were seen as key risks. A precinct trader commented, *"Parking availability directly impacts customer footfall along Jetty Road."*

Participants suggested that smaller-scale interventions might deliver better value, with one writing, *"Rather than full redevelopment, better outdoor dining spaces and events could boost trade."*

Construction timing and communication were also highlighted, with a respondent warning, *"Major works could disrupt businesses for years if not carefully staged."* Ensuring ongoing support for businesses during any transition period was seen as essential for success.

Economic impact

Theme: Potential economic consequences of the proposed changes.

Respondents identified economic impacts as a central consideration in assessing the proposed upgrades to Jetty Road. A number of stakeholders expressed concern that changes reducing car parking availability could deter visitors, impacting customer numbers for local businesses. One participant observed, *"Locals will shop elsewhere if it's too difficult to find a park,"* highlighting the critical link between accessibility and business viability.

Conversely, others noted that improvements to the street's amenity could create a more attractive destination, potentially bringing additional visitors and economic benefits. As one supporter stated, *"Making Jetty Road more inviting with better public spaces could increase visitor numbers and revitalise local businesses."*

The broader economic implications of the Jetty Road transformation were raised frequently, particularly around financial sustainability and consultation. One respondent said, *"Ratepayers could face long-term debt if external funding is not secured before proceeding."* Several stakeholders expressed frustration about the timing and nature of engagement, noting, *"Meaningful consultation should have been undertaken before increasing rates and committing to the project."*

Finally, the importance of Glenelg maintaining a competitive advantage was stressed: *"Given competition from other precincts, Glenelg must invest wisely to avoid economic stagnation."* Overall, there was support for investment, but a strong desire for prudent and consultative decision-making.

4.1.3 Breakdown of feedback by stakeholder type

All respondents

Community feedback on the Jetty Road Glenelg transformation proposals demonstrated broad support for revitalisation efforts, particularly improvements to landscaping, pedestrian safety and public transport access. Respondents emphasised the need for increased greenery, better traffic management and safer pedestrian crossings, while also expressing significant concern about the potential loss of parking, impacts on business viability and financial sustainability for ratepayers. Many respondents urged Council to balance the needs of pedestrians, cyclists, businesses and motorists carefully, with a focus on maintaining accessibility and minimising disruption to local traders and residents. Although the consultation process was generally welcomed, some questioned whether community engagement should have occurred earlier in the project's development.

Jetty Road precinct traders

Traders along Jetty Road expressed a combination of support for the area's renewal and concern about potential negative impacts on business viability. Several traders acknowledged that an upgrade was "*vital for the area to be updated*," recognising that "*other councils will be doing similar, e.g. Norwood Parade*," and emphasising the need to maintain Jetty Road's competitiveness as a shopping and tourism destination.

However, a substantial proportion of respondents highlighted worries about reduced parking and its effects on retail activity. One trader noted that "*taking traffic and parking away from a wide road like Colley Terrace and shunting it through small backstreets*" would likely discourage customers and complicate deliveries. Another trader expressed concern that the funding method, "*funded by increased rates and debt which ultimately rests with the ratepayer*," would impose an additional financial burden on local businesses.

Retailers also valued Jetty Road's role as a social and commercial hub, describing it as "*a lovely place where we can shop, attend to health and business matters, meet friends or pretend we are on holiday for a few hours*," underscoring the importance of maintaining easy access for both locals and visitors. Across the feedback, there was a consistent call for Council to ensure that any transformation protects Jetty Road's accessibility, commercial vibrancy, and ongoing financial sustainability for traders.

Jetty Road landlords

Feedback from Jetty Road Landlords was limited but tended to focus on preserving property values by ensuring that customer footfall and amenity were not compromised. One landlord noted, *"Retailers need foot traffic, and inconvenience to customers will impact rentals."* Others expressed concern about reduced attractiveness for leasing commercial properties if parking or pedestrian access was significantly altered.

Residents in the Glenelg suburb only

Among residents in Glenelg, supportive views were slightly more common, although there was strong emphasis on maintaining ease of vehicular access. For example, one resident said, *"We prefer Option A — closing off Colley Terrace would push traffic dangerously into narrow local streets like High Street."* Another reflected, *"I prefer Option A as there are fewer parks lost and Colley Terrace remains open, which supports easier driver movement, particularly for residents on the Esplanade."* Yet another observed, *"Traffic lights at Moseley Street are essential, but closing Durham Street would create chaos for local traffic and emergency vehicles."* Aside from concerns about traffic congestion and parking availability, there was strong support for pedestrian safety measures.

5045 residents (Glenelg East, Glenelg North and Glenelg South)

Residents from Glenelg East, North, and South provided mixed feedback, with a strong emphasis on practical traffic management and cost-effectiveness. One resident switched their view after consultation, saying, *"I initially supported Option B but, after talking with a traffic engineer, now believe Option A is more viable for traffic flow and pedestrian safety."* Others expressed concerns about unintended traffic consequences, for example, *"Closing Colley Terrace would just shift the traffic burden onto Sussex Street and worsen congestion at Partridge and Pier Streets."* Some also cautioned against installing traffic lights, fearing it would disrupt the beachside atmosphere. There was support for public transport improvements and mixed feelings about the economic impact of the concepts.

City of Holdfast Bay Residents (Somerton Park, Hove, Brighton, South Brighton, North Brighton, Kingston Park, Seacliff and Seacliff Park)

Among broader Holdfast Bay residents outside Glenelg, concerns strongly outweighed support. Cost and loss of parking were the predominant issues. As one respondent said, *"The only reason I shop at Jetty Road is the parking. Remove that, and I'll go elsewhere."* Another added, *"The $40 million spend is outrageous and ignores previous feedback where 90% were against it."* There was also frustration about the transparency of council processes, highlighted in comments such as, *"Residents paying for the upgrade are barred from meetings under commercial-in-confidence rules — that's unacceptable."* Support for environmentally friendly solutions was high among this group.

Visitors to the area

Visitors were generally supportive of improvements to public spaces, pedestrian access and greening efforts, but also expressed the need for practicality. One visitor commented, *"A greener, more walkable Jetty Road would definitely enhance the Glenelg experience."* Another noted, *"Public transport is key, but making parking too hard will discourage people from coming at all."* A third respondent suggested, *"Slower traffic speeds and more shade would make it much more inviting for families visiting from out of town."*

4.2 Design element feedback matrix

The below matrix shows the main elements highlighted in email, letter and phone call feedback and associated stakeholder sentiment.

Table 78: Design element feedback matrix (emails and calls)

Element	Concept A	Concept B	Concept C	Stakeholder sentiment
1. Jetty Road	Support for keeping Jetty Road vibrant and accessible	Concern about congestion, traffic delays	Suggested better balance between vehicles, pedestrians and trams	Generally mixed: strong emotional attachment, concerns about over-regulation or loss of car access
2. Moseley Street	Support for upgraded intersection at Moseley/Jetty Road	Fear of over-complication with traffic lights	Preference for simpler, safer crossing solutions	Mixed: general desire for safer movement but concern about light cycles
3. Durham Street	Moderate support for retaining one-way system if it improved flow	Opposition if changes made the street more congested	Requests for clearer signage, traffic flow modelling	Mixed views depending on how Durham Street changes were explained
4. Colley Terrace	Strong preference for Colley Terrace to remain open	Concern about any closures impacting traffic flow and business access	Some support for temporary closures during events or festivals	Stakeholders strongly preferred keeping Colley Terrace operational
5. Traffic	Support for traffic calming and safer intersections	Opposition to traffic diversions and increased journey times	Preference for selective calming rather than widespread restrictions	Widespread worry about traffic build-up and rerouting impacts
6. Pedestrian access	Positive views on pedestrian-priority areas for better walkability	Fear that pedestrianisation would hurt business access	Support for shared spaces rather than full pedestrianisation	Many liked improved walkability but wanted careful balancing with vehicle access
7. On-street parking	Strong preference to retain on-street parking	Fear of significant parking loss hurting businesses and visitors	Some openness to parking management improvements (e.g., time limits)	Strong sentiment against major parking removal
8. Bus access	Support for better bus connections to/from Jetty Road	Concerns about buses blocking traffic or lack of new infrastructure	Suggestions to improve frequency, stops, and signage	Generally positive, but operational frustrations expressed
9. Trams	Support for improved tram priority and service frequency	Some resistance to trams causing traffic delays	Calls for better integration of trams	Generally positive views, but a few

Element	Concept A	Concept B	Concept C	Stakeholder sentiment
			with other transport modes	concerns about impact on road users
10. Safety	High support for initiatives improving pedestrian and cycling safety	Some frustration if safety measures overly restricted car movements	Ideas for better crossings, signals, and shared zone designs	Safety was a high priority, especially around families and elderly users

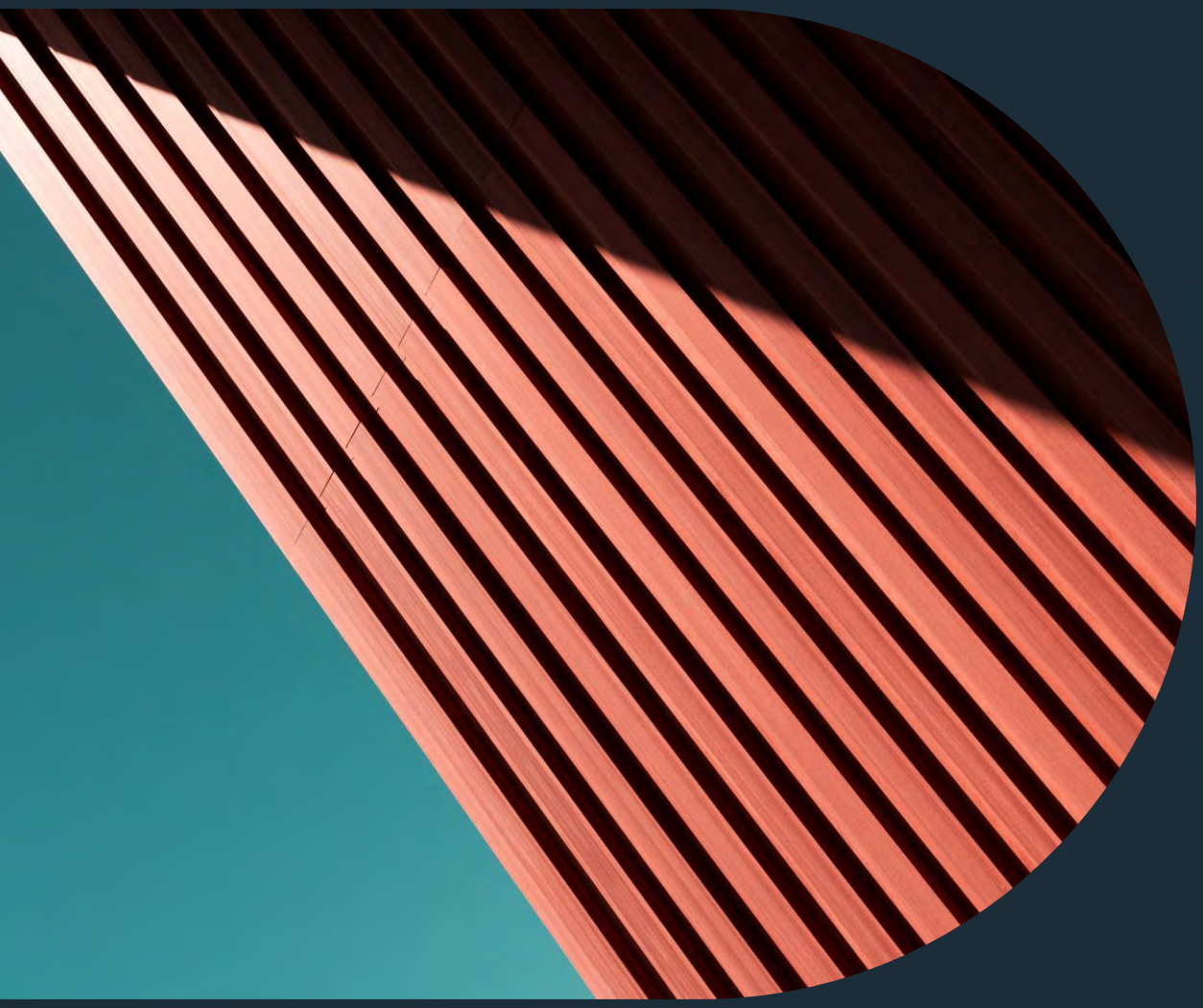
5. Summary

Feedback for the Transforming Jetty Road Project was gathered between Monday 3 March and 5pm Wednesday 16 April 2025. Responses were collected through multiple channels including an online survey, hard copy survey, email, phone call submissions and quick response questions. In total, 2,227 feedback submissions were received across all available tools.

The feedback revealed a strong community interest in maintaining accessibility, supporting local businesses, and enhancing the pedestrian environment along Jetty Road. Key themes identified include support for pedestrian safety improvements, concerns around potential traffic and parking impacts, a desire for increased greenery and shading, and cautious support for changes to public transport infrastructure. While many respondents saw value in modernising the precinct, there was also widespread emphasis on balancing upgrades with the practical needs of residents, businesses, and visitors.

Overall, the consultation captured a broad and diverse range of views. Respondents demonstrated strong engagement with the project's aims while highlighting the need for careful planning and community-focused implementation. The findings from this consultation will assist in refining the Concept Plan to reflect the community's priorities and to ensure that any changes deliver long-term benefits to Jetty Road, Glenelg.

TSA Riley



Appendix A Transforming Jetty Road, Concept Designs Survey

CITY OF HOLDFAST BAY

TRANSFORMING JETTY ROAD
DRAFT CONCEPT DESIGNS SURVEY

This survey should take around 10-15 minutes to complete.
In this survey, we will ask for your feedback on the principle elements of the draft design concepts, as well as specific changes that would be required to deliver each concept.
Your valuable feedback will be used to help inform the decisions for the final concept.

01. Please rank the following design principles from highest to lowest priority

1 being your highest priority, 7 being your lowest priority.

- ☐ Pedestrian safety
- ☐ Increased greening and reduction in urban heat
- ☐ Spaces for events and activation e.g. outdoor dining
- ☐ Maximising parking along Jetty Road
- ☐ Vehicle accessibility and travel time through Jetty Road
- ☐ Maintaining current bus routes
- ☐ Pedestrian space and accessibility

Traffic lights with pedestrian crossing

A feature of all concepts is the introduction of traffic lights with a pedestrian crossing at the intersection of Jetty Road and Moseley Street to improve pedestrian safety.

Traffic lights would regulate and guide traffic and give pedestrians clear, protected times to cross the intersection, at one of the busiest pedestrian crossing points in Glenelg. The installation of the traffic lights is anticipated to increase vehicle wait times at the intersection.

Anticipated peak vehicles wait times at the proposed traffic lights

	Concept A	**Concept B**	**Concept C**
Estimated weekday peak	1.5 to 3 minutes	20 to 25 seconds	15 to 20 seconds
Estimated weekend peak	Up to 10 minutes	1 minute	30 seconds

02. How supportive are you for the introduction of traffic lights with a pedestrian crossing at the Jetty Road/Moseley Street intersection?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

03. Please provide any comments regarding the traffic lights with a pedestrian crossing

Speed limit

All concepts propose lowering the speed limit on Jetty Road and Colley Terrace from 40km/h to 30km/h to improve community safety.

04. How supportive are you of lowering the speed limit on Jetty Road and Colley Terrace from 40km/h to 30km/h?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

Concept C proposes creating a shared zone west of the Jetty Road intersection with Moseley Street through to the Colley Terrace junction with Hope Street, which private vehicles cannot access. In this shared zone, speed limits would be reduced for trams and buses to 10km/h, with pedestrians having priority over vehicles.

05. How supportive are you of the creation of a 10km/h shared zone west of the Jetty Road intersection with Moseley Street through to the Colley Terrace junction with Hope Street?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

All concepts propose the creation of a shared zone on Durham Street from the intersection with Jetty Road through to south of the intersection with Chittleborough Lane. In this shared zone, speed limits would be reduced to 10km/h, with pedestrians having priority over vehicles.

06. How supportive are you of a shared zone on Durham Street from the intersection with Jetty Road through to south of the intersection with Chittleborough Lane?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

07. Please provide any comments regarding speed limit

_____

_____

_____

Mountable kerbs


St Andrew's church mountable kerb

A feature of all concepts proposes the introduction of mountable kerbs for on-street parking spaces along Jetty Road between Sussex Street and the Gordon/Partridge Street intersection.

Mountable kerbs are gently sloped to allow parking bays to be used as flexible spaces, for outdoor dining, retail or events when required to meet the needs of the street.

08. How supportive are you of the introduction of mountable kerbs for on-street parking bays on Jetty Road, between Sussex Street and the Gordon/Partridge Street intersection?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

09. Please provide any comments regarding mountable kerbs

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Moseley Square

The proposal to transform the southern side of Moseley Square includes:

- The removal of the concrete wall and pedestrian maze on the southern side of Moseley Square.
- The outdoor dining space would be repositioned closer to the building line, with the footpath relocated along newly installed garden beds that create a safe separation from the tram lines.
- Public seating along with an arbour to create shade and to add greenery to the area.

South side of Jetty Road with proposed arbour

10. How supportive are you of the Moseley Square concept?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

11. Would you like an arbour included as part of the Moseley Square concept?

See image above

☐ Yes ☐ No ☐ No preference/I don't know

Durham Street mini plaza

All concepts propose the closure of Durham Street from Jetty Road to increase pedestrian safety and create a small plaza. This would mean:

- Durham Street changes to a two-way traffic movement between Chittleborough Lane and Augusta Street
- Durham Street at the junction with Augusta Stree would be widened to enable two-way traffic.
- A turnaround area will be implemented on Durham Street.
- A 10km/h shared zone on Durham Street from the intersection with Jetty Road through to south of the intersection with Chittleborough Lane.

12. How supportive are you of the closure of traffic entering Durham Street from Jetty Road to create a small plaza?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

Variation to Durham Street

For Concept A only, an alternative option is that Durham Street would:

- Remain accessible to vehicles via a left-hand turn from Jetty Road.
- Remain a one-way street in a northerly direction towards Augusta Street.
- This option would not require a reduction of parking spaces in Durham Street.

13. How supportive are you for the alternative option, in which Durham Street would remain accessible to vehicles via a left-hand turn from Jetty Road?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

14. Please provide any comments regarding Durham Street

Parking

Each of the draft concept designs require a loss of onstreet parking spaces within the Jetty Road Glenelg precinct.

Concept	Proposed Parking Loss	Loss for greening/ outdoor dining/other	Loss for changes to road and traffic operations
Concept A	29	13	16
Concept A with Durham Street variation	26	13	13
Concept B	42	19	23
Concept C	60	19	41

15. Please select any reasons you would support the loss of onstreet parking for

Select any that apply

- ☐ Changes to traffic/road operations
- ☐ To provide space for greening
- ☐ To provide space for outdoor dining
- ☐ None of the above

16. Please show your level of support for the loss of 29 parking spaces for Concept A

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

17. Please show your level of support for the loss of 26 parking spaces for Concept A with the Durham St variation

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

18. Please show your level of support for the loss of 42 parking spaces for Concept B

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

19. Please show your level of support for the loss of 60 parking spaces for Concept C

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

20. Please provide any comments you may have on parking

Concept B and C - closure of Colley/Jetty Corner

A major feature of both Concept B and Concept C is a proposed closure of the corner of Jetty Road and Colley Terrace to all traffic except trams and buses. This closure to private vehicles will be from west of the Jetty Road intersection with Moseley Street through to the Colley Terrace intersection with Hope Street (near the Glenelg Library).

This proposal would require the creation of a turning circle on Colley Terrace, north of the junction with Hope Street.

21. How supportive are you of a proposed closure of the corner of Jetty Road and Colley Terrace to all traffic except trams and buses?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

The closure of the Jetty/Colley corner would enable the introduction of a right-hand turn from Augusta Street into Colley Terrace, and the existing left-hand turn would be retained.

22. How supportive are you of the introduction of a right-hand turn from Augusta Street into Colley Terrace?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

The closure of the Jetty/Colley corner would require the removal of the right-hand turn from Colley Terrace (southbound) into the Wilson car park that services the Beachouse and Platinum apartments.

23. How supportive are you of the removal of the right-hand turn from Colley Terrace (southbound) into the Wilson car park?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

24. Please provide any comments regarding the closure of Colley/Jetty Corner

_____

_____

_____

Changes to bus routes - Concept C

Concept C proposes changes to three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner.

This would reduce daily bus movements through the Jetty Road / Colley Terrace corner by 182 per weekday. These redirected buses (route 265, 300 and 190) would instead travel east on Jetty Road and turn left into Gordon Street.

25. How supportive are you of redirecting three bus routes to reduce vehicle movements through the Jetty Road / Colley Terrace corner?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

The redirection of the bus routes would require two new bus layover areas – one on the western side of Moseley Street (between Elizabeth Street and Jetty Road) and one on the western side of Gordon Street (just south of Anzac Highway). This would require some car parking losses in these locations.

26. How supportive are you of the addition of a new bus layover area on Moseley Street?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

27. How supportive are you of the addition of a new bus layover area on Gordon Street?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

The redirection of the three bus routes would require two new bus stops - one on Moseley Street and one on Gordon Street.

28. How supportive are you of

	Not supportive at all	Slightly unsupportive	Neutral/ I don't know	Supportive	Extremely supportive
the proposed new bus stop on Moseley Street?	☐	☐	☐	☐	☐
the proposed new bus stop on Gordon Street?	☐	☐	☐	☐	☐

The redirection of the three bus routes would require the existing bus stop on the eastern side of Colley Terrace would move 9 metres north.

29. How supportive are you of moving the existing bus stop on the eastern side of Colley Terrace 9 metres north?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

To accommodate new bus stops and layovers, three trees may need to be removed. Two trees on Moseley Street, one on the eastern side opposite the intersection with Elizabeth Street, and another on the western side of Moseley Street, north of the junction with Elizabeth Street. The third tree is on Gordon Street adjacent Blooms Chemist.

30. How supportive are you of the removal of three trees to accommodate the required new bus stops and bus layovers?

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

31. Please provide any comments regarding changes to bus routes

_____

_____

_____

Concepts

32. Please select your level of support of each concept

Concept A

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

Concept B

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

Concept C

☐ Not supportive at all ☐ Slightly unsupportive ☐ Neutral/ I don't know ☐ Supportive ☐ Extremely supportive

33. Please provide any comments regarding the concepts

General Comments

34. Please provide any general comments you may have

About you

We use your feedback to inform decision-making. This information is only collected for quality control purposes. Your personal details will not be linked to your survey response.

35. Select the option that best describes you *Required

- ☐ Holdfast Bay Resident
- ☐ Jetty Road precinct commercial landlord
- ☐ Jetty Road precinct trader
- ☐ Visitor

36. Age Group

- ☐ 14 and under
- ☐ 15 - 24
- ☐ 24 - 44
- ☐ 45 - 64
- ☐ 65 and over

37. First Name *Required	
38. Last Name *Required	
39. Suburb *Required	
40. Postcode	
41. Email address *Required Please complete if you would like updates and decisions on the engagement	

42. How did you hear about this engagement?

Select one answer only

- ☐ I am signed up to Holdfast News
- ☐ Through a community group
- ☐ Posters, adverts, corflutes
- ☐ Brochure in my mailbox
- ☐ Approached by a member of the project team
- ☐ Other _____
- ☐ Holdfast Bay social media

This form can be returned to

- Brighton Library, 20 Jetty Road, Brighton
- Glenelg Library, 2 Colley Terrace, Glenelg
- Brighton Civic Centre, 24 Jetty Road, Brighton

Or posted to

Transforming Jetty Road Glenelg
PO Box 19
Brighton SA 5048

TSA Riley

Appenidx B Suburb and postcode data

A note on postcodes:
Where no post code was provided they were matched to suburb provided using Australia Post Postcode Finder. Where no post code was provided and suburb was blank or listed as “not provided, not given or in one instance listed as Holdfast Bay” results were excluded/ marked as other. The omitted responses (n=11) equated to the following contributor IDs: 13006, 12926, 12609, 12519, 12517, 12484, 12361, 12248, 12051, 12048 and 11115.

Table 79: Count of all post codes provided

Postcode	Response Count	Postcode	Response Count	Postcode	Response Count
5045	569	5157	2	5072	1
5044	126	5066	2	5062	1
5048	107	5006	2	5056	1
5049	44	5035	2	2880	1
5038	13	5020	2	5054	1
5043	10	5025	2	5042	1
5158	8	5032	2	5033	1
5046	8	5039	2	5031	1
5159	5	5554	1	5014	1
5007	5	5351	1	5008	1
5040	5	5162	1	5055	1
5022	4	5251	1	Unknown	11
5037	4	5950	1	**Total**	**993**
5000	3	5214	1		
5024	3	5242	1		
5073	3	5166	1		
5061	3	5125	1		
5065	3	5168	1		
5041	3	5169	1		
5051	2	5152	1		
5011	2	2000	1		
5063	2	5118	1		
5050	2	5114	1		
5067	2	5085	1		
5068	2	5082	1		


A no
Z
TSA Riley
tsariley.com
Australia | Malaysia | New Zealand | United Kingdom | Ireland

Attachments 2 – 5
Previously provided.
Available on request.

CITY OF HOLDFAST BAY

Attachment 6

CITY OF HOLDFAST BAY

Building exceptional outcomes together

Memorandum

To	Pamela Jackson – CEO City of Holdfast Bay Council		
From	James Arnold – Tonkin	Date	24 March 2025
Job Number	221791.08		
Subject	Clarification/Update SIDRA Analysis – Transforming Jetty Road Project		

Dear Pamela,

Tonkin have undertaken SIDRA analysis modelling as part of the Transforming Jetty Road Project to support Council with the decision-making process under varying infrastructure/design scenarios. Acknowledging that the SIDRA analysis performed to date is currently a work in progress, this memo has been prepared to provide context for this traffic analysis method to support the information and outputs already provided to Council.

SIDRA Analysis Background

The SIDRA INTERSECTION Network Model is a unique lane-based micro-analytical model designed to provide accurate traffic performance analysis for complex intersections, road networks, and alternative intersection designs.

On 31st October 2024, Tonkin provided the Department for Infrastructure and Transport (DIT) with a SIDRA Scoping Report to assist with understanding the traffic model implications at the intersection of Moseley Street and Jetty Road, Glenelg. This intersection was subject to, as part of the Transforming Jetty Road Project, a new set of traffic signals to improve pedestrian safety which was one of the main objectives and infrastructure installations for the 'Coast' zone extent of the project.

This scoping report provided the intended parameters for SIDRA modelling to apply at the intersection of Jetty Road and Moseley Street, for discussion/feedback with DIT, prior to understanding the outputs and traffic implications of the intersection under specific modelling scenarios.

Model Scenarios

The following scenarios were undertaken:

- Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (Two Way Bus Movements excepted)
- Signalised Intersection with Jetty Road/Moseley Street - (Western leg) Open Configuration

These two scenarios were undertaken in an AM weekday peak, PM weekday peak and weekend peak hour periods. Additional scenarios that were undertaken and worked through with Council to supplement the analysis include:

- Scramble Crossing to prioritise the movement of pedestrians through the intersection
- Varying left-turn lane lengths on Jetty Road (Eastern leg)

Model Updates

Since the scenarios outlined in the Scoping Report were developed, the outcomes of the scenarios resulted in another Scenario modelled which included the Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (One Way Bus Movements excepted)

The equivalent of these scenarios in the current community consultation for the Transforming Jetty Road Project are as follows:

- Concept A = Signalised Intersection with Jetty Road/Moseley Street - (Western leg) Open Configuration
- Concept B = Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (Two Way Bus Movements excepted) + scramble crossing
- Concept C = Signalised Intersection with Jetty Road/Moseley Street - Western leg Road Closure (One Way Bus Movements excepted) + scramble crossing

The model updates also include the intersection of Gordon Street/Partridge Street/Jetty Road which was subsequently included in the model due to the introduction of the proposed scenarios and likely 'knock on effect' of traffic impacts.

Model Outputs

The outputs of these models are provided in Appendix A – WIP SIDRA Model Outputs which reflect the impacts to the intersection of Jetty Road and Moseley Street and Gordon Street/Partridge Street/Jetty Road.

Limitations of the SIDRA model

The following provides the limitations of the SIDRA modelling process to date which is still acknowledged by Tonkin as a work in progress:

- A final report of the SIDRA model has not been developed at this point with exception to the scoping report discussed earlier. This report will be concluded subject to the community consultation, calibration process and liaison with DIT and Network Management services (NMS).
- The SIDRA model has not been calibrated. Calibration is crucial in SIDRA (and any traffic simulation software) because it ensures the model accurately reflects real-world traffic conditions. Tonkin need to calibrate to determine the impact comparatively to the existing intersection. This is particularly important for understanding public transport delays.
- Future Traffic Volumes have not been forecast for this model. These have not been included within the analysis as the objectives of increasing pedestrian movements may likely see vehicle behaviours and traffic growth not change within the precinct.
- As a result of the calibration process, community consultation and further DIT/NMS discussion. The current outputs for the SIDRA model may be subject to change.

I will be happy to provide any further clarifications if required.

James Arnold
Senior Engineer
Local Government Program - Tonkin

In Progress SIDRA Model Result: Concept A

LANE SUMMARY

Site: 101v [Moseley AM (Option A - Signals) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	497	4.2	497	4.2	532	0.933	100	75.6	LOS E	42.3	313.8	Full	500	0.0	0.0
Approach	497	4.2	497	4.2		0.933		75.6	LOS E	42.3	313.8				
East: Jetty Road (East)															
Lane 1	43	1.3	43	1.3	236	0.183	20 [6]	71.8	LOS E	2.8	19.9	Short	60	0.0	NA
Lane 2	202	7.0	202	7.0	221 [1]	0.913	100	95.1	LOS F	17.0	141.0	Full	420	0.0	0.0
Approach	245	6.0	245	6.0		0.913		91.0	LOS F	17.0	141.0				
West: Jetty Road (West)															
Lane 1	328	6.7	328	6.7	359	0.914	100	79.7	LOS E	27.7	220.2	Full	500	0.0	0.0
Approach	328	6.7	328	6.7		0.914		79.7	LOS E	27.7	220.2				
All Vehicles	1071	5.4	1071	5.4		0.933		80.4	LOS F	42.3	313.8				

LANE SUMMARY

Site: 101v [Moseley PM (Option A - Signals) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	288	5.5	288	5.5	274	1.051	100	146.2	LOS F	31.0	234.4	Full	500	0.0	0.0
Approach	288	5.5	288	5.5		1.051		146.2	LOS F	31.0	234.4				
East: Jetty Road (East)															
Lane 1	55	0.5	55	0.5	271	0.203	20 6	79.6	LOS E	3.5	24.8	Short	60	0.0	NA
Lane 2	250	6.6	250	6.6	246 1	1.016	100	142.9	LOS F	25.4	207.5	Full	420	0.0	0.0
Approach	305	5.5	305	5.5		1.016		131.5	LOS F	25.4	207.5				
West: Jetty Road (West)															
Lane 1	614	2.9	614	2.9	581	1.056	100	135.2	LOS F	67.6	504.1	Full	500	0.0	5.7
Approach	614	2.9	614	2.9		1.056		135.2	LOS F	67.6	504.1				
All Vehicles	1207	4.2	1207	4.2		1.056		136.9	LOS F	67.6	504.1				

LANE SUMMARY

Site: 101v [Moseley Weekend (Option A - Signals) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site Practical Cycle Time)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	758	4.0	758	4.0	469	1.615	100	621.0	LOS F	154.8	1133.4	Full	500	0.0	81.5
Approach	758	4.0	758	4.0		1.615		621.0	LOS F	154.8	1133.4				
East: Jetty Road (East)															
Lane 1	91	0.6	91	0.6	293	0.311	20 6	97.7	LOS F	5.9	41.4	Short	60	0.0	NA
Lane 2	426	3.1	426	3.1	273 1	1.556	100	614.4	LOS F	83.7	633.9	Full	420	0.0	42.7
Approach	517	2.6	517	2.6		1.556		523.1	LOS F	83.7	633.9				
West: Jetty Road (West)															
Lane 1	596	3.4	596	3.4	379	1.571	100	584.4	LOS F	118.5	884.3	Full	500	0.0	57.6
Approach	596	3.4	596	3.4		1.571		584.4	LOS F	118.5	884.3				
All Vehicles	1871	3.4	1871	3.4		1.615		582.3	LOS F	154.8	1133.4				

LANE SUMMARY

Site: 101 [Gordon AM (Option A - No Change) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	121	0.9	121	0.9	458	0.264	40 [5]	17.6	LOS B	2.6	18.6	Short	35	0.0	NA
Lane 2	286	0.7	286	0.7	433	0.662	100	24.4	LOS C	9.0	63.3	Full	530	0.0	0.0
Approach	407	0.8	407	0.8		0.662		22.3	LOS C	9.0	63.3				
East: Jetty Road (East)															
Lane 1	54	0.0	54	0.0	398	0.135	100	37.1	LOS D	1.5	10.3	Short	12	0.0	NA
Lane 2	169	6.8	169	6.8	362 [1]	0.468	100	33.4	LOS C	5.0	40.7	Full	220	0.0	0.0
Approach	223	5.2	223	5.2		0.468		34.3	LOS C	5.0	40.7				
North: Gordon Street															
Lane 1	417	2.0	417	2.0	618 [1]	0.674	100	22.6	LOS C	11.8	84.3	Full	200	0.0	0.0
Lane 2	93	10.2	93	10.2	295	0.314	100	26.4	LOS C	2.3	19.0	Short	35	0.0	NA
Approach	509	3.5	509	3.5		0.674		23.3	LOS C	11.8	84.3				
West: Jetty Road (West)															
Lane 1	76	0.4	76	0.4	698	0.109	20 [6]	19.1	LOS B	1.5	10.5	Short	20	0.0	NA
Lane 2	235	3.4	235	3.4	432 [1]	0.545	100	24.4	LOS C	6.3	48.5	Full	400	0.0	0.0
Approach	312	2.7	312	2.7		0.545		23.1	LOS C	6.3	48.5				
All Vehicles	1452	2.8	1452	2.8		0.674		24.7	LOS C	11.8	84.3				

LANE SUMMARY

Site: 101 [Gordon PM (Option A - No Change) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	112	0.9	112	0.9	495	0.226	22 [5]	26.3	LOS C	2.7	18.9	Short	35	0.0	NA
Lane 2	291	0.4	291	0.4	285 [1]	1.021	100	104.2	LOS F	20.8	146.4	Full	530	0.0	0.0
Approach	402	0.5	402	0.5		1.021		82.6	LOS F	20.8	146.4				
East: Jetty Road (East)															
Lane 1	47	0.0	47	0.0	381	0.124	100	45.7	LOS D	1.6	11.2	Short	12	0.0	NA
Lane 2	143	4.4	143	4.4	341 [1]	0.420	100	42.0	LOS D	5.1	41.6	Full	220	0.0	0.0
Approach	191	3.3	191	3.3		0.420		43.0	LOS D	5.1	41.6				
North: Gordon Street															
Lane 1	688	0.9	688	0.9	673 [1]	1.022	100	102.9	LOS F	50.8	358.8	Full	200	0.0	58.9
Lane 2	83	11.4	83	11.4	158	0.527	100	43.3	LOS D	2.3	19.5	Short	35	0.0	NA
Approach	772	2.0	772	2.0		1.022		96.4	LOS F	50.8	358.8				
West: Jetty Road (West)															
Lane 1	78	0.2	78	0.2	669	0.116	20 [6]	29.3	LOS C	1.9	13.7	Short	20	0.0	NA
Lane 2	241	3.0	241	3.0	416 [1]	0.580	100	37.3	LOS D	7.9	61.0	Full	400	0.0	0.0
Approach	319	2.3	319	2.3		0.580		35.4	LOS D	7.9	61.0				
All Vehicles	1683	1.9	1683	1.9		1.022		75.5	LOS E	50.8	358.8				

LANE SUMMARY

Site: 101 [Gordon Weekend (Option A - No Change) (Site Folder: Option A)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	103	1.0	103	1.0	503	0.205	40 [5]	17.7	LOS B	2.4	17.3	Short	35	0.0	NA
Lane 2	267	0.4	267	0.4	518	0.517	100	23.5	LOS C	8.9	62.4	Full	530	0.0	0.0
Approach	371	0.6	371	0.6		0.517		21.8	LOS C	8.9	62.4				
East: Jetty Road (East)															
Lane 1	83	0.0	83	0.0	381	0.218	100	54.3	LOS D	2.9	20.2	Short	12	0.0	NA
Lane 2	245	2.6	245	2.6	333 [1]	0.737	100	55.4	LOS E	10.2	78.1	Full	220	0.0	0.0
Approach	328	1.9	328	1.9		0.737		55.1	LOS E	10.2	78.1				
North: Gordon Street															
Lane 1	422	1.2	422	1.2	707 [1]	0.597	100	23.7	LOS C	13.0	92.4	Full	200	0.0	0.0
Lane 2	51	10.4	51	10.4	278	0.182	100	31.8	LOS C	1.5	13.0	Short	35	0.0	NA
Approach	473	2.2	473	2.2		0.597		24.5	LOS C	13.0	92.4				
West: Jetty Road (West)															
Lane 1	94	0.3	94	0.3	642	0.146	20 [6]	26.6	LOS C	2.5	17.4	Short	20	0.0	NA
Lane 2	200	3.5	200	3.5	274 [1]	0.730	100	36.5	LOS D	7.0	54.4	Full	400	0.0	0.0
Approach	294	2.5	294	2.5		0.730		33.3	LOS C	7.0	54.4				
All Vehicles	1465	1.8	1465	1.8		0.737		32.5	LOS C	13.0	92.4				

In Progress SIDRA Model Result: Concept B

LANE SUMMARY

Site: 101 [Moseley AM (Option B - Partial Road Closure (PT Remain) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	479	4.4	479	4.4	821	0.584	100	20.9	LOS C	17.0	126.1	Full	500	0.0	0.0
Approach	479	4.4	479	4.4		0.584		20.9	LOS C	17.0	126.1				
East: Jetty Road															
Lane 1	571	0.9	571	0.9	1033 [1]	0.552	100	20.7	LOS C	16.4	116.2	Full	420	0.0	0.0
Lane 2	13	100.0	13	100.0	49	0.256	100	64.6	LOS E	0.7	18.6	Short	25	0.0	NA
Approach	583	3.1	583	3.1		0.552		21.6	LOS C	16.4	116.2				
West: Public Transport Only															
Lane 1	13	100.0	13	100.0	43	0.296	100	60.0	LOS E	0.7	18.9	Full	500	0.0	0.0
Approach	13	100.0	13	100.0		0.296		60.0	LOS E	0.7	18.9				
All Vehicles	1075	4.8	1075	4.8		0.584		21.8	LOS C	17.0	126.1				

LANE SUMMARY

Site: 101 [Moseley PM (Option B - Partial Road Closure (PT Remain) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	278	5.7	278	5.7	813	0.342	100	18.0	LOS B	8.3	63.2	Full	500	0.0	0.0
Approach	278	5.7	278	5.7		0.342		18.0	LOS B	8.3	63.2				
East: Jetty Road															
Lane 1	709	0.3	709	0.3	1034 [1]	0.686	100	24.8	LOS C	23.5	165.1	Full	420	0.0	0.0
Lane 2	16	100.0	16	100.0	51	0.307	100	67.2	LOS E	0.9	22.3	Short	25	0.0	NA
Approach	725	2.5	725	2.5		0.686		25.8	LOS C	23.5	165.1				
West: Public Transport Only															
Lane 1	13	100.0	13	100.0	43	0.296	100	60.0	LOS E	0.7	18.9	Full	500	0.0	0.0
Approach	13	100.0	13	100.0		0.296		60.0	LOS E	0.7	18.9				
All Vehicles	1016	4.6	1016	4.6		0.686		24.1	LOS C	23.5	165.1				

LANE SUMMARY

Site: 101 [Moseley Weekend (Option B - Partial Road Closure (PT Remain) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 105 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	723	4.1	723	4.1	822	0.879	100	36.4	LOS D	38.4	281.2	Full	500	0.0	0.0
Approach	723	4.1	723	4.1		0.879		36.4	LOS D	38.4	281.2				
East: Jetty Road															
Lane 1	713	0.3	713	0.3	1041 [1]	0.685	100	24.8	LOS C	23.6	165.5	Full	420	0.0	0.0
Lane 2	12	100.0	12	100.0	48	0.239	100	67.0	LOS E	0.6	17.3	Short	25	0.0	NA
Approach	724	1.9	724	1.9		0.685		25.5	LOS C	23.6	165.5				
West: Public Transport Only															
Lane 1	9	100.0	9	100.0	40	0.234	100	59.4	LOS E	0.5	15.1	Full	500	0.0	0.0
Approach	9	100.0	9	100.0		0.234		59.4	LOS E	0.5	15.1				
All Vehicles	1457	3.6	1457	3.6		0.879		31.1	LOS C	38.4	281.2				

LANE SUMMARY

Site: 101 [Gordon AM (Option B - Traffic Realigned - PT Remains) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	122	0.9	122	0.9	459	0.266	40 [5]	17.6	LOS B	2.7	18.7	Short	35	0.0	NA
Lane 2	289	0.7	289	0.7	432	0.669	100	24.6	LOS C	9.1	64.4	Full	530	0.0	0.0
Approach	412	0.8	412	0.8		0.669		22.5	LOS C	9.1	64.4				
East: Jetty Road (East)															
Lane 1	57	0.0	57	0.0	398	0.143	100	37.8	LOS D	1.6	10.9	Short	12	0.0	NA
Lane 2	178	6.5	178	6.5	361 [1]	0.493	100	34.2	LOS C	5.3	42.8	Full	220	0.0	0.0
Approach	235	4.9	235	4.9		0.493		35.1	LOS D	5.3	42.8				
North: Gordon Street															
Lane 1	421	2.0	421	2.0	617 [1]	0.683	100	23.1	LOS C	12.0	86.0	Full	200	0.0	0.0
Lane 2	94	10.1	94	10.1	326	0.288	100	25.8	LOS C	2.3	18.8	Short	35	0.0	NA
Approach	515	3.5	515	3.5		0.683		23.5	LOS C	12.0	86.0				
West: Jetty Road (West)															
Lane 1	80	0.4	80	0.4	697	0.114	20 [6]	19.8	LOS B	1.6	11.0	Short	20	0.0	NA
Lane 2	245	3.3	245	3.3	428 [1]	0.572	100	25.5	LOS C	6.5	50.2	Full	400	0.0	0.0
Approach	324	2.6	324	2.6		0.572		24.1	LOS C	6.5	50.2				
All Vehicles	1485	2.8	1485	2.8		0.683		25.2	LOS C	12.0	86.0				

LANE SUMMARY

Site: 101 [Gordon PM (Option B - Traffic Realigned - PT Remains) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	113	0.9	113	0.9	495	0.228	22 [5]	26.7	LOS C	2.7	19.1	Short	35	0.0	NA
Lane 2	294	0.4	294	0.4	286 [1]	1.028	100	108.9	LOS F	21.5	150.8	Full	530	0.0	0.0
Approach	406	0.5	406	0.5		1.028		86.1	LOS F	21.5	150.8				
East: Jetty Road (East)															
Lane 1	49	0.0	49	0.0	363	0.136	100	46.5	LOS D	1.7	11.7	Short	12	0.0	NA
Lane 2	151	4.2	151	4.2	353 [1]	0.427	100	42.6	LOS D	5.4	43.4	Full	220	0.0	0.0
Approach	200	3.2	200	3.2		0.427		43.6	LOS D	5.4	43.4				
North: Gordon Street															
Lane 1	695	0.9	695	0.9	673 [1]	1.032	100	109.0	LOS F	52.6	371.6	Full	200	0.0	62.3
Lane 2	84	11.3	84	11.3	158	0.533	100	43.5	LOS D	2.3	19.8	Short	35	0.0	NA
Approach	779	2.0	779	2.0		1.032		101.9	LOS F	52.6	371.6				
West: Jetty Road (West)															
Lane 1	81	0.2	81	0.2	669	0.120	20 [6]	30.0	LOS C	2.0	14.2	Short	20	0.0	NA
Lane 2	250	2.9	250	2.9	415 [1]	0.602	100	38.3	LOS D	8.2	63.0	Full	400	0.0	0.0
Approach	331	2.2	331	2.2		0.602		36.3	LOS D	8.2	63.0				
All Vehicles	1716	1.8	1716	1.8		1.032		78.7	LOS E	52.6	371.6				

LANE SUMMARY

Site: 101 [Gordon Weekend (Option B - Traffic Realigned - PT Remains) (Site Folder: Option B)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	109	1.0	109	1.0	503	0.218	36 [5]	19.7	LOS B	2.6	18.5	Short	35	0.0	NA
Lane 2	284	0.4	284	0.4	471 [1]	0.603	100	27.1	LOS C	9.9	69.9	Full	530	0.0	0.0
Approach	394	0.5	394	0.5		0.603		25.1	LOS C	9.9	69.9				
East: Jetty Road (East)															
Lane 1	83	0.0	83	0.0	381	0.218	100	54.3	LOS D	2.9	20.2	Short	12	0.0	NA
Lane 2	245	2.6	245	2.6	333 [1]	0.737	100	55.4	LOS E	10.2	78.1	Full	220	0.0	0.0
Approach	328	1.9	328	1.9		0.737		55.1	LOS E	10.2	78.1				
North: Gordon Street															
Lane 1	457	1.2	457	1.2	702 [1]	0.651	100	25.7	LOS C	14.7	103.8	Full	200	0.0	0.0
Lane 2	54	9.8	54	9.8	273	0.197	100	32.9	LOS C	1.6	13.4	Short	35	0.0	NA
Approach	511	2.1	511	2.1		0.651		26.5	LOS C	14.7	103.8				
West: Jetty Road (West)															
Lane 1	97	0.3	97	0.3	643	0.151	20 [6]	27.4	LOS C	2.6	18.1	Short	20	0.0	NA
Lane 2	208	3.4	208	3.4	275 [1]	0.757	100	38.8	LOS D	7.4	57.3	Full	400	0.0	0.0
Approach	305	2.4	305	2.4		0.757		35.2	LOS D	7.4	57.3				
All Vehicles	1538	1.7	1538	1.7		0.757		34.0	LOS C	14.7	103.8				

In Progress SIDRA Model Result: Concept C

LANE SUMMARY

Site: 101 [Moseley AM (Option C - Full Road Closure (including PT re-route) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	479	4.4	479	4.4	869	0.551	100	16.3	LOS B	13.7	101.7	Full	500	0.0	0.0
Approach	479	4.4	479	4.4		0.551		16.3	LOS B	13.7	101.7				
East: Jetty Road															
Lane 1	577	2.0	577	2.0	1096 [1]	0.526	100	13.5	LOS B	12.9	93.1	Full	420	0.0	0.0
Lane 2	13	100.0	13	100.0	86	0.146	100	46.9	LOS D	0.6	14.7	Short	30	0.0	NA
Approach	589	4.1	589	4.1		0.526		14.2	LOS B	12.9	93.1				
West: Public Transport Only															
Lane 1	6	100.0	6	100.0	63	0.100	100	44.2	LOS D	0.3	9.0	Full	500	0.0	0.0
Approach	6	100.0	6	100.0		0.100		44.2	LOS D	0.3	9.0				
All Vehicles	1075	4.8	1075	4.8		0.551		15.3	LOS B	13.7	101.7				

LANE SUMMARY

Site: 101 [Moseley PM (Option C - Full Road Closure (including PT re-route) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	278	5.7	278	5.7	861	0.323	100	14.1	LOS B	6.7	51.0	Full	500	0.0	0.0
Approach	278	5.7	278	5.7		0.323		14.1	LOS B	6.7	51.0				
East: Jetty Road															
Lane 1	716	1.2	716	1.2	1096 [1]	0.653	100	16.7	LOS B	18.4	131.7	Full	420	0.0	0.0
Lane 2	16	100.0	16	100.0	90	0.175	100	49.0	LOS D	0.7	17.7	Short	30	0.0	NA
Approach	732	3.3	732	3.3		0.653		17.4	LOS B	18.4	131.7				
West: Public Transport Only															
Lane 1	6	100.0	6	100.0	63	0.100	100	44.2	LOS D	0.3	9.0	Full	500	0.0	0.0
Approach	6	100.0	6	100.0		0.100		44.2	LOS D	0.3	9.0				
All Vehicles	1016	4.6	1016	4.6		0.653		16.7	LOS B	18.4	131.7				

LANE SUMMARY

Site: 101 [Moseley Weekend (Option C - Full Road Closure (including PT re-route) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Moseley Street															
Lane 1	723	4.1	723	4.1	871	0.831	100	25.4	LOS C	29.5	215.9	Full	500	0.0	0.0
Approach	723	4.1	723	4.1		0.831		25.4	LOS C	29.5	215.9				
East: Jetty Road															
Lane 1	716	0.7	716	0.7	1105 [1]	0.648	100	16.6	LOS B	18.3	129.7	Full	420	0.0	0.0
Lane 2	12	100.0	12	100.0	85	0.137	100	48.8	LOS D	0.5	13.7	Short	30	0.0	NA
Approach	727	2.3	727	2.3		0.648		17.1	LOS B	18.3	129.7				
West: Public Transport Only															
Lane 1	6	100.0	6	100.0	63	0.100	100	44.2	LOS D	0.3	9.0	Full	500	0.0	0.0
Approach	6	100.0	6	100.0		0.100		44.2	LOS D	0.3	9.0				
All Vehicles	1457	3.6	1457	3.6		0.831		21.3	LOS C	29.5	215.9				

LANE SUMMARY

Site: 101 [Gordon AM (Option C - Traffic & PT Realigned) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	122	0.9	122	0.9	447	0.273	41 [5]	17.7	LOS B	2.7	18.8	Short	35	0.0	NA
Lane 2	289	0.7	289	0.7	432	0.670	100	24.6	LOS C	9.1	64.5	Full	530	0.0	0.0
Approach	412	0.8	412	0.8		0.670		22.5	LOS C	9.1	64.5				
East: Jetty Road (East)															
Lane 1	57	0.0	57	0.0	425	0.134	100	37.7	LOS D	1.6	10.9	Short	12	0.0	NA
Lane 2	178	6.5	178	6.5	356 [1]	0.500	100	34.3	LOS C	5.3	43.0	Full	220	0.0	0.0
Approach	235	4.9	235	4.9		0.500		35.2	LOS D	5.3	43.0				
North: Gordon Street															
Lane 1	421	2.0	421	2.0	613 [1]	0.687	100	23.2	LOS C	12.1	86.6	Full	200	0.0	0.0
Lane 2	100	15.8	100	15.8	308	0.324	100	26.2	LOS C	2.5	22.4	Short	35	0.0	NA
Approach	521	4.6	521	4.6		0.687		23.8	LOS C	12.1	86.6				
West: Jetty Road (West)															
Lane 1	81	10.7	81	10.7	674	0.120	20 [6]	20.3	LOS C	1.6	13.2	Short	20	0.0	NA
Lane 2	251	3.3	251	3.3	418 [1]	0.602	100	26.1	LOS C	6.7	51.4	Full	400	0.0	0.0
Approach	333	5.1	333	5.1		0.602		24.7	LOS C	6.7	51.4				
All Vehicles	1500	3.7	1500	3.7		0.687		25.4	LOS C	12.1	86.6				

LANE SUMMARY

Site: 101 [Gordon PM (Option C - Traffic & PT Realigned) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	113	0.9	113	0.9	482	0.234	23 [5]	26.7	LOS C	2.7	19.2	Short	35	0.0	NA
Lane 2	294	0.4	294	0.4	285 [1]	1.031	100	110.4	LOS F	21.6	151.9	Full	530	0.0	0.0
Approach	406	0.5	406	0.5		1.031		87.2	LOS F	21.6	151.9				
East: Jetty Road (East)															
Lane 1	49	0.0	49	0.0	381	0.130	100	46.6	LOS D	1.7	11.7	Short	12	0.0	NA
Lane 2	151	4.2	151	4.2	326 [1]	0.461	100	43.4	LOS D	5.5	44.1	Full	220	0.0	0.0
Approach	200	3.2	200	3.2		0.461		44.2	LOS D	5.5	44.1				
North: Gordon Street															
Lane 1	695	0.9	695	0.9	664 [1]	1.046	100	117.8	LOS F	54.5	385.3	Full	200	0.0	65.7
Lane 2	91	17.4	91	17.4	158	0.573	100	44.1	LOS D	2.5	24.0	Short	35	0.0	NA
Approach	785	2.8	785	2.8		1.046		109.3	LOS F	54.5	385.3				
West: Jetty Road (West)															
Lane 1	82	9.1	82	9.1	647	0.127	20 [6]	29.7	LOS C	2.0	16.6	Short	20	0.0	NA
Lane 2	256	2.8	256	2.8	401 [1]	0.637	100	39.2	LOS D	8.4	64.4	Full	400	0.0	0.0
Approach	338	4.4	338	4.4		0.637		36.9	LOS D	8.4	64.4				
All Vehicles	1729	2.6	1729	2.6		1.046		82.4	LOS F	54.5	385.3				

LANE SUMMARY

Site: 101 [Gordon Weekend (Option C - Traffic & PT Realigned) (Site Folder: Option C)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 86 seconds (Site User-Given Phase Times)

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Partridge Street															
Lane 1	109	1.0	109	1.0	497	0.220	36 [5]	19.8	LOS B	2.6	18.5	Short	35	0.0	NA
Lane 2	284	0.4	284	0.4	471 [1]	0.604	100	27.1	LOS C	10.0	69.9	Full	530	0.0	0.0
Approach	394	0.5	394	0.5		0.604		25.1	LOS C	10.0	69.9				
East: Jetty Road (East)															
Lane 1	83	0.0	83	0.0	381	0.218	100	54.5	LOS D	2.9	20.2	Short	12	0.0	NA
Lane 2	245	2.6	245	2.6	320 [1]	0.766	100	57.3	LOS E	10.5	80.6	Full	220	0.0	0.0
Approach	328	1.9	328	1.9		0.766		56.6	LOS E	10.5	80.6				
North: Gordon Street															
Lane 1	457	1.2	457	1.2	698 [1]	0.655	100	25.8	LOS C	14.7	104.0	Full	200	0.0	0.0
Lane 2	57	14.8	57	14.8	351	0.162	100	28.8	LOS C	1.5	13.7	Short	35	0.0	NA
Approach	514	2.7	514	2.7		0.655		26.1	LOS C	14.7	104.0				
West: Jetty Road (West)															
Lane 1	101	4.5	101	4.5	628	0.161	20 [6]	27.1	LOS C	2.6	20.1	Short	20	0.0	NA
Lane 2	209	3.4	209	3.4	260 [1]	0.803	100	41.2	LOS D	7.6	59.3	Full	400	0.0	0.0
Approach	309	3.7	309	3.7		0.803		36.6	LOS D	7.6	59.3				
All Vehicles	1545	2.2	1545	2.2		0.803		34.4	LOS C	14.7	104.0				

Attachment 7

CITY OF HOLDFAST BAY

Traffic Analysis and Modelling Report

Jetty Road Upgrade

City of Holdfast Bay – Tonkin - DIT

15 May 2025
Ref: 221791

tonkin

Building exceptional
outcomes together

Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	Traffic Analysis and Modelling Report (All Options)	B Disher	J Arnold	B Disher	15/05/2025

Contents

Project: Traffic Analysis and Modelling Report | Jetty Road Upgrade
Client: City of Holdfast Bay – Tonkin - DIT
Ref: 221791

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Figures

Appendices

1 Introduction

1.1 Project Background

The City of Holdfast Bay (Council) has engaged Tonkin to undertake traffic modelling on three proposed signalised intersections at the current unsignalised intersection of Moseley Street and Jetty Road, in Glenelg. The designs form part of the Transforming Jetty Road Project, which includes an upgrade of the entire streetscape of Jetty Road. Jetty Road is a shopping, dining, and entertainment precinct that caters to the needs of local residents while offering a coastal destination to visitors.

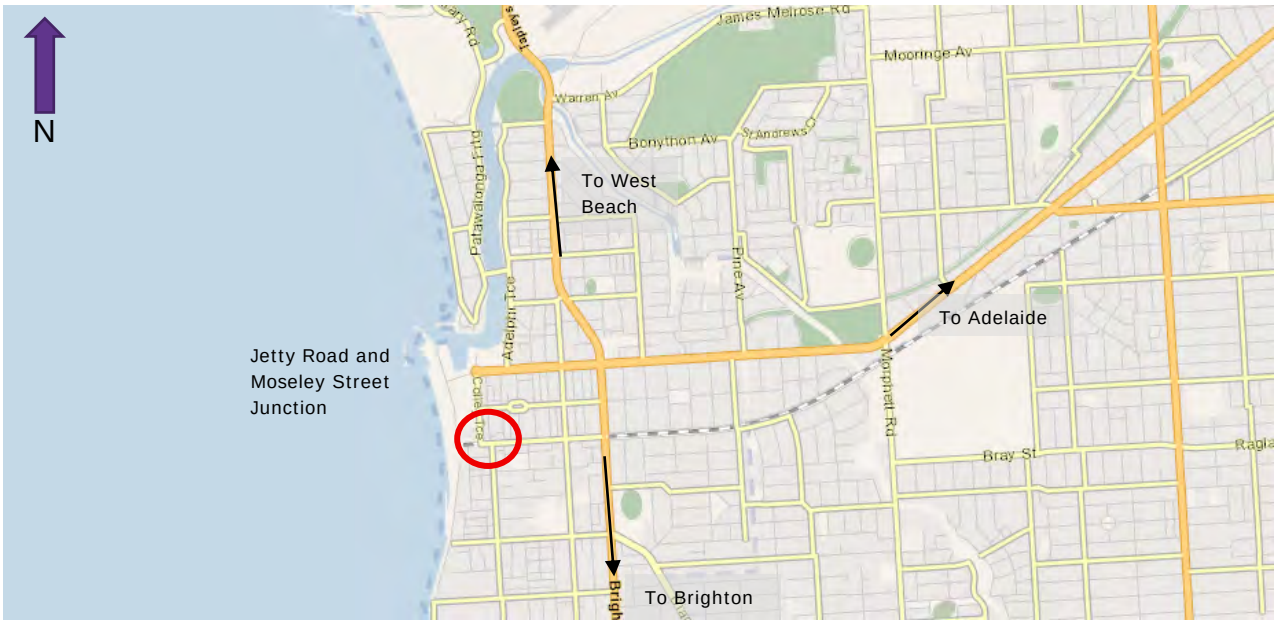


Figure 1 Project Location

The existing intersection is an unsignalised intersection. Jetty Road is the major road, with Moseley Street having to give way to all movements from Jetty Road. Durham Road is a small one-way lane, with vehicles only allowed to travel southbound into the intersection.

Figure 2 Aerial View of Jetty Road and Moseley Street Intersection

Three options have been proposed as part of the project, each improving access and safety for pedestrians, at the expense of vehicle movements at the junction. A concept of each option is highlighted in Appendix A, as it was proposed to the community during the recent consultation period (from March 3rd to April 16th). Note that there have been some proposed changes to the layout as the road geometry is an iterative process alongside this traffic modelling exercise.

Option A is a signalised intersection with no change to vehicle movements. A lengthened left-turn lane on Moseley Street has been proposed to reduce queues on Moseley Street. The signalised intersection has been modelled as a scramble crossing. Option B bans all light vehicles from traversing between Jetty Road (West) and Colley Terrace. No impact to public transport routes occur. Option C bans all vehicles from traversing between Jetty Road (West) and Colley Terrace except for westbound buses on Jetty Road. All other buses are detoured via Gordon Street and Anzac Highway. No option has any impact to the tram line itself.

Across all options, the speed is proposed to drop to 30km/h.

The impact of Options B and C mean that the adjacent signalised intersection of Jetty Road, Gordon Street and Partridge Street and the roundabout of Gordon Street, Anzac Highway and Old Tapleys Hill Road will see an influx of more vehicles and buses. The performance of these intersections will be considered in this analysis in an attempt to understand the total impact to public transport.

1.2 Statement of Issues

The intersection is an important part of Public Transport South Australia's (PTSA) public transport network, with multiple bus routes and a tram line present at the intersection. PTSA and DIT have highlighted that the impact of the three options on any of the three intersection upgrades must be highlighted within this traffic assessment. As the existing intersection is unsignalised, the additional of traffic signals and road closures will have an impact on buses and trams.

1.3 Performance Assessment

The existing intersection does not meet the performance criteria as outlined in the DIT *Traffic Modelling Guidelines: SIDRA Intersection*. Whilst every attempt will be made to allow the intersection to meet these standards, the assessment of model performance will be made with reflection on the current intersection performance, and whether the junction improves or deteriorates.

The traffic modelling analysis as outlined in the DIT *Traffic Modelling Guidelines: SIDRA Intersection*:

- Level of Service (LOS) to a minimum of LOS D.
- Degree of Saturation (DoS) below 0.9 for signalised intersections.
- Required lengths of short lanes based on expected queue lengths.

1.4 Project Personnel

The following personnel will be involved in the model development and assessment:

- Ben Disher – Traffic Modeller
- Peter Zarantonello – Traffic Signal Lead
- James Farrall – Rail Interface Lead
- James Arnold – Jetty Road Project Lead

2 Modelling Process

2.1 Modelling Software

SIDRA Intersection 9 will be used for this project. This is the preferred modelling software for all project sites for design development as specified by DIT.

2.2 Model Scenarios

The following scenarios will be undertaken:

- Option A – Moseley Street/Jetty Road Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option B – Moseley Street/Jetty Road Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option C – Moseley Street/Jetty Road Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option A – Gordon Street/Partridge Street/Jetty Road Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option B – Gordon Street/Partridge Street/Jetty Road Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option C – Gordon Street/Partridge Street/Jetty Road Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option A – Anzac Highway/Old Tapleys Hill Road/Gordon Street Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option B – Anzac Highway/Old Tapleys Hill Road/Gordon Street Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak
- Option C – Anzac Highway/Old Tapleys Hill Road/Gordon Street Junction
  - Weekday AM Peak
  - Weekday PM Peak
  - Weekend Peak

No base model has deemed to be required. This is further discussed in Section 2.7.

Jetty Road and Moseley Street will be modelled to aid in the design of the intersection. Gordon Street and Partridge Street intersection and the Anzac Highway and Gordon Street intersection will be modelled only

to understand knock-on impacts of the Moseley Street junction. No changes to road geometry or traffic signals will be undertaken from the existing intersection.

2.3 Model Periods

Weekday AM and PM peaks, as well as a weekend peak are to be modelled within SIDRA. The identified peaks highlighted with Turning Movement Surveys obtained by Austraffic in April 11th, 2024, are:

- AM Peak
  - Moseley: 8:00am to 9:00am
  - Gordon/Partridge: 11:00am to 12:00pm
  - Anzac/Gordon: 8:00am to 9:00am
- PM Peak
  - Moseley: 3:45pm to 4:45pm
  - Gordon/Partridge: 5:00pm to 6:00pm
  - Anzac/Gordon: 4:45pm to 5:45pm

The weekend peak hour is discussed is greater detail in Section 2.5, however is based on the following time at each junction:

- Weekend Peak: 12:00pm to 1:00pm (Sunday)

2.4 Model Considerations

2.4.1 Heavy Vehicles

Heavy vehicle volumes have been collected as part of the turning movements at the intersections. Heavy vehicle classes were not broken down within the model. Due to the nature of the existing intersection, and the land use in the area, large heavy vehicles would not be expected. The length of heavy vehicles will be based on the minimum requirements outlined in RD-GM-D4, as a vehicle length of 12m and queue length of 14m.

2.4.2 Pedestrians

There are two existing formal pedestrian crossing points at the existing intersection, with kerb ramps on either side of the western and southern legs providing two unsignalised pedestrian crossing locations. The signalisation of the intersection will result in pedestrian crossings provided on all legs. The pedestrian crossings have been modelled as scramble crossings, which is Council's preferred outcome.

Pedestrian counts have been undertaken at existing crossings across Moseley Street and Colley Terrace. These volumes were measured on a warm Sunday (32 degrees) on a weekend with additional visitors to Adelaide (due to the occurrence of Gather Round, an Australian Football event within the city), where pedestrian volumes would be expected to be higher than usual. Over 1500 pedestrians crossed Colley Terrace, and almost 900 pedestrians crossed Moseley Street. Given the significant pedestrian volumes expected in the area, it is assumed that pedestrian phases run on every cycle. Pedestrian performance as an output of SIDRA will not be considered, as pedestrian delay can be measured based on cycle times.

The minimum cycle time for pedestrian crossings will be calculated as per the DIT Signal Timings Standard TS001.

2.4.3 Cyclists

Cyclists will not specifically be considered as part of the traffic modelling undertaken. It is believed that cyclists will not have any effect on the performance assessment of the intersection.

2.4.4 Public Transport

Buses have been recorded based on Adelaide Metro bus route schedules. The following bus movements currently occur in each peak hour:

- Left from Moseley Street onto Jetty Road
  - 8 in AM peak
  - 7 in PM peak
  - 4 in Weekend peak
- Right from Jetty Road onto Moseley Street
  - 6 in AM and PM peak
  - 3 in Weekend peak
- Westbound across Jetty Road (via Gordon Street)
  - 6 in AM peak
  - 9 in PM peak
  - 5 in Weekend peak

Trams are also modelled separately within the model, running west and east along Jetty Road. Based on Adelaide Metro tram schedules the following tram movements currently occur in each peak hour:

- Eastbound Tram
  - 10 in AM peak
  - 6 in PM and Weekend peak
- Westbound Tram
  - 10 in AM peak
  - 8 in PM peak
  - 6 in Weekend peak

2.5 Previous Modelling in Project Area (AIMSUN)

From 2019 to 2021, Tonkin produced an AIMSUN model for the City of Holdfast Bay to assess the impacts of various options that were being considered for the redevelopment of Jetty Road at Glenelg. This was undertaken for Council's information only.

This report explored the option currently being proposed at Moseley Street and Jetty Road, and highlighted the percentage change to peak hour traffic at a series of locations due to the road closure. These percentages can be applied to the traffic counts collected in 2024 to make predicted adjustments in traffic volumes.

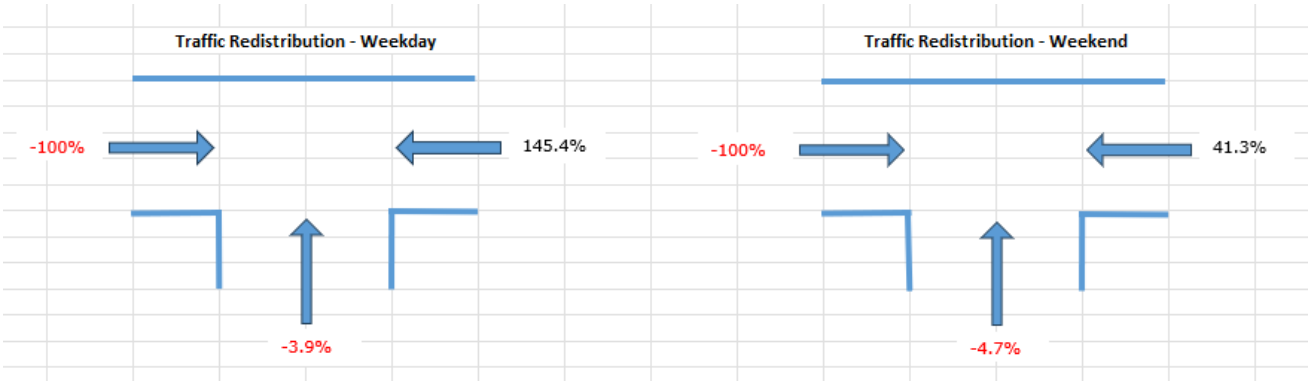


Figure 3 Traffic Volume Changes Following Road Closure

2024 traffic counts were only undertaken on a weekday in 2024; however modelling will be undertaken during weekend traffic scenarios, which would likely see different traffic patterns than a typical workday. The difference between weekday and weekend traffic in the AIMSUN memo will be used to scale the recorded weekday traffic.

The difference between weekday and weekend traffic is significant, further highlighting the need to model a weekend period, which will likely represent a worst-case scenario. Note that the weekend change was based on a PM scenario in the weekday.

There are some shortcomings of the model that must be acknowledged:

- The AIMSUN model was constructed for Council, and was not undertaken to DIT requirements.
- The options were undertaken not to understand the impacts of various road closure options on individual streets or intersections, but rather look at the network performance as a whole to compare each of the options.
- Limited traffic data was provided within the network, with the majority of input information on DIT roads and using origin-destination surveys on DIT roads.
- The DIT roads were calibrated within 1% but for local roads that figure is closer to 10%-15%.

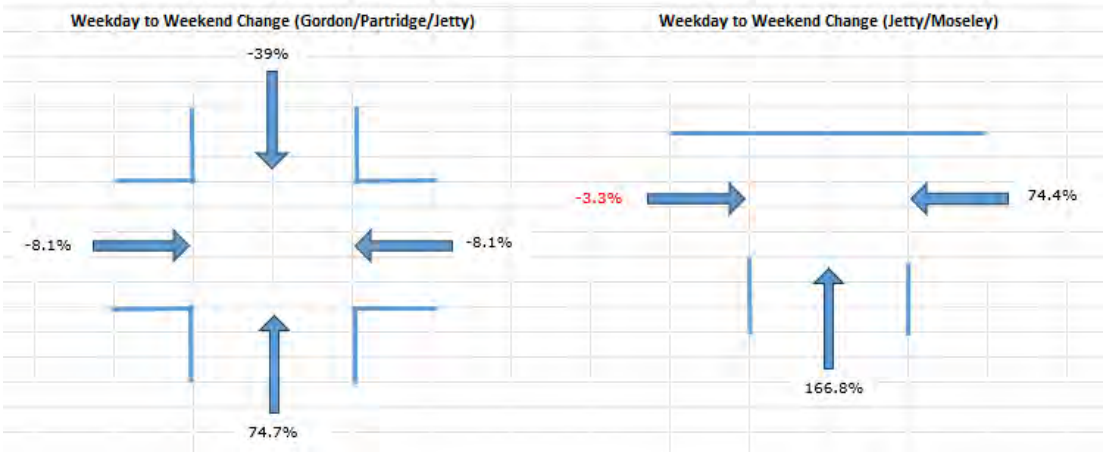


Figure 4 Increase in Traffic on Weekend Compared to Weekday

Without completing a new AIMSUN model (which is not within the project scope), the volume adjustments are the best representation of the road network following the road closure, and the risks of adopting volumes using the model can be reduced by undertaking sensitivity testing on the volumes. It is not within the scope of the project for the AIMSUN model to be reviewed by DIT, nor for Tonkin to make updates to this model.

This was discussed with DIT/NMS at the submission of the scoping report for these works, and this approach was accepted, given the lack of alternative options within the project scope.

2.6 Proposed Modelling Volumes

The following traffic volumes were recorded at the subject intersection. These volumes are assumed to remain for Option A. The weekend volumes are calculated by transforming the PM peak using the information in Section 2.5. The Old Tapleys Hill Road leg was not included within the AIMSUN model, and therefore no transformation has been made between weekday and weekend, with the PM volumes duplicated in the weekend model.

Table 1 Option A Volumes at Moseley Street and Jetty Road

Period	Veh Type	Moseley Street		Jetty Road (East)		Jetty Road (West)	
		L	R	L	T	T	R
AM	Cars	348	104	155	64	78	213
	HV	4	3	2	0	0	7
	Bus	13			9		8
	Tram				6	6	
PM	Cars	211	48	202	72	124	442
	HV	0	1	1	0	1	2
	Bus	14			8		8
	Tram				6	6	
Weekend	Cars	563	128	352	126	120	427
	HV	0	3	2	0	1	2
	Bus	14			9		8
	Tram				6	6	

Table 2 Option A Volumes at Gordon Street, Partridge Street and Jetty Road

Period	Veh Type	Partridge Street			Jetty Road (E)			Gordon Street			Jetty Road (W)		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	114	244	26	51	150		73	315	79	51	143	94
	HV	1	1	1	0	5		5	3	3	0	2	0
	Bus	0	0	0	0	0		0	0	6	0	0	0
	Tram					10						10	
PM	Cars	105	248	27	45	130		77	571	70	55	134	107
	HV	1	1	0	0	0		2	4	0	0	1	0
	Bus	0	0	0	0	0		0	0	9	0	0	0
	Tram					8						6	
Weekend	Cars	97	228	25	79	227		47	349	43	51	123	98
	HV	1	1	0	0	0		2	3	0	0	1	0
	Bus	0	0	0	0	0		0	0	5	0	0	0
	Tram					6							

Table 3 Option A Volumes at Gordon Street, Anzac Highway and Old Tapleys Hill Road

Period	Veh Type	Gordon Street			Anzac Hwy (E)			Old Tapleys Hill Rd			Anzac Hwy (W)		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	48	167	262	160	244	29	44	214	40	40	386	105
	HV	1	5	3	5	10	0	1	1	2	1	11	2
	Bus	0	0	0	4	6	0	0	0	0	0	12	2
PM	Cars	55	161	200	160	365	35	98	311	65	41	492	227
	HV	0	1	0	0	1	0	0	4	0	0	3	1
	Bus	0	0	0	7	6	0	0	0	0	0	14	2

Partial road closures in Options B and C mean passenger vehicles are only allowed to move between Jetty Road (East) and Moseley Street. The change in volume on each leg due to the road closure is discussed in Section 2.5. The only difference between Option B and C at each junction is the updates to public transport, namely buses.

Table 4 Option B Volumes at Moseley Street and Jetty Road

Period	Veh Type	Moseley Street		Jetty Road (East)		Jetty Road (West)	
		L	R	L	T	T	R
AM	Cars		435	537			
	HV		12	5			
	Bus	8			6		6
	Tram				10	10	
PM	Cars		249	672			
	HV		8	2			
	Bus	7			9		6
	Tram				8	6	
Weekend	Cars		659	675			
	HV		24	2			
	Bus	4			5		3
	Tram				6	6	

Table 5 Option B Volumes at Gordon Street, Partridge Street and Jetty Road

Period	Veh Type	Partridge Street			Jetty Road (E)			Gordon Street			Jetty Road (W)		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	115	247	26	54	158		74	318	80	53	149	98
	HV	1	1	1	0	5		5	3	3	0	2	0
	Bus	0	0	0	0	0		0	0	6	0	0	0
	Tram					6						6	
PM	Cars	106	251	27	47	137		78	576	71	57	139	111
	HV	1	1	0	0	0		2	4	0	0	1	0
	Bus	0	0	0	0	0		0	0	9	0	0	0
	Tram					8						6	
Weekend	Cars	103	243	26	79	227		51	378	46	53	128	102
	HV	1	1	0	0	0		2	3	0	0	1	0
	Bus	0	0	0	0	0		0	0	5	0	0	0
	Tram					6						6	

Table 6 Option B Volumes at Gordon Street, Anzac Highway and Old Tapleys Hill Road

Period	Veh Type	Gordon Street			Anzac Hwy (E)			Old Tapleys Hill Rd			Anzac Hwy (W)		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	48	167	262	161	245	29	44	214	40	39	379	103
	HV	1	5	3	5	10	0	1	1	2	1	11	2
	Bus	0	0	0	4	6	0	0	0	0	0	12	2
PM	Cars	55	161	200	161	367	35	98	311	65	40	484	223
	HV	0	1	0	0	1	0	0	4	0	0	3	1
	Bus	0	0	0	7	6	0	0	0	0	0	14	2

Table 7 Option C Volumes at Moseley Street and Jetty Road

Period	Veh Type	Moseley Street		Jetty Road (East)		Jetty Road (West)	
		L	R	L	T	T	R
AM	Cars		435	537			
	HV		12	5			
	Bus		8	6	6		
	Tram				10	10	
PM	Cars		249	672			
	HV		8	2			
	Bus		7	6	9		
	Tram				8	6	
Weekend	Cars		659	675			
	HV		24	2			
	Bus		4	3	5		
	Tram				6	6	

Table 8 Option C Volumes at Gordon Street, Partridge Street and Jetty Road

Period	Veh Type	Partridge Street			Jetty Road (E)			Gordon Street			Jetty Road (W)		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	115	247	26	54	158		74	318	80	53	149	98
	HV	1	1	1	0	5		5	3	3	0	2	0
	Bus	0	0	0	0	0		0	0	12	8	0	0
	Tram					6						6	
PM	Cars	106	251	27	47	137		78	576	71	57	139	111
	HV	1	1	0	0	0		2	4	0	0	1	0
	Bus	0	0	0	0	0		0	0	15	7	0	0
	Tram					8						6	
Weekend	Cars	103	243	26	79	227		51	378	46	53	128	102
	HV	1	1	0	0	0		2	3	0	0	1	0
	Bus	0	0	0	0	0		0	0	8	4	0	0
	Tram					6						6	

Table 9 Option C Volumes at Gordon Street, Anzac Highway and Old Tapleys Hill Road

Period	Veh Type	Gordon Street			Anzac Hwy (E)			Old Tapleys Hill Rd			Anzac Hwy (W)		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Cars	48	167	262	161	245	29	44	214	40	39	379	103
	HV	1	5	3	5	10	0	1	1	2	1	11	2
	Bus	0	0	8	10	0	0	0	0	0	0	4	2
PM	Cars	55	161	200	161	367	35	98	311	65	40	484	223
	HV	0	1	0	0	1	0	0	4	0	0	3	1
	Bus	0	0	7	13	0	0	0	0	0	0	7	2

2.7 Calibration and Validation

2.7.1 Heavy Vehicles

Heavy vehicle calibration is discussed in Section 2.4.1

2.7.2 Gap Acceptance

All models are signalised intersections, and all movements receive their own phase. Gap acceptance calibration is not required.

2.7.3 Saturation Flows

SCATS data has been made available for the Gordon Street/Partridge Street intersection (TS313). This allows the methods outlined in the DIT Traffic Modelling Guidelines (section 4.1.13) to be followed for calibrating saturation flow for signalised intersections.

The basic saturation flow initially input into the model will be 1800tcu/h, as outlined in Table 5.4.2 of the SIDRA User Guide. The basic saturation flow is based on the intersection have average to poor conditions due to the intersection layout, as well as the proximity of parking and pedestrians.

The basic saturation flow calculated at Gordon Street/Partridge Street will be used to inform the Moseley Street/Jetty Road junction.

2.8 Existing Public Transport Delays – Moseley Street

The key outcome of the document is the impact of each option on public transport. Current delays to public transport due to the existing intersection are needed to provide context to the public transport delays within the model outputs.

Rather than modelling (and therefore calibrating) the existing unsignalised intersection of Moseley Street and Jetty Road to determine existing delays, CCTV footage at the junction provided by Council was used to calculate the average delay for public transport in each peak hour.

The recordings were taken on Sunday and Monday 13th and 14th of April. The delays experienced at AM, PM and Weekend peaks by buses are highlighted below:

Table 10 Existing Public Transport Delay Summary

Period	Moseley Street (Left)	Jetty Road (Right)
AM	8 sec	16 sec
PM	11 sec	70 sec
Weekend	9 sec	10 sec

The delays are minimal at this intersection, with the exception of the PM peak on Jetty Road. This occurs in a scenario where a queue forms behind vehicles turning right from Moseley Street onto Jetty Road, and does not allow for a left-turning bus to pass into the left lane. This is not a true reflection of the delay taken to turn left, but is a reflection of how bus queues can dramatically spike during peak hours.

It should be noted that no tram delays were experienced at the Moseley Street junction throughout the entire video period, which included an hour before and after each peak hour.

There are less than 10 buses in each peak hour, which does not provide a large sample size. In the PM on Jetty Road, one bus that takes over 4 minutes to complete its turn skews the average, whilst in the other periods, the occasion bus that encounters no queue drops the average down dramatically.

For comparison, the average of all vehicle delays is highlighted below. This would likely reflect the true delay experienced by buses, as buses are subject to identical conditions. Buses would be expected to perform worse than these averages, as a bus will require a greater gap to enter the intersection.

Table 11 Existing All Vehicle Delay Summary

Period	Moseley Street (Left)	Jetty Road (Right)
AM	2 sec	11 sec
PM	21 sec	31 sec
Weekend	22 sec	30 sec

2.9 Omissions from Current Scope

2.9.1 Surrounding Intersections

As Jetty Road and all surrounding local roads are under the care and control of Council, these intersections have been assumed to be excluded from the scope of this modelling exercise.

The DIT intersections of Brighton Road/Jetty Road, Brighton Road/Tapleys Hill Road/ANZAC Highway and Pier Street/Diagonal Road/Brighton Road are also assumed to be out of scope. The closure is only expected to impact roads locally within Glenelg, with all vehicles expected to enter and depart the suburb at the same locations they currently do, with the exception of vehicles previously using Colley Street, which are expected to utilise other north-south Council roads. The AIMSUN model suggests the worst increase to a DIT road will be a 0.5% increase on Brighton Road for southbound vehicles.

2.9.2 Base Model

No base model is required, as the Moseley Street and Jetty Road junction is going from unsignalised to signalised. Existing delays are calculated manually through CCTV footage rather than via a modelled scenario.

2.9.3 Future Volumes

No indication of future periods or growth factors have been provided by Council. It is important to note that the objectives of reducing car dependency and increasing pedestrian movements within the coastal zone will likely change vehicle behaviours at this intersection. This may likely see future vehicle volumes reduced.

3 Model Construction

3.1 Intersection Inputs

Table 12 Intersection Input Summary – Moseley

Site Name	Moseley Street/Jetty Road Intersection		
Approach	S	E	N
Name	Moseley Street	Jetty Road	Jetty Road
Approach Distance	+500m	+500m	420m

Table 13 Intersection Input Summary – Gordon/Partridge

Site Name	Gordon Street/Partridge Street/Jetty Road Intersection			
Approach	S	E	N	W
Name	Partridge Street	Jetty Road	Gordon Street	Jetty Road
Approach Distance	+500m	220m	200m	400m

Table 14 Intersection Input Summary – Anzac/Gordon/Old Tapleys Hill

Site Name	Anzac Highway/Gordon Street/ Old Tapleys Hill Road Intersection			
Approach	S	E	N	W
Name	Gordon Street	Anzac Highway	Old Tapleys Hill Road	Anzac Highway
Approach Distance	180m	190m	350m	280m

3.2 Movement Definitions

Movement classes are separated into light vehicles, heavy vehicles, buses and trams. This enables the public transport results to be separated from passenger vehicles.

3.3 Lane Geometry

Two lane geometries will be used on Jetty Road, one for Option A and one for Options B and C. The only difference from the modelled lane geometry is a small change to the left-turn lane on Jetty Road (East).

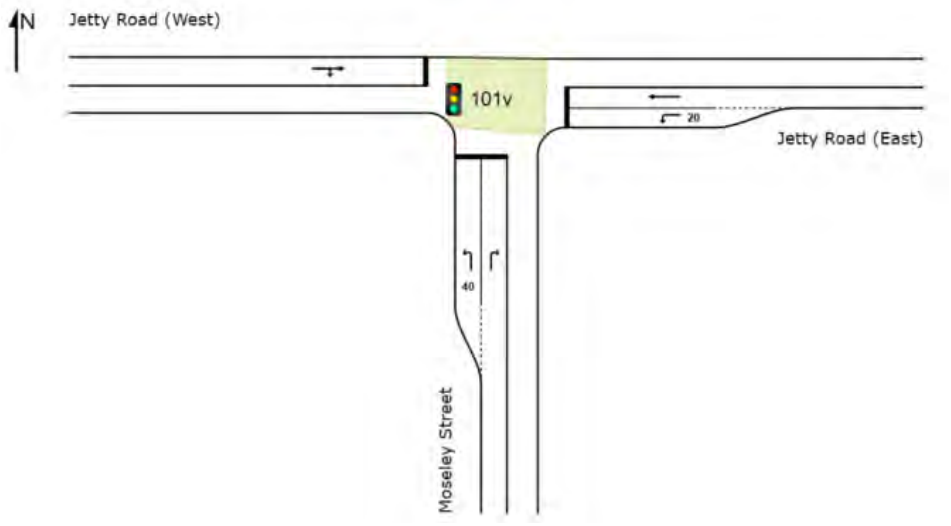


Figure 5 Moseley Street and Jetty Road Junction Layout – Option A

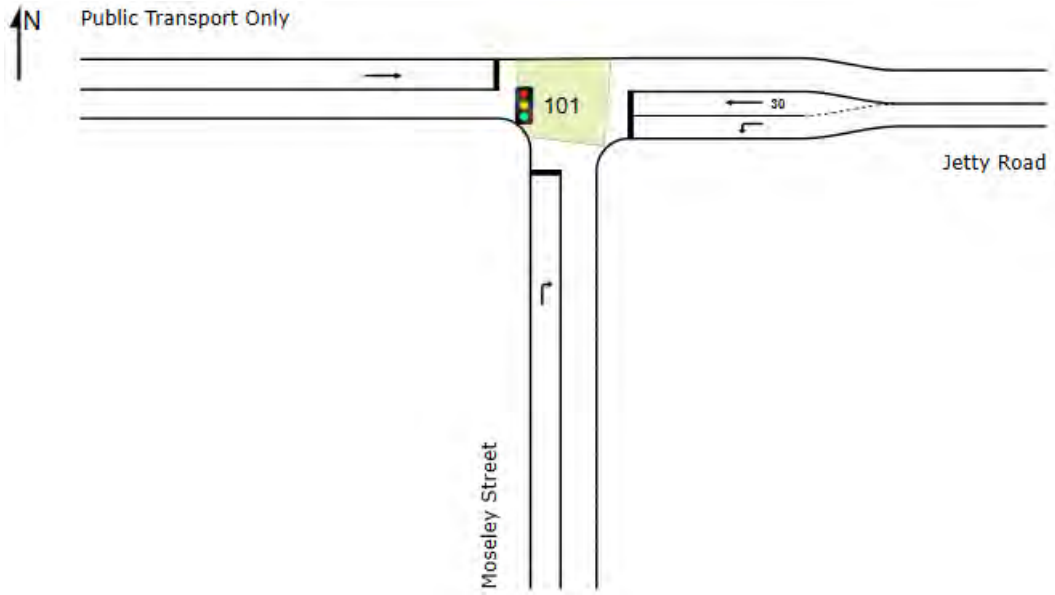


Figure 6 Moseley Street and Jetty Road Junction Layout – Option B and C

The same lane geometry for Gordon Street and Partridge Street will be used for all options, as no alterations to the junction from existing will be proposed as part of the modelling exercise.

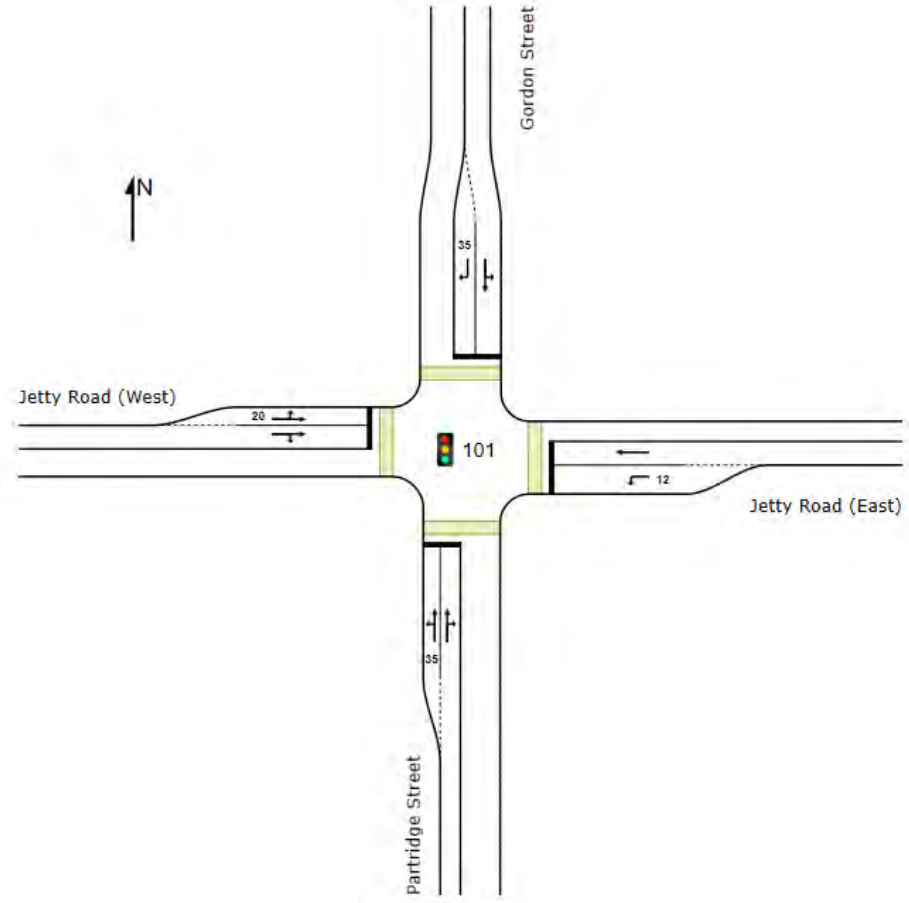


Figure 7 Gordon Street, Partridge Street and Jetty Road Junction Layout – All Options

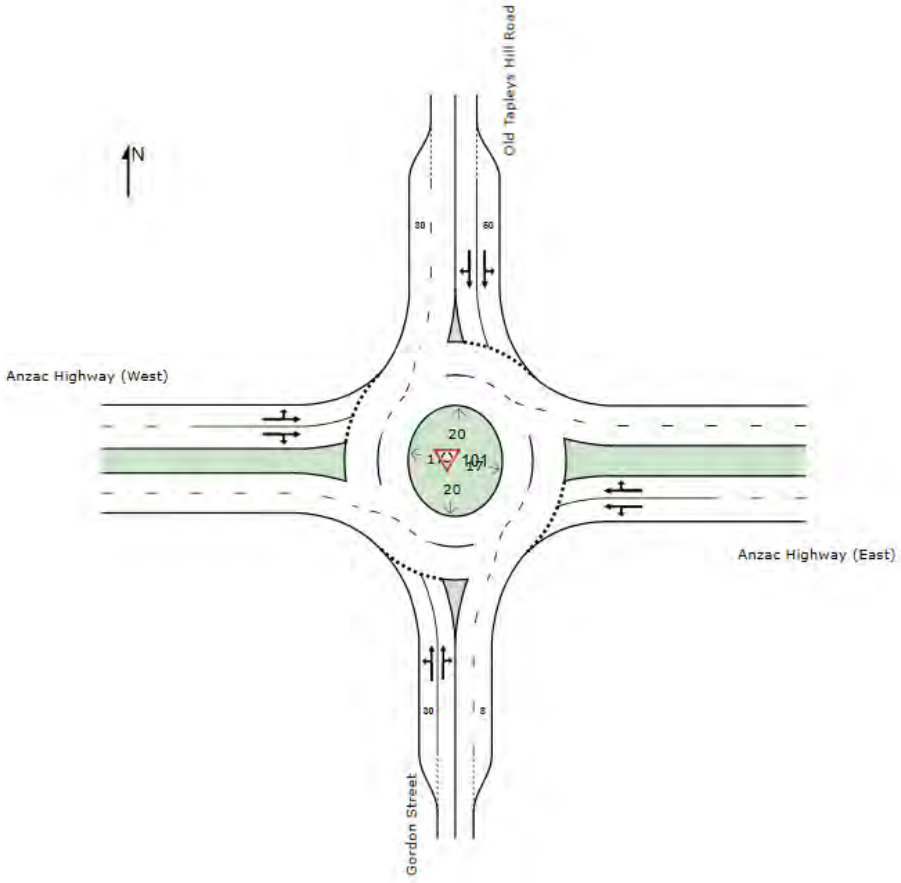


Figure 8 Anzac Highway, Gordon Street and Old Tapleys Hills Road Junction Layout – All Options

3.4 Pedestrians

There are no dedicated pedestrian volumes in the model, but rather pedestrians are assumed to run in every phase in each peak hour. Pedestrian volumes were recorded on the 13th and 14th of April on Council CCTV cameras crossing Moseley Street for additional context:

- AM Peak: 116 pedestrians
- PM Peak: 374 pedestrians
- Weekend Peak: 893 pedestrians

It is assumed that all options include a scramble crossing. The crossing distance between the diagonal kerb ramps is approximately 24m, meaning a pedestrian clearance time of 20 seconds is required at the junction.

At Gordon Street and Partridge Street, the pedestrian crossings are dictated by the information in the SCATS summary:

Table 15 Pedestrian Clearance Time at Gordon/Partridge Intersection

	Clearance 1 Time	Clearance 2 Time	AM Activation	PM Activation
Partridge Street	11 sec	4 sec	54.9%	66.7%
Jetty Road (E)	10 sec	4 sec	35.3%	40.5%

	Clearance 1 Time	Clearance 2 Time	AM Activation	PM Activation
Gordon Street	9 sec	4 sec	64.7%	69.0%
Jetty Road (W)	10 sec	4 sec	33.3%	42.9%

It is assumed that the PM pedestrian actuation matches the weekend pedestrian actuation.

3.5 Volume Data

Table 16 Volume Data Inputs – All Intersections

	All Legs
Volumes	See Section 2.6
Unit Time for Volumes	60 Minutes
Peak Flow Period	30 Minutes
Volume Data Method	Separate
Peak Flow Factor	95%

3.6 Saturation Flows

Saturation flows have been calibrated in the model, based on SCATS maximum flow recordings from Tuesday the 6th of February 2024.

Lane	Measured	Estimate	Output	Adjustment	Final Sat Flow
Gordon - Through/Left	1545	1800	1830	0.86	1520
Gordon - Right	1579	1800	1705	0.84	1667
Partridge - Left/Through	1165	1800	1643	0.88	1276
Partridge - Through/Right	1488	1800	1764	0.88	1518
Jetty (W) - Left	1698	1800	1687	0.84	1812
Jetty (E) - Left	1748	1800	1803	0.83	1745

These numbers are used to calibrate the new Moseley Street signals:

- Moseley (Left/Right) – 1667
- Jetty (Left) – 1812
- Jetty (Through) – 1800
- Jetty (Through/Right) – 1518

These are all based upon what has been deemed to be the most similar movement from the Gordon/Partridge junction. Note that there are no detectors for the Jetty Road through movement due to the tram line, so therefore Jetty Road through movements are assumed to be the default 1800.

3.7 Phasing

Phasing at Gordon Street and Partridge Street is based on the SCATS data provided by DIT.

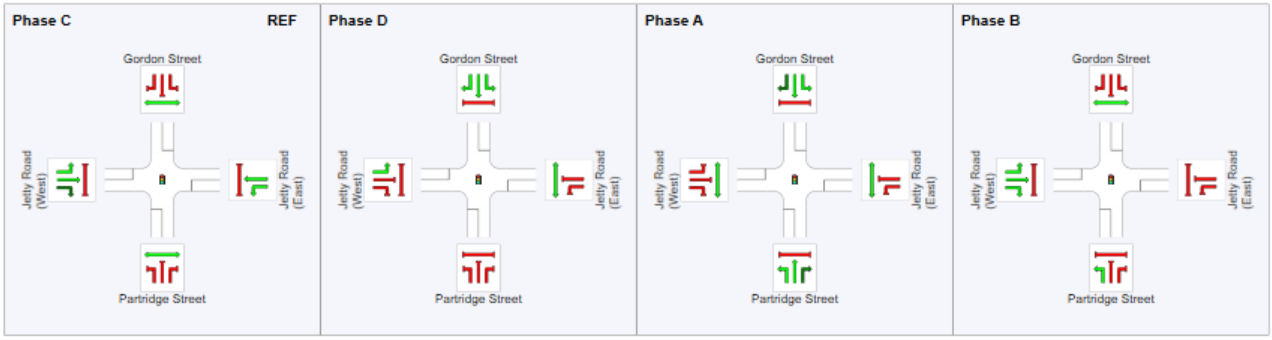


Figure 9 Phasing at Gordon/Partridge Intersection

Phase times are also taken from SCATS data. Weekend phasing is assumed to match the PM peak.

Peak Period	Phase A	Phase B	Phase C	Phase D
AM	29 sec	9 sec	25 sec	7 sec
PM	39 sec	11 sec	28 sec	8 sec

Note that Phase B and D phase times are low as these phases are not activated in all cycles. Phase B is activated 68.6% and 78.6% of AM and PM peaks respectively, and Phase D is activated 56.9% and 64.3% of the time.

Phasing for each option at Moseley Street is more complicated, with each peak period and each option requiring differing cycle times and phase diagrams. Practical cycle time with a default maximum cycle time of 150 seconds was used as a setting for Option A due to model underperformance with user selected cycle times. A user-given cycle time for all Moseley Street signals of 90 seconds has been selected for Option B and C, to match the highest cycle time on the adjacent Gordon Street and Partridge Street intersection. Yellow time is set to 3.0 seconds as outlined in Table 1 of the DIT Traffic Signal Standard, due to a 30km/h approach on all legs. Red time is set to 2.0 seconds.

Option A allows all existing movements from all vehicles. On Moseley Street, a 40m short lane allows vehicles to turn left from Moseley Street onto Jetty Road to reduce queueing on Moseley Street, and reduce the phase time required.

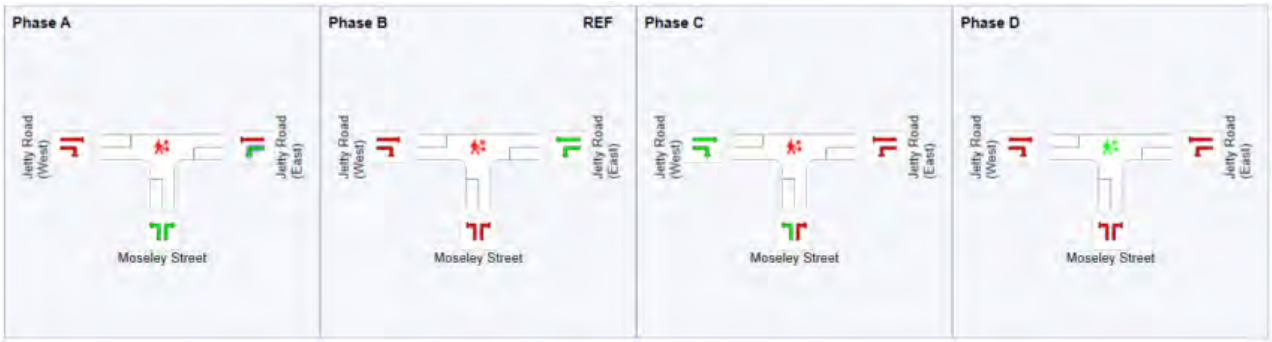


Figure 10 Option A Signal Phasing

Table 17 Option A Cycle and Phase Times

Peak Period	Cycle Time	Phase A	Phase B	Phase C	Phase D
AM	90 sec	22 sec	13 sec	30 sec	25 sec
PM	130 sec	17 sec	22 sec	65 sec	26 sec
Weekend	150 sec	32 sec	33 sec	59 sec	26 sec

Option B also allows all movements, although travelling westbound on Jetty Road beyond Moseley Street is limited to public transport only. All passenger vehicles must turn from Jetty Road to Moseley Street (and vice versa) in Option B, meaning phases B and C are for public transport only and have a phase frequency below 100%. The left turn from Moseley Street onto Jetty Road is removed for Option B, as there is no longer a dedicated left turn lane, and left turn volumes are reduced significantly with movement ban to passenger vehicles.

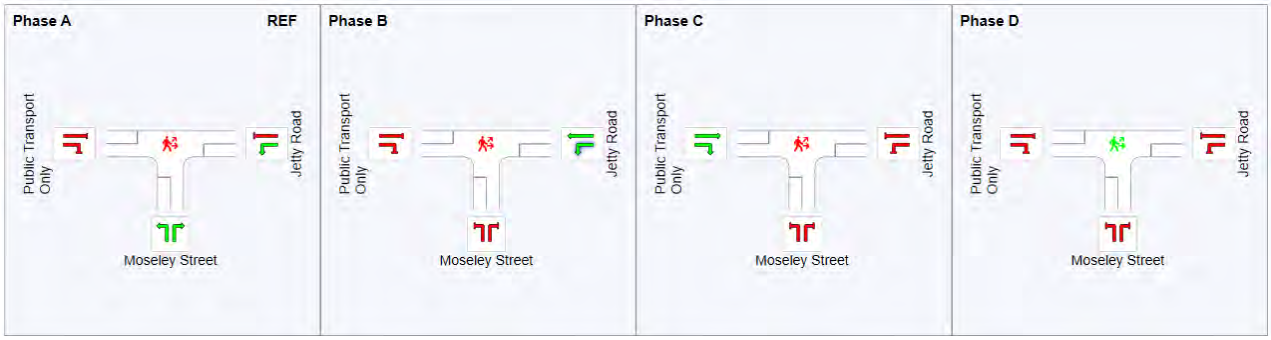


Figure 11 Option B Signal Phasing

For Option B (and Option C), the phase time has been changed to 90 seconds, to reflect a similar phase time to the adjacent Gordon Street/Partridge Street junction.

Minor phase actuation within the vehicle movement data tab has been turned on to allow the SIDRA model to update the phase frequency. The phase frequency of phases that are not actuated in every cycle are highlighted in brackets.

Table 18 Option A Cycle and Phase Times

Peak Period	Cycle Time	Phase A	Phase B	Phase C	Phase D
AM	90 sec	53 sec	6 sec (32.5%)	6 sec (32.5%)	25 sec (94.4%)
PM		52 sec	7 sec (34.1%)	4 sec (25.5%)	27 sec
Weekend		52 sec	3 sec (23.7%)	3 sec (19.8%)	32 sec

In Option C, only trams travel eastbound from Jetty Road (West), meaning no buses are required to turn right. Phases B and C can be combined into one phase, as none of these movements clash each other anymore.

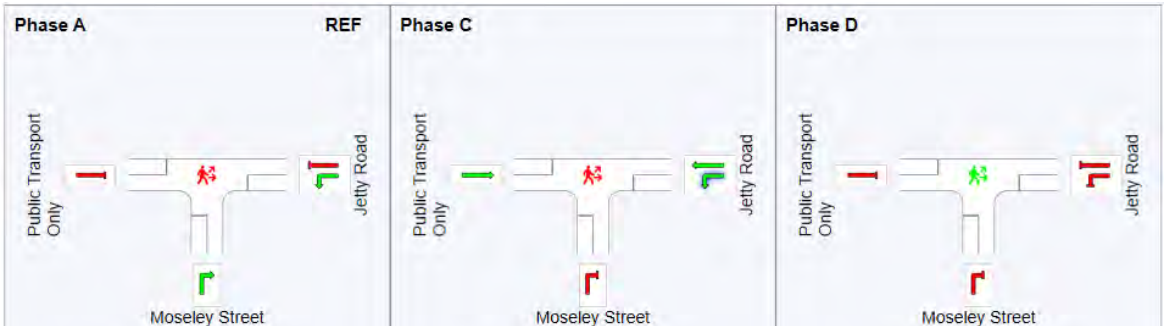


Figure 12 Option C Signal Phasing

Table 19 Option A Cycle and Phase Times

Peak Period	Cycle Time	Phase A	Phase B	Phase C	Phase D
AM	90 sec	58 sec	-	6 sec (47.2%)	26 sec (94.4%)
PM		55 sec	-	8 sec (43.2%)	27 sec
Weekend		54 sec	-	5 sec (34.1%)	31 sec

3.8 Roundabout

Roundabout geometry was measured on an aerial image of the junction, and completed in accordance with the SIDRA Intersection 9 User Guide, Page 236.

Table 20 Roundabout Geometry – Gordon Street / Anzac Highway / Old Tapleys Hill Road

	Gordon Street	Anzac Highway (E)	Old Tapleys Hill Road	Anzac Highway (W)
Circulating Width	11.0m			
Island Diameter	20.0m	17.0m	20.0m	17.0m
Entry Radius	9.5m	27.3m	13.7m	12.4m
Entry Angle	59.3°	40.0°	61.5°	37.8°

A sketch of the geometry calculations can be found in Appendix B.

4 Model Result Summary

The following is a summary of all SIDRA results at all modelled junctions. Further analysis of the relevant information is dissected in further detail in Section 5.

4.1 Degree of Saturation

Table 21 Degree of Saturation Summary – Moseley Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A	*Moseley Street*	0.517	0.345	0.795
	Jetty Road (E)	0.790	0.902	1.133
	Jetty Road (W)	0.835	0.885	1.105
	TOTAL INTERSECTION	**0.835**	**0.902**	**1.133**
Option B	*Moseley Street*	0.563	0.337	0.866
	Jetty Road (E)	0.549	0.681	0.716
	Jetty Road (E) – PT Lane	0.462	0.369	0.615
	Jetty Road (W)	0.528	0.508	0.602
	TOTAL INTERSECTION	**0.563**	**0.681**	**0.866**
Option C	*Moseley Street*	0.510	0.316	0.831
	Jetty Road (E)	0.512	0.645	0.682
	Jetty Road (E) – PT Lane	0.462	0.307	0.410
	Jetty Road (W)	0.376	0.151	0.301
	TOTAL INTERSECTION	**0.512**	**0.645**	**0.831**

Table 22 Degree of Saturation Summary – Gordon Street and Partridge Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A (and Existing)	*Partridge Street*	0.662	1.021	0.517
	Jetty Road (E)	0.468	0.420	0.737
	Gordon Street	0.674	1.022	0.597
	Jetty Road (W)	0.545	0.580	0.730
	TOTAL INTERSECTION	**0.674**	**1.021**	**0.737**
Option B	*Partridge Street*	0.669	1.028	0.603
	Jetty Road (E)	0.493	0.427	0.737
	Gordon Street	0.683	1.032	0.651
	Jetty Road (W)	0.572	0.602	0.757
	TOTAL INTERSECTION	**0.683**	**1.032**	**0.757**
Option C	*Partridge Street*	0.670	1.031	0.604
	Jetty Road (E)	0.500	0.461	0.766
	Gordon Street	0.687	1.046	0.655
	Jetty Road (W)	0.602	0.637	0.803
	TOTAL INTERSECTION	**0.687**	**1.046**	**0.803**

Table 23 Degree of Saturation Summary – Anzac Highway and Gordon Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A (and Existing)	*Gordon Street*	0.500	0.487	0.630
	Anzac Highway (E)	0.248	0.385	0.500
	Old Tapleys Hill Road	0.375	0.615	0.620
	Anzac Highway (W)	0.341	0.446	0.455
	TOTAL INTERSECTION	**0.500**	**0.615**	**0.630**
Option B	*Gordon Street*	0.501	0.488	0.641
	Anzac Highway (E)	0.248	0.385	0.504
	Old Tapleys Hill Road	0.373	0.610	0.629
	Anzac Highway (W)	0.336	0.439	0.468
	TOTAL INTERSECTION	**0.501**	**0.610**	**0.641**
Option C	*Gordon Street*	0.508	0.498	0.647
	Anzac Highway (E)	0.248	0.385	0.504
	Old Tapleys Hill Road	0.371	0.607	0.627
	Anzac Highway (W)	0.324	0.431	0.462
	TOTAL INTERSECTION	**0.508**	**0.607**	**0.647**

4.2 Average Delay

Table 24 Average Delay Summary – Moseley Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A	*Moseley Street*	17.8	20.0	32.2
	Jetty Road (E)	39.3	81.6	125.0
	Jetty Road (W)	42.5	47.0	173.3
	TOTAL INTERSECTION	**30.4**	**49.4**	**102.8**
Option B	*Moseley Street*	17.0	15.4	31.1
	Jetty Road (E)	16.2	19.9	23.7
	Jetty Road (E) – PT Lane	58.3	57.6	69.0
	Jetty Road (W)	56.3	58.7	63.1
	TOTAL INTERSECTION	**17.8**	**19.8**	**28.0**
Option C	*Moseley Street*	13.6	13.5	25.4
	Jetty Road (E)	11.8	15.7	20.1
	Jetty Road (E) – PT Lane	56.6	53.8	62.6
	Jetty Road (W)	55.1	49.4	57.3
	TOTAL INTERSECTION	**13.7**	**16.0**	**23.2**

Table 25 Average Delay Summary – Gordon Street and Partridge Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A (and Existing)	*Partridge Street*	22.3	82.6	21.8
	Jetty Road (E)	34.2	43.0	55.1
	Gordon Street	23.3	96.4	24.5
	Jetty Road (W)	23.1	35.4	33.3
	TOTAL INTERSECTION	**24.7**	**75.5**	**32.5**
Option B	*Partridge Street*	22.5	86.1	25.1
	Jetty Road (E)	35.1	43.6	55.1
	Gordon Street	23.5	101.9	26.5
	Jetty Road (W)	24.1	36.3	35.2
	TOTAL INTERSECTION	**25.2**	**78.7**	**34.0**
Option C	*Partridge Street*	22.5	87.2	25.1
	Jetty Road (E)	35.2	44.2	56.6
	Gordon Street	23.8	109.3	26.1
	Jetty Road (W)	24.7	36.9	36.6
	TOTAL INTERSECTION	**25.4**	**82.4**	**34.4**

Table 26 Average Delay Summary – Anzac Highway and Gordon Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A (and Existing)	*Gordon Street*	8.8	9.6	12.4
	Anzac Highway (E)	5.5	7.6	8.5
	Old Tapleys Hill Road	7.9	10.7	10.8
	Anzac Highway (W)	6.4	6.7	7.2
	TOTAL INTERSECTION	**7.1**	**8.3**	**9.3**
Option B	*Gordon Street*	8.9	9.6	12.6
	Anzac Highway (E)	5.5	7.5	8.6
	Old Tapleys Hill Road	7.8	10.6	11.1
	Anzac Highway (W)	6.4	6.6	7.3
	TOTAL INTERSECTION	**7.1**	**8.3**	**9.4**
Option C	*Gordon Street*	8.9	9.8	12.8
	Anzac Highway (E)	5.5	7.6	8.6
	Old Tapleys Hill Road	7.8	10.5	11.0
	Anzac Highway (W)	6.3	6.6	7.3
	TOTAL INTERSECTION	**7.1**	**8.3**	**9.5**

4.3 Queue Lengths

Table 27 Queue Length Summary – Moseley Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A	*Moseley Street*	58.0	34.3	148.6
	Jetty Road (E)	46.3	84.5	160.3
	Jetty Road (W)	131.6	302.6	532.2
	TOTAL INTERSECTION	**131.6**	**302.6**	**532.2**
Option B	*Moseley Street*	104.3	53.5	239.9
	Jetty Road (E)	98.8	140.3	153.5
	Jetty Road (E) – PT Lane	24.1	23.0	17.6
	Jetty Road (W)	24.7	18.0	15.4
	TOTAL INTERSECTION	**104.3**	**140.3**	**239.9**
Option C	*Moseley Street*	91.5	49.7	215.9
	Jetty Road (E)	87.1	127.6	143.0
	Jetty Road (E) – PT Lane	24.1	22.3	16.4
	Jetty Road (W)	17.6	9.7	10.9
	TOTAL INTERSECTION	**91.5**	**127.6**	**215.9**

Table 28 Queue Length Summary – Gordon Street and Partridge Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A (and Existing)	*Partridge Street*	63.3	146.4	62.4
	Jetty Road (E)	40.7	41.6	78.1
	Gordon Street	84.3	358.8	92.4
	Jetty Road (W)	48.5	61.0	54.4
	TOTAL INTERSECTION	**84.3**	**358.8**	**92.4**
Option B	*Partridge Street*	64.4	150.8	69.9
	Jetty Road (E)	42.8	43.4	78.1
	Gordon Street	86.0	371.6	103.8
	Jetty Road (W)	50.2	63.0	57.3
	TOTAL INTERSECTION	**86.0**	**371.6**	**103.8**
Option C	*Partridge Street*	64.5	151.9	69.9
	Jetty Road (E)	43.0	44.1	80.6
	Gordon Street	86.6	385.3	104.0
	Jetty Road (W)	51.4	64.4	59.3
	TOTAL INTERSECTION	**86.6**	**385.3**	**104.0**

Table 29 Average Delay Summary – Anzac Highway and Gordon Street Junction

		AM Peak	PM Peak	Weekend Peak
Option A (and Existing)	*Gordon Street*	24.7	23.5	36.4
	Anzac Highway (E)	10.0	17.6	27.3
	Old Tapleys Hill Road	13.5	29.6	30.4
	Anzac Highway (W)	14.3	20.9	22.0
	TOTAL INTERSECTION	**24.7**	**29.6**	**36.4**
Option B	*Gordon Street*	24.8	23.5	37.6
	Anzac Highway (E)	10.0	17.6	27.7
	Old Tapleys Hill Road	13.4	29.2	31.1
	Anzac Highway (W)	14.0	20.4	23.2
	TOTAL INTERSECTION	**24.8**	**29.2**	**37.6**
Option C	*Gordon Street*	25.9	24.8	38.7
	Anzac Highway (E)	10.0	17.6	27.7
	Old Tapleys Hill Road	13.3	29.0	31.0
	Anzac Highway (W)	12.9	19.3	22.4
	TOTAL INTERSECTION	**25.9**	**29.0**	**38.7**

5 Interpretation of Results

The delay for public transport at this intersection has been determined by the model, and compared to the measured delay at Jetty Road. Each public transport movement is broken down below.

5.1 Moseley Street Junction

5.1.1 Clockwise Bus Routes (167/168/H20/J1/J2)

Clockwise bus routes do not change in any option. Previous delays were limited to the Gordon Street leg, as travelling westbound on Jetty Road provides priority over all movements, with no delay experienced by these buses.

In Option A, the intersection layout remains near identical on Jetty Road (East) and additional delay is experienced by waiting at the signals. All vehicles (including trams and buses) experience the same delay, as the signal effects all vehicles equally. In Option B, these buses (along with the tram) have a dedicated lane to store in. The dominant phase is the right angle passenger vehicle phase, with buses or trams coming from either direction setting off a new phase that stops Moseley Street and allows all public transport on Jetty Road to move. Option C acts similar to Option B, however there is no demand for buses on Jetty Road (West) and therefore more phase time can be provided to other phases.

The following table highlights the delay expected to be experienced by buses in all options.

Table 30 Results of Modelling on Clockwise Bus Routes

	AM Peak Delay (sec)	PM Peak Delay (sec)	Weekend Peak Delay (sec)
Existing		0.0	
Option A	55.6	104.4	249.0
Option B	58.3	57.6	69.0
Option C	58.6	53.8	62.6

It can be seen that an additional minute delay is experienced by clockwise buses in Option B and C. This extends to up to 4 minutes in Option A, specifically during the weekend peak.

5.1.2 Southbound Bus Routes (265/300)

Southbound buses experience delays on Jetty Road, turning right into Moseley Street. The follow table compares these recorded delays against the delay on the western leg of Jetty Road.

Table 31 Results of Modelling on Southbound Bus Routes

	AM Peak Delay (sec)	PM Peak Delay (sec)	Weekend Peak Delay (sec)
Existing (All Traffic)	7.8	11.0	9.0
Existing (Bus Only)	2.4	18.2	21.7
Option A	42.5	47.0	173.3
Option B	57.9	59.9	64.7
Option C	11.8	15.7	20.1

Option C is the best performing option because only buses have been shifted onto Jetty Road (East) due to the road closure. Option B has a similar delay of one minute as similar to the clockwise buses, and Option A has a similar delay to Option B, although this increases to 3 minutes on weekend peaks.

5.1.3 Northbound Bus Routes (190/265/300)

Northbound buses experience delay when turning left from Moseley Street onto Jetty Road. Whilst this movement should experience a similar delay to the right turn from Jetty Road onto Moseley Street, additional delays occur due to the queue of right-turning vehicles exceeding the short left-turn lane.

Table 32 Results of Modelling on Northbound Bus Routes

	AM Peak Delay (sec)	PM Peak Delay (sec)	Weekend Peak Delay (sec)
Existing (All Traffic)	10.7	30.7	30.3
Existing (Bus Only)	15.8	69.3	10.0
Option A	12.0	10.5	24.0
Option B	17.3	15.6	31.4
Option C	13.6	13.5	25.4

All options maintain, if not slightly improve delay for Moseley Street buses turning left.

5.1.4 Tram Line

Tram delays during peak hours on the 8th of March, 9th of March, 13th of April and 14th of April were measured. In both direction, no additional delays were experienced at the Moseley Street intersection.

The additional delay to trams in each option can therefore be interpreted directly from Table 30 and Table 31

5.2 Gordon Street and Partridge Street Junction

5.2.1 Clockwise Buses (All Options) and Southbound Buses (Option C Only)

This considers the right-turn from Gordon Street onto Jetty Road.

	AM Peak Delay (sec)	PM Peak Delay (sec)	Weekend Peak Delay (sec)
Existing/Option A	26.4	43.3	31.8
Option B	25.8	43.5	32.9
Option C	26.2	44.1	28.8

There is almost no additional delay caused by the re-distribution of traffic or the re-rerouting of buses on this intersection, in any scenario in any peak period.

5.2.2 Northbound Buses (Option C Only)

	AM Peak Delay (sec)	PM Peak Delay (sec)	Weekend Peak Delay (sec)
Existing/Option A	19.1	29.3	26.6
Option C	20.3	29.7	27.1

As with the right turn from Gordon Street into Jetty Road, the redistribution of buses has almost no impact to delay in any scenario in any peak period.

5.3 Alternate Route (Option C) Analysis

PTSA have provided Tonkin with travel times for the existing northbound and southbound bus routes on Colley Terrace, Jetty Road and Moseley Street. Option C proposes an alteration of the route, and the travel times provided, compared with modelling results, are used to determine the difference in delay between the Exiting/Option A/Option B route and Option C.

The existing bus route takes a bus through the following intersections, where delays can occur:

- Jetty Road and Moseley Street (Current Layout)
- Adelphi Terrace and Anzac Highway
- Gordon Street and Anzac Highway

The proposed Option C re-route takes the bus through the following intersections:

- Jetty Road and Moseley Street (Option C Layout)
- Jetty Road and Gordon Street
- Gordon Street and Anzac Highway

This is highlighted on the map below.

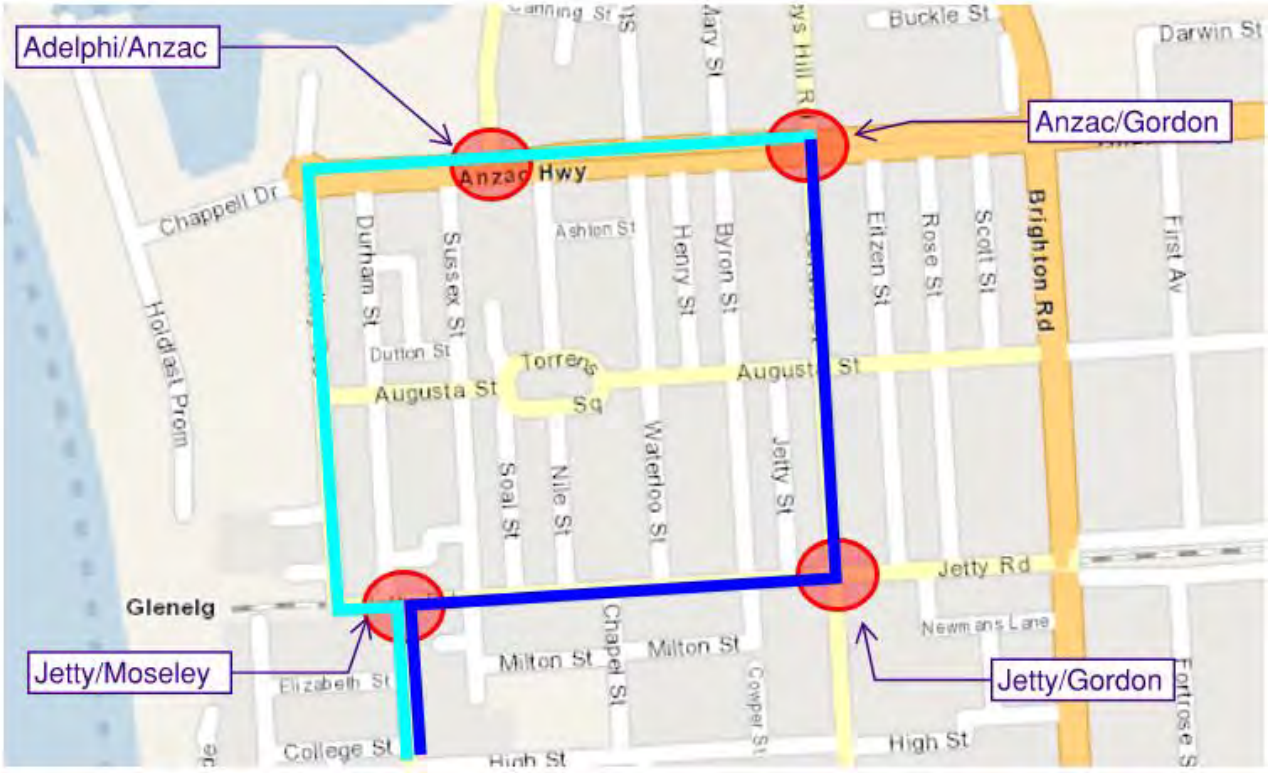


Figure 13 Option C Change of Route

Other intersections including Anzac Highway and Colley Terrace, and Gordon Street and Augusta Street are deemed to have negligible impact on the route, due to the lower number of vehicles utilising these intersections.

Data provided by PTSA summarised the total time taken for buses to move between Stop 22 Moseley Street and 21A Anzac Highway in both directions. This also highlights "Dwell" times, which are periods when the bus is stationary, however it is important to note this also includes periods where the bus is stopped at each stop, particularly at the Colley Terrace interchange. The bus delays compared were recorded during April 2024, the same month as the modelled traffic data was collected.

For Option C, buses will be required to stop at an additional stop. The current route stops at Zone A/C – Glenelg Interchange, and Stop 21B Anzac Highway. The proposed Option C route will require a bus to stop at 21D Jetty Road and both 21B and 21C on Gordon Street. A new location for the Zone A/C interchange will need to be selected in collaboration with PTSA and Council.

Option C delay is the summary of delays experienced at Moseley Street/Jetty Road and Gordon Street/Jetty Road intersections. It does not consider any midblock stoppages, or stopping at bus stops. The following table does not include travel times, only delays experienced where the bus becomes stationary.

	Existing Delay (sec)	Option C Delay (sec)	Time Remaining (sec)
Northbound AM	142.5	43.0	99.5
Northbound PM	141.2	53.1	88.1
Northbound Weekend	136.2	65.5	70.7
Southbound AM	90.9	43.1	47.8
Southbound PM	88.1	68.4	19.7
Southbound Weekend	109.8	57.6	52.2

Midblock delays and the time each bus takes at each stop in the existing scenario is unknown in both the existing scenario and Option C. The final column of the table highlights the margin that each driver has to complete their route. For example, AM northbound bus drivers have approximately 100 seconds total to stop at each of the three stops.

This table is meant to provide additional context to PTSA, and rather than provide a black-and-white comparison, provide an idea of how much time a driver can spend at the series of stops in Glenelg. Discussions with PTSA can be held to determine whether these times are reasonable for their drivers. Note that these times do not consider the extra delay that would be experienced by additional buses having to travel down Jetty Road, and having to for mid-block delays, such as waiting behind vehicles parallel parking mid-block.

6 Additional Commentary

6.1 Alternatives

The following alternatives were considered as part of the modelling process:

- A PM only right-turn ban from Jetty Road onto Partridge Street was modelled, and this significantly improves the performance of the model. The intersection only fails during the PM peak, and the failure occurs on Gordon Street, which does contain hold a range of bus routes. No further action was taken on this beyond this model.
- A zebra crossing was modelled at Moseley Street and Colley Street respectively. Given the volume of pedestrians at each crossing point (900 and over 1500 pedestrians respectively), during busy pedestrian peaks, a zebra crossing brought the intersection to a stand-still.
- A PAC was modelled at Colley Terrace at Moseley Square, as an alternative to signals at Moseley Street. This did meet LOS A, however queues back from Colley Terrace go back onto the tram line, and would cause additional delays to the tram in either direction.

6.2 Signal Priority to Public Transport

In Option B and C, public transport is delayed approximately one minute on Jetty Road no matter the scenario. This is because no setting on SIDRA has been adjusted to provide public transport with a higher chance of arriving during a green light, simulating the effect of a detector loop in the public transport lanes that provides a faster green period for public transport.

One of the key pillars of the upgrades to Jetty Road is the focus on pedestrians and public transport. Whilst providing more efficient green time to public transport would come at the impact of all other vehicles, this is an option that could be explored by NMS to reduce the additional delays caused by signals at Moseley Street and Jetty Road.

Appendix A – Concept Options Sketches

Plan: Coast Zone - Concept A

Concept A retains all private vehicle, bus and tram access along Jetty Road and Colley Terrace. A redesigned Colley Terrace that improves the pedestrian experience and retains vehicle movements. Palm trees line Colley Terrace's western side, and a wide western verge creates opportunity for street planting embedding principles of water sensitive urban design. Garden beds with integrated outdoor dining, and public seating and ornamental feature pebble seats provide respite at key points while creating a buffer between road and pathways. Illuminating the plaza after dark is feature strip lighting and tree uplighting creating a space which can transform from a space of day to night activation.

Private Vehicles:
- All private vehicle movement retained

Trams:
- Existing tram movements retained

Buses:
- All exssisting bus movements retained

Changes to road:
- Moseley Street intersection signalised for safer pedestrian crossing
- Existing road width retained
- Closure of Durham Street from Jetty Road to South of Chittleborough Lane. Remaining street converted to two way traffic management.
- Option to incorporate a left hand turn from Jetty Road onto Durham Street and retain a shared zone

Concept A
- Durham Street north of Chittleborough Lane intersection converted to two way traffic movements

Concept A with Durham St variation
- One way northbound traffic movements retained on Durham Street.
- 30 km/h zone for Jetty Road and Colley Terrace
- 10km/h zone for Durham Street to South of Chittlebough Lane

Pedestrians:
- Flush area from Colley Terrace (from Hope Street) to Jetty Road (Sussex Street)
- Flushed shared zone on Durham Street between Jetty Road and Chittleborough Lane, gives pedestrians priority
- Improved paving treatment which ties into overall Jetty Road design

Greening Opportunities including WSUD
- Palm trees on West side of Colley Terrace to provide attractive entry statement
- Verge planting integrating WSUD (Water Sensitive Urban Design) principles
- Increased trees and associated green canopy coverage

Car parks:
- Existing on-street car parking estimate - 292

Concept A
- Proposed parking loss - 29
  (loss for greening 13,
  loss for traffic changes/complaiance -16

Concept A with Durham St variation
- Proposed parking loss - 26
  (loss for greening - 13,
  loss for traffic changes/compliance - 13)

Legend

- Existing Street Tree
- Proposed Street Tree
- Asphalt
- Proposed Pavement
- Proposed Banding
- Proposed Feature Paving
- Proposed Crossing Paving
- Proposed Bollards
- Proposed Bike Racks
- Proposed Rubbish Bins
- Proposed Single Seat
- Proposed Double Seat
- Proposed Arbour Structure
- Proposed Shading Structure
- Proposed Uplighting to Trees
- Existing Light Pole
- Existing Tram Pole
- Existing CCTV Pole
- Potential Public Art Sculpture
- In-ground Strip Lighting
- Seating Pebbles
- Traffic Signal Poles
- Signal lanterns Mounted to Existing Tram Pole
- Disabled Access (DDA) Car park

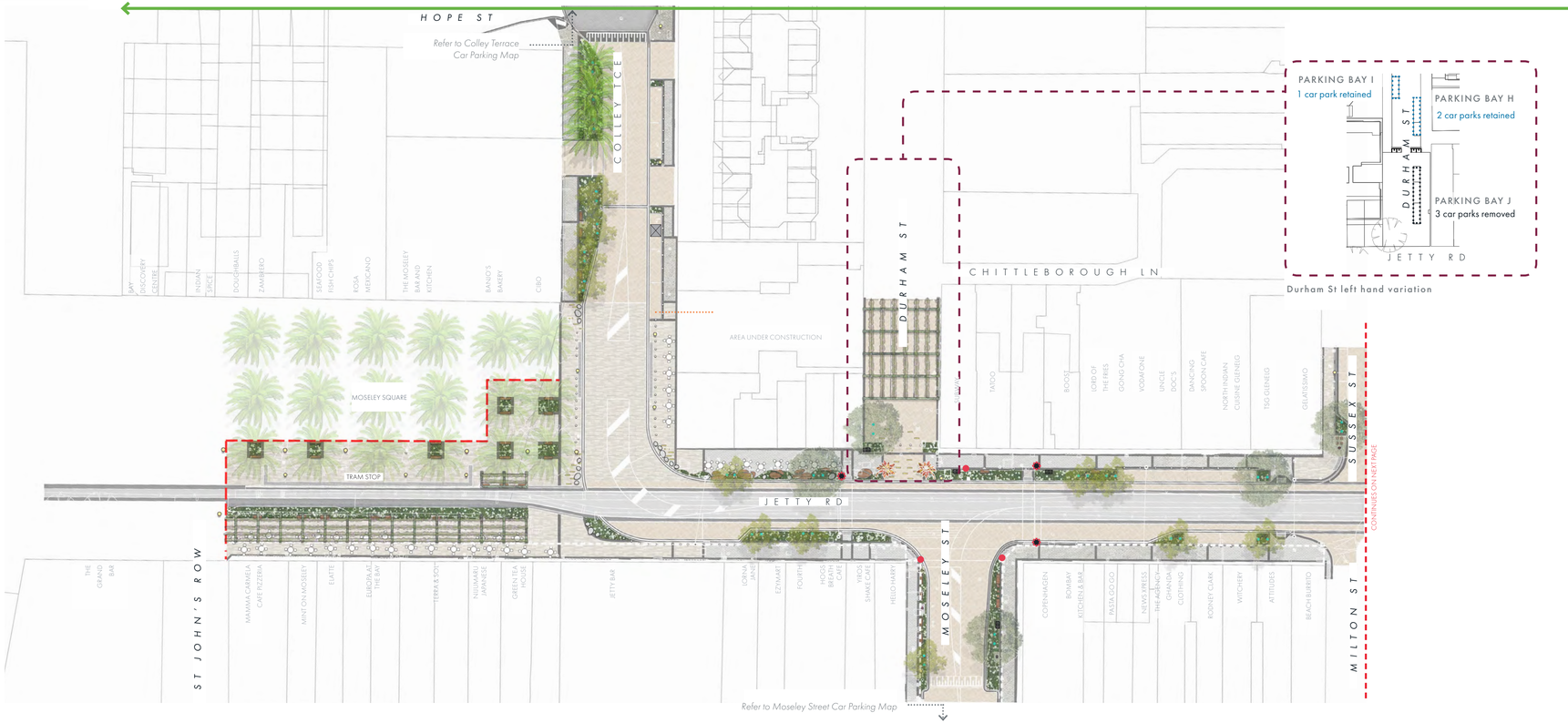
1:300 (A3)

0 5 10 20

TO BEACH

COAST ZONE

TO GORDON/PARTRIDGE ST



Plan: Coast Zone - Concept B

Concept B includes the closure of the Jetty Road / Colley Terrace corner to all traffic except trams and buses. A redesigned Colley Terrace that enhances pedestrian safety and experience. Palm trees frame both sides of the Colley Terrace entry, and a widened verges creates opportunity for street planting embedding principles of water sensitive urban design. Garden beds with integrated outdoor dining, public seating and ornamental pebble seats provide respite at key points while creating a buffer between road and pathways. Illuminating the plaza after dark is feature strip lighting and tree uplighting creating a space which can transform from a space of day to night activation.

Private Vehicles:
- Closure of Colley Terrace (Hope Street) to Jetty Road (Moseley Street) to all private vehicles
- Closure to all traffic on Durham Street between Jetty Road and South of Chitteborough Lane

Trams:
- Existing tram movements retained

Buses:
- Exisiting 2 way bus movements

Changes to road:
- Moseley Street intersection signalised for safer pedestrian crossing
- Slightly narrowed carriageway allows for minor increase in pedestrian space, outdoor dining, activation opportunities and trees/ greening
- Closure of Durham Street from Jetty Road to South of Chittleborough Lane intersection to create a shared zone
- Durham Street north of Chittleborough Lane intersection converted to two way traffic movements
- 30 km/h zone for Jetty Road and Colley Terrace
- 10km/h zone for Durham Street to South of Chittlebough Lane

Pedestrians:
- Flush area from Colley Terrace (from Hope Street) to Jetty Road (Sussex Street)
- Flush shared zone on Durham street between Jetty Road and Chittleborough Lane gives pedestrians priority
- Improved paving treatment which ties into overall Jetty Road design
- Increased pedestrian amenity and safety due to removal of private vehicles

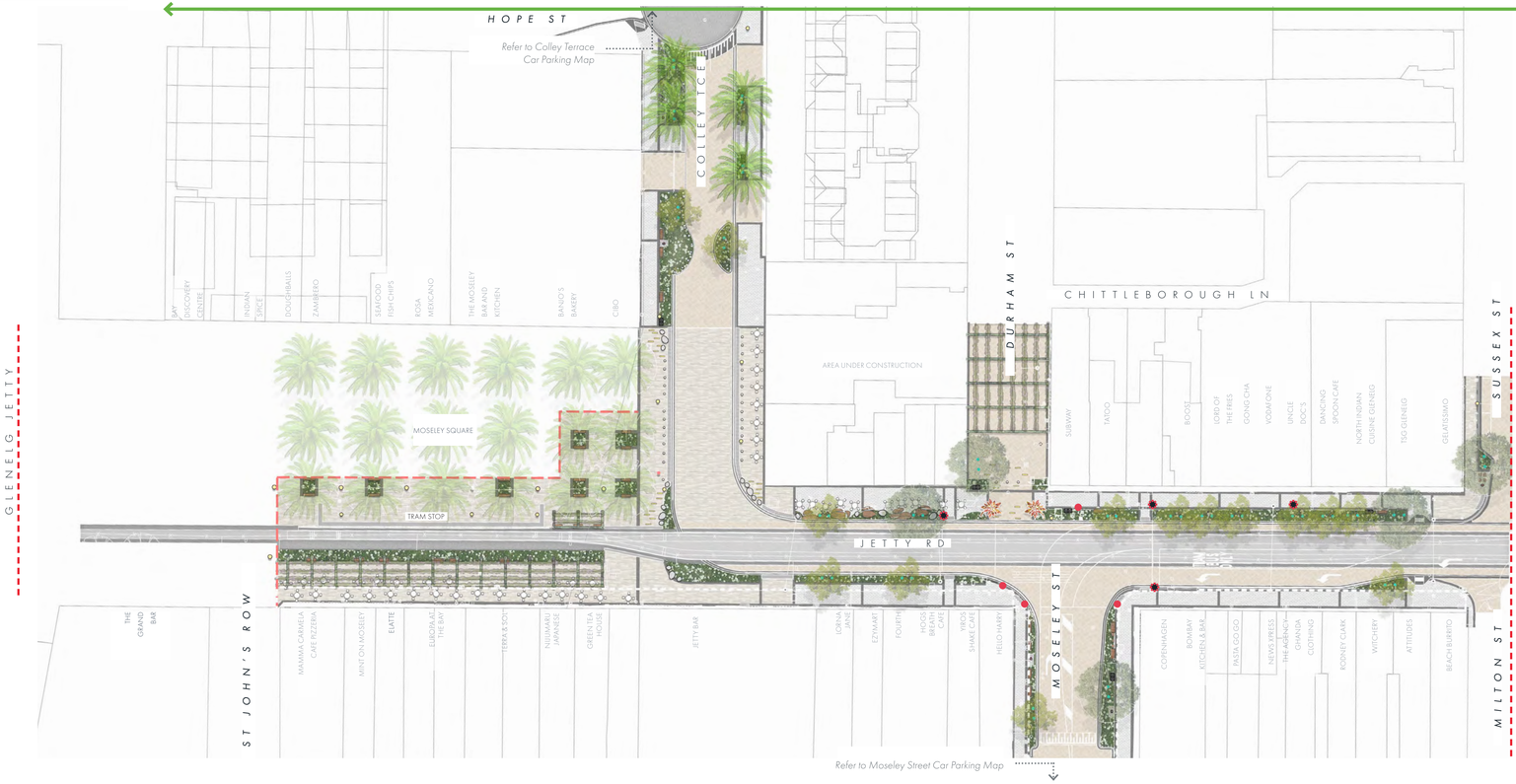
Greening Opportunities including WSUD
- Palm trees framing either side of Colley Terrace to provide attractive entry statement
- Verge planting integrating WSUD (Water Sensitive Urban Design) principles
- Increased trees and associated green canopy coverage

Car parks:
- Car parking spaces removed, refer to car parking map
- Existing on-street car parking estimate - 292
- Proposed parking loss - 42
  (loss for greening - 19
  loss for traffic changes/complaiance - 23

Legend

- Existing Street Tree
- Proposed Street Tree
- Asphalt
- Proposed Pavement
- Proposed Banding
- Proposed Feature Paving
- Proposed Crossing Paving
- Proposed Bollards
- Proposed Bike Racks
- Proposed Rubbish Bins
- Proposed Single Seat
- Proposed Double Seat
- Proposed Arbour Structure
- Proposed Shading Structure
- Proposed Uplighting to Trees
- Existing Light Pole
- Existing Tram Pole
- Existing CCTV Pole
- Potential Public Art Sculpture
- In-ground Strip Lighting
- Seating Pebbles
- Traffic Signal Poles
- Signal lanterns Mounted to Existing Tram Pole
- Disabled Access (DDA) Car park

1:300 (A3)
0 5 10 20



Plan: Coast Zone - Concept C

Concept C includes the closure of the Jetty Road / Colley Terrace corner to all traffic except trams and buses. Changes to some bus routes further reduces traffic through the Jetty Road / Colley Terrace corner, in which a shared zone gives pedestrians priority. A redesigned Colley Terrace that focuses on pedestrian safety and experience. Palm trees frame both sides of the Colley Terrace entry, and a widened verges create opportunity for street planting embedding principles of water sensitive urban design. Garden beds with integrated outdoor dining, public seating and ornamental pebble seats provide respite at key points while creating a buffer between road and pathways. Illuminating the plaza after dark is feature strip lighting and tree uplighting creating a space which can transform from a space of day to night activation.

Private Vehicles:
- Closure of Colley Terrace (Hope Street) to Jetty Road (Moseley Street) to all private vehicles
- Signalised Intersection of Moseley Street/ Jetty Road
- Closure of Durham Street to create a plaza South of Chittleborough Lane to Jetty Road

Trams:
- Existing tram movements retained

Buses:
- 1 way westbound bus movements from Moseley Street
- Changed Bus Routes and New Bus Stops
- New Moseley Street bus stops and layover
- New Gordon Street bus stops and layover

Changes to road:
- Moseley Street intersection signalised for safer pedestrian crossing
- Narrowed carriageway maximises space for pedestrians, outdoor dining, activation opportunities and trees/greening
- Closure of Durham Street from Jetty Road to South of Chittleborough Lane intersection to create a shared zone.
- Durham Street north of Chittleborough Lane intersection converted to two way traffic movements
- 30 km/h zone for Jetty Road and Colley Terrace
- 10km/h shared zones - from the Jetty Road intersection with Moseley St to the Colley Tce junction with Hope St, and Durham St between Jetty Road and Chittleborough Lane

Greening Opportunities including WSUD
- Palm trees framing either side of Colley Terrace to provide attractive entry statement
- Verge planting integrating WSUD (Water Sensitive Urban Design) principles
- Increased trees and associated green canopy coverage

Pedestrians:
- Flush area in Colley Terrace (from Hope Street) to Jetty Road (Sussex Street), and on Durham street between Jetty Road and Chittleborough Lane gives pedestrians priority, and creates a piazza feel within these areas
- Less exposure to bus movements to enhance pedestrian amenity and safety
- Improved paving treatment which ties into overall Jetty Road design
- Increased pedestrian amenity and safety due to removal of private vehicles

Car parks:
- Car parking spaces removed, refer to car parking map
- Existing on-street car parking estimate - 292
- Proposed parking loss - 60
  (loss for greening - 19
  loss for traffic changes/compliance - 41

Legend

- Existing Street Tree
- Proposed Street Tree
- Asphalt
- Proposed Pavement
- Proposed Banding
- Proposed Feature Paving
- Proposed Crossing Paving
- Proposed Bollards
- Proposed Bike Racks
- Proposed Rubbish Bins
- Proposed Single Seat
- Proposed Double Seat
- Proposed Arbour Structure
- Proposed Shading Structure
- Proposed Uplighting to Trees
- Existing Light Pole
- Existing Tram Pole
- Existing CCTV Pole
- Potential Public Art Sculpture
- In-ground Strip Lighting
- Seating Pebbles
- Traffic Signal Poles
- Signal lanterns Mounted to Existing Tram Pole
- Disabled Access (DDA) Car park

1:300 (A3)

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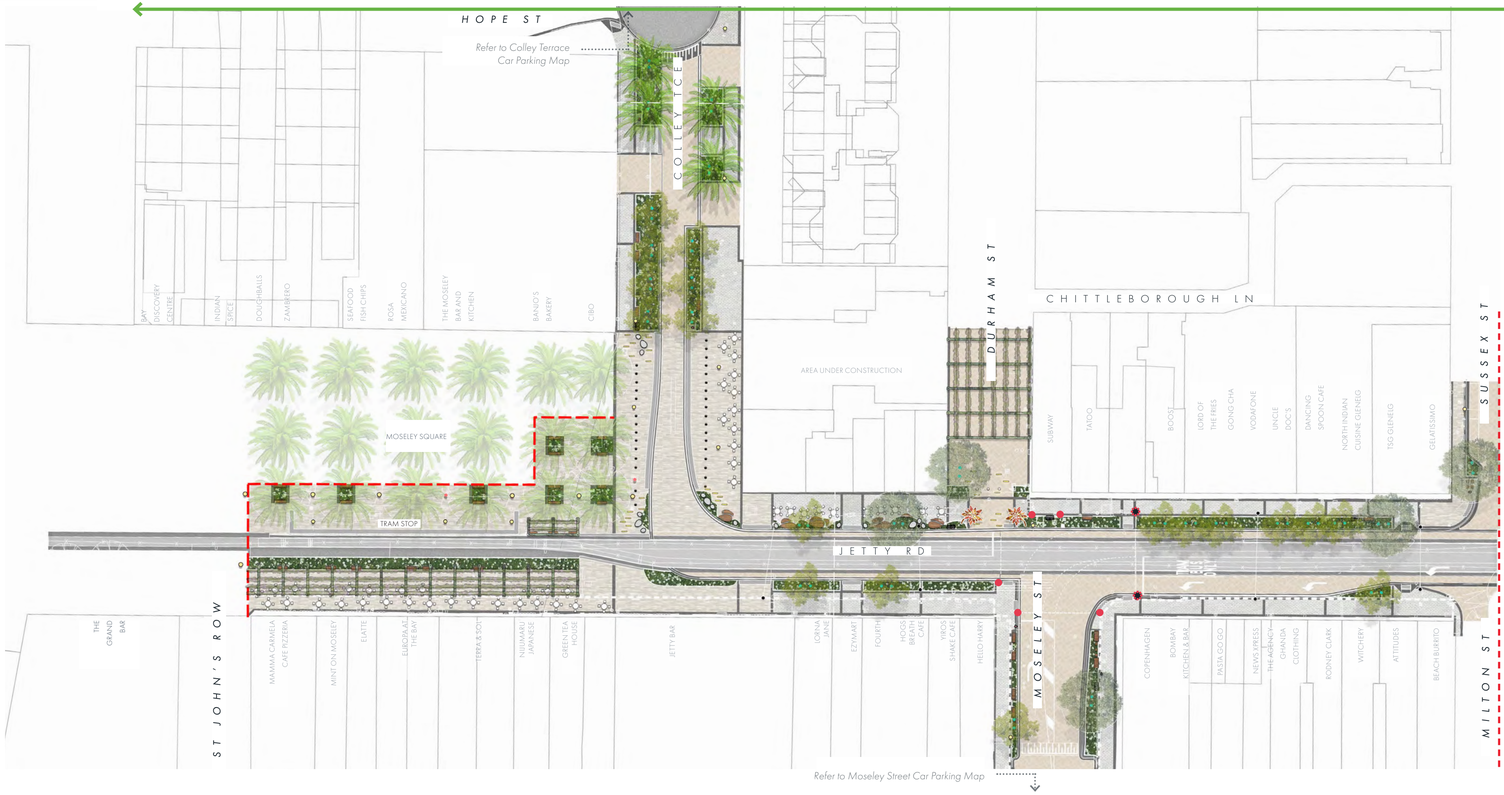


Appendix B – Roundabout Entry Angle and Entry Radius Sketch


12.43 m
13.71 m
9.49 m
27.29 m
61.5°
37.82°
39.97°
59.33°
3.91 m
4.38 m
3.85 m
4.00 m
3.84 m
4.39 m
3.59 m
3.58 m
3.25 m
3.21 m
3.30 m
3.30 m
5.46 m
3.65 m

Attachment 8

CITY OF HOLDFAST BAY

Jetty Road

Transition & Coast Zone

Final Concept Plan

Prepared for City of Holdfast Bay

Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

Our Country, 2022
88 x 119 cm Acrylic on canvas
Original artwork by
Alfred Carter
Gunaikurnai

Quality Assurance

Jetty Road, Glenelg
Transition and Coast Zone
Concept Report

Prepared for
City of Holdfast Bay

Project Number
322-0567-00-L-09-RP01

Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
01	29 April 2025	Preliminary	SG	RB/HE	HE
02	9 May 2025	Preliminary	SG/ZC	HE	HE
03	12 May 2025	Preliminary	SG	HE	HE
04	27 May 2025	Preliminary Draft	SG/ZC	RB/HE	HE
05	28 May 2025	Preliminary	SG/ZC	RB/HE	HE
06	05 June 2025	Preliminary	SG/ZC	RB/HE	HE

1 Overall Landscape Concept Plan - Transition and Coast Zone

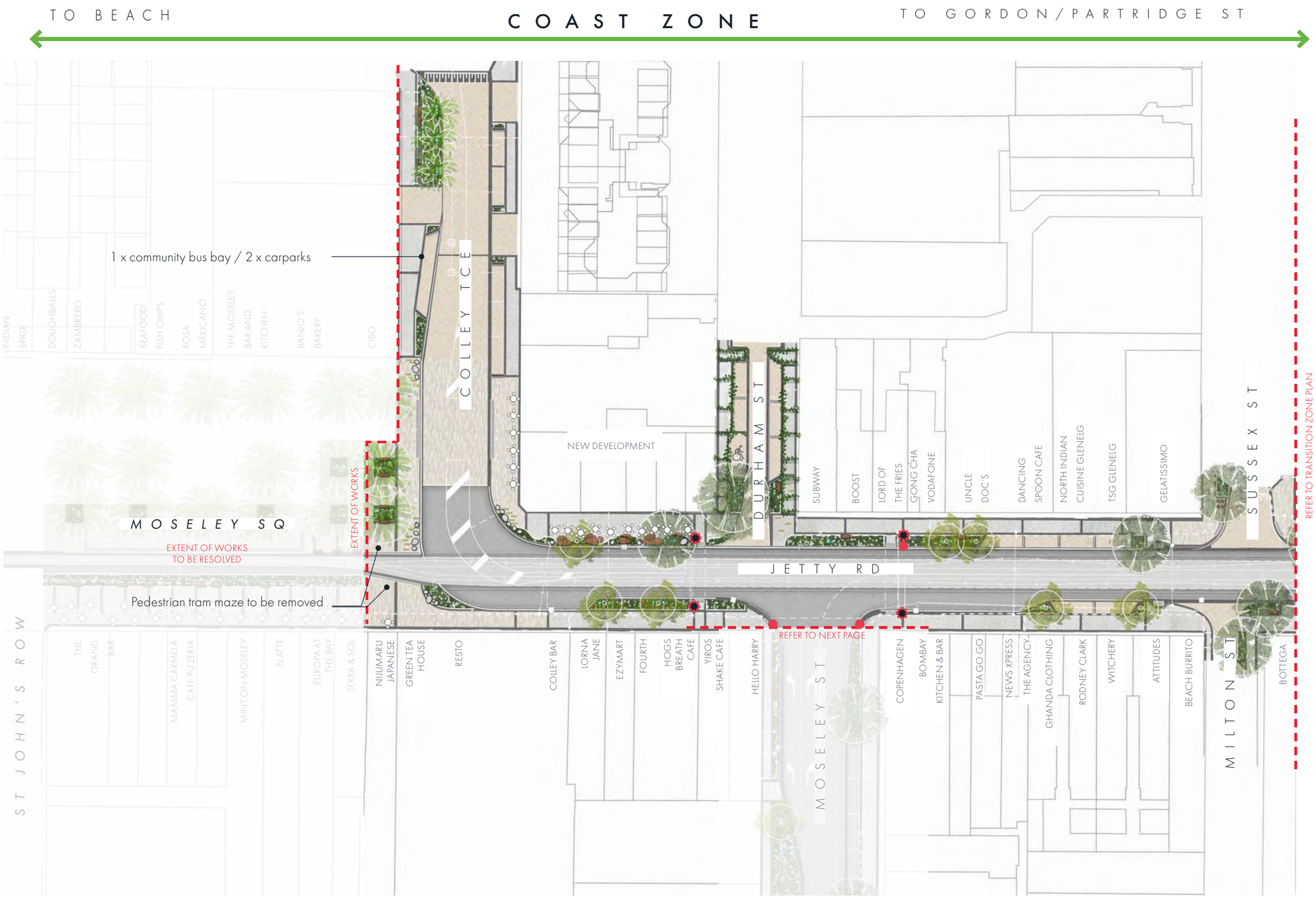
COAST ZONE

TRANSITION ZONE

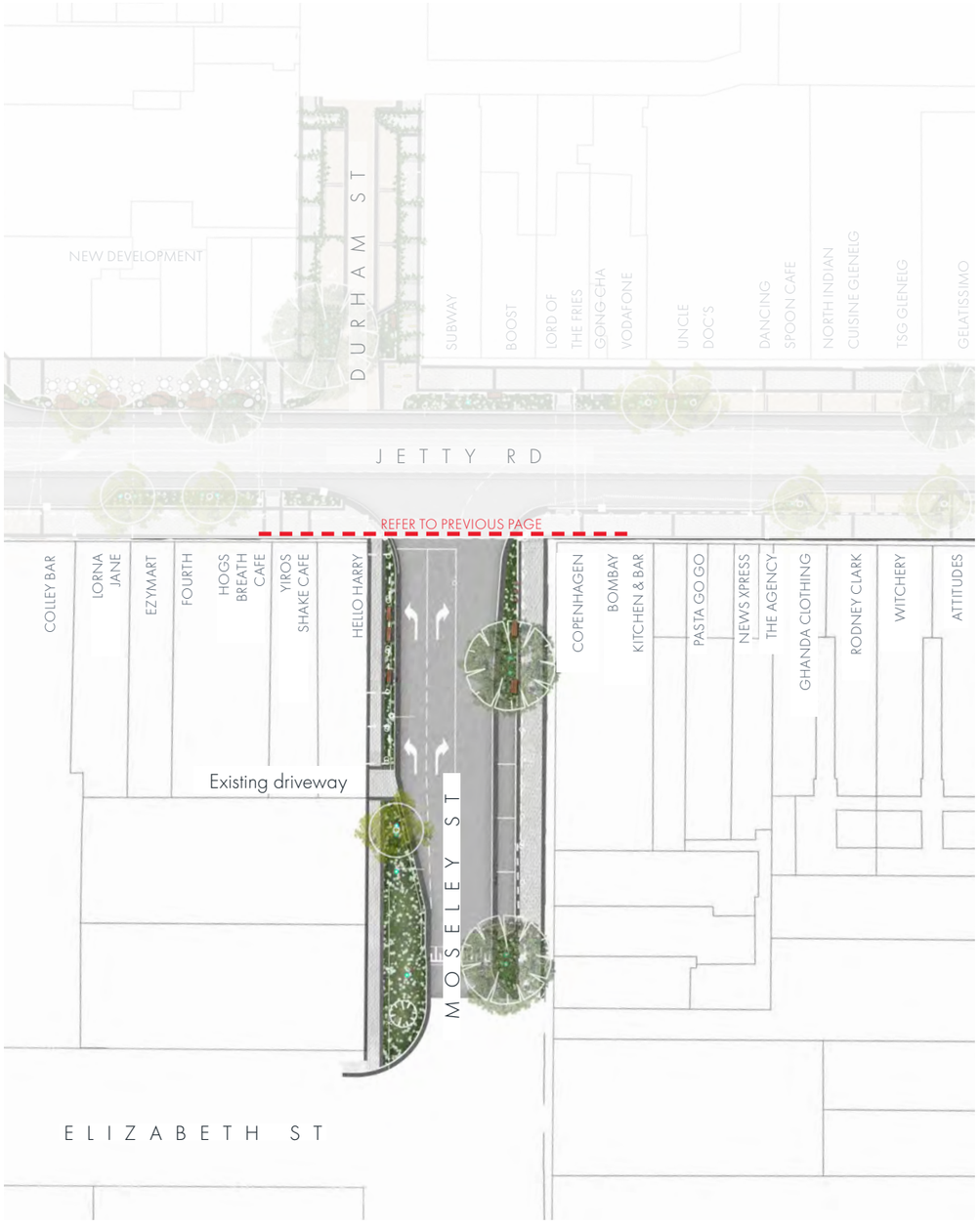
Legend

- Existing Street Tree
- Proposed Street Tree
- Asphalt
- Proposed Pavement
- Proposed Banding
- Proposed Feature Paving
- Proposed Crossing Paving
- Proposed Bollards
- Proposed Bike Racks
- Proposed Rubbish Bins
- Proposed Single Seat
- Proposed Double Seat
- Proposed Uplighting to Trees
- Proposed Arbour
- Proposed Raised Stone Edge
- Existing Verandah Line

2 Concept Plan- Coast Zone



TO BEACH **COAST ZONE** TO GORDON/PARTRIDGE ST



Legend

- Existing Street Tree
- Proposed Street Tree
- Proposed Palm Tree
- Existing Palm Tree
- Asphalt
- Proposed Pavement
- Proposed Banding
- Proposed Feature Paving
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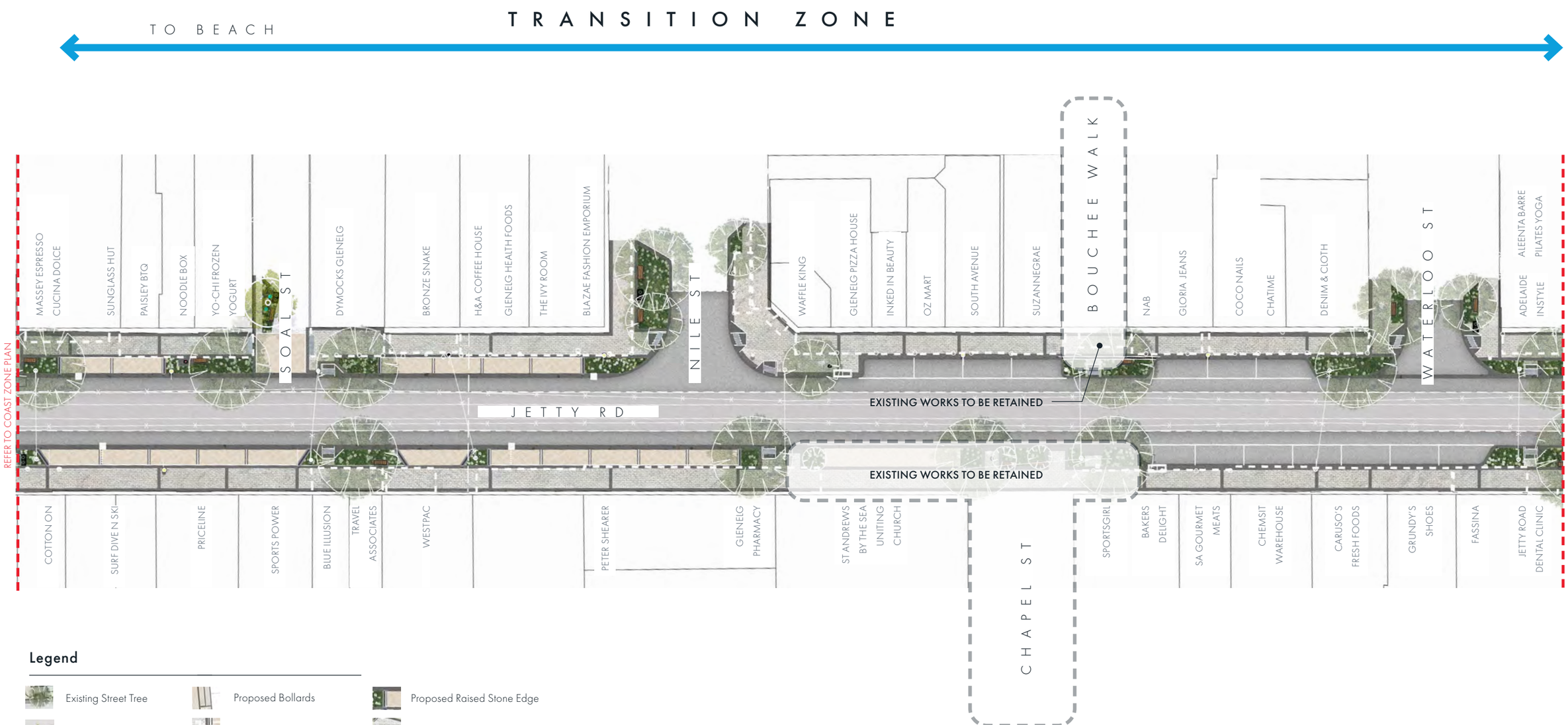
- Proposed Arbour
- Proposed Raised Stone Edge
- Existing Verandah Line
- Signal Lanterns Mounted to Existing Tram Pole
- DDA Carpark
- DDA Carpark

3 Concept Plan- Transition Zone



Legend

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- Proposed Aco Drain
- Proposed Raised Stone Edge
- Existing Verandah Line

1:300 (A3)

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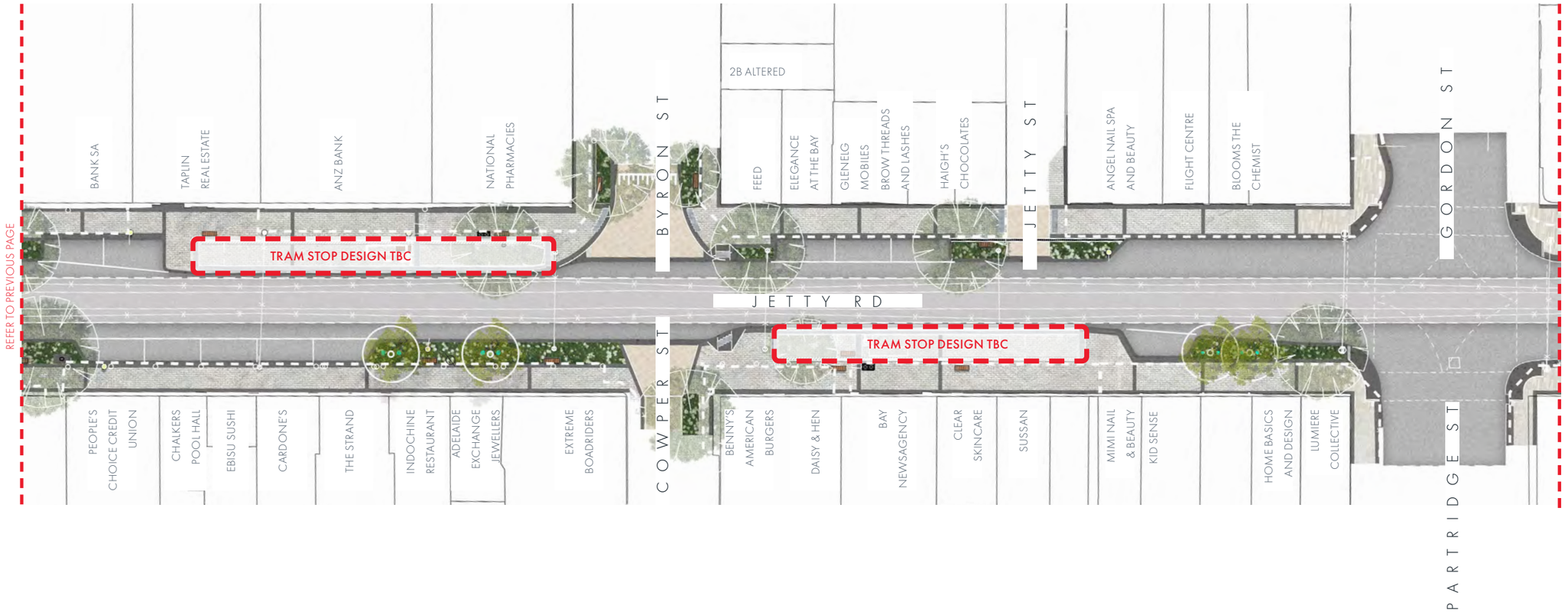
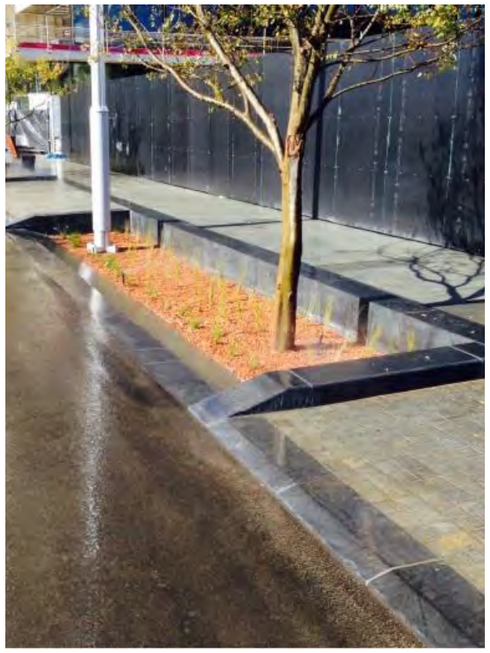
TRANSITION ZONE

TO BRIGHTON RD





1. Raised stone edge tapered to tie into rollover kerbs

Pros / Cons:

Multifunctional aspects: Does not have additional functions (unless seating is integrated - refer images 2 & 3).

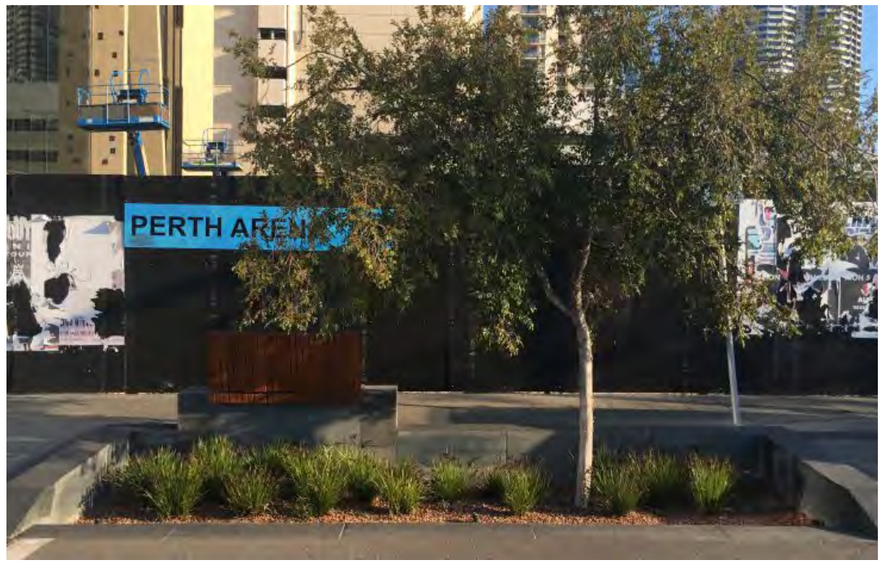
Safety: Provides a low / surface level physical barrier. Low vehicle visibility, particularly when reversing. Suitable colour contrast is required to minimise tripping risk.

Cost: Dependant on materiality and installation costs. Stone is higher cost than typical concrete kerb.

Maintenance: Low maintenance.

Spatial Requirements: Low amount of space needed, allowing for wider pedestrian paths and greater outdoor dining space.

2. Sunken raingarden with integrated seat on path edge



3. Raised seating wall surrounding raingarden

4. Tumbled granite paving band provide textural distinction between pavement and carpark space. Colour to match smooth granite paving bands used throughout design.

Tract

Contact Tract

Adelaide
Kaurna Country
265 Pirie St, Adelaide SA, Australia 5000
(08) 8223 1324
adelaide@tract.net.au

Attachment 9

CITY OF HOLDFAST BAY

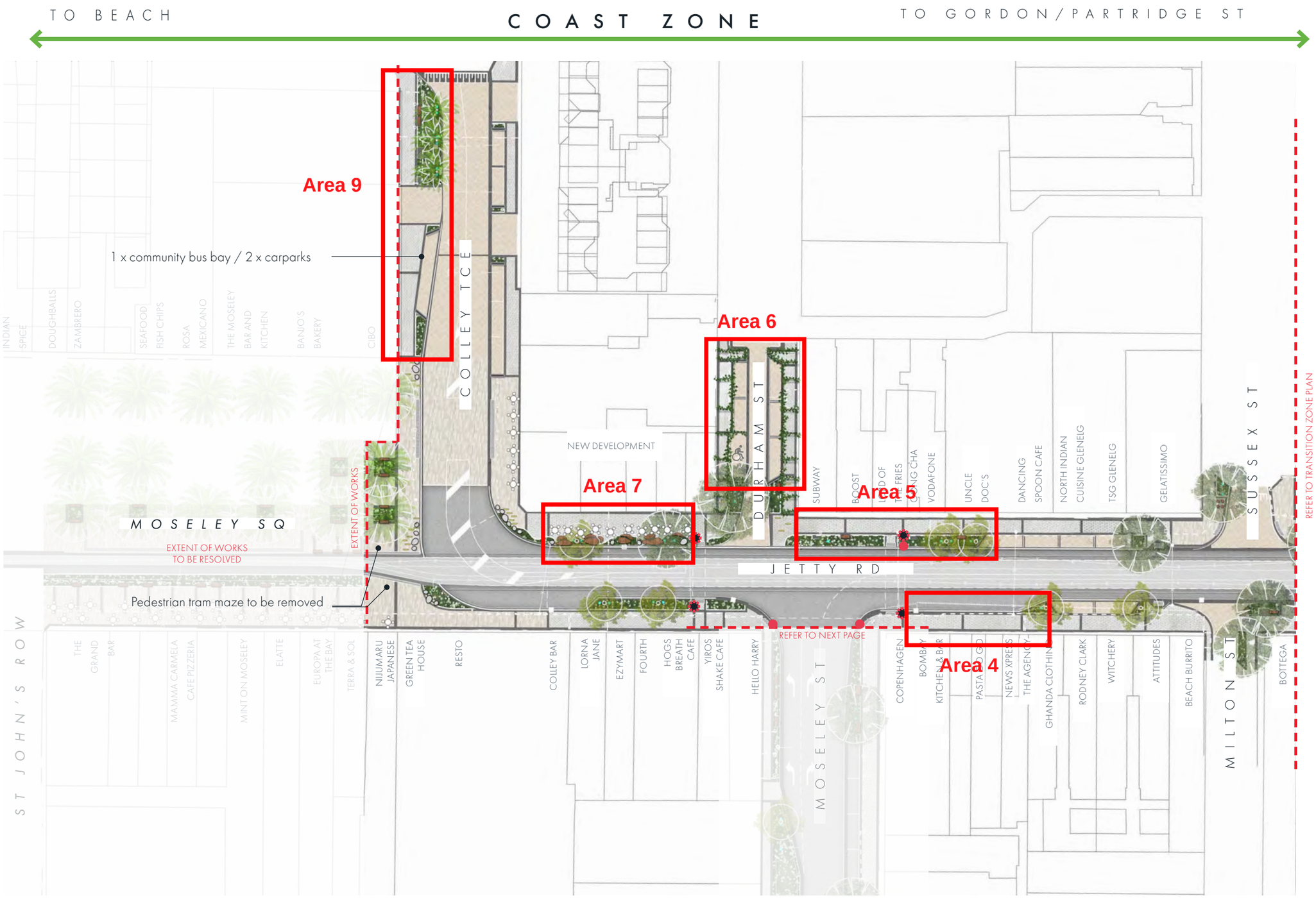
Jetty Road

Transition & Coast Zone

Car Park Map

Prepared for City of Holdfast Bay

2 Concept Plan- Coast Zone



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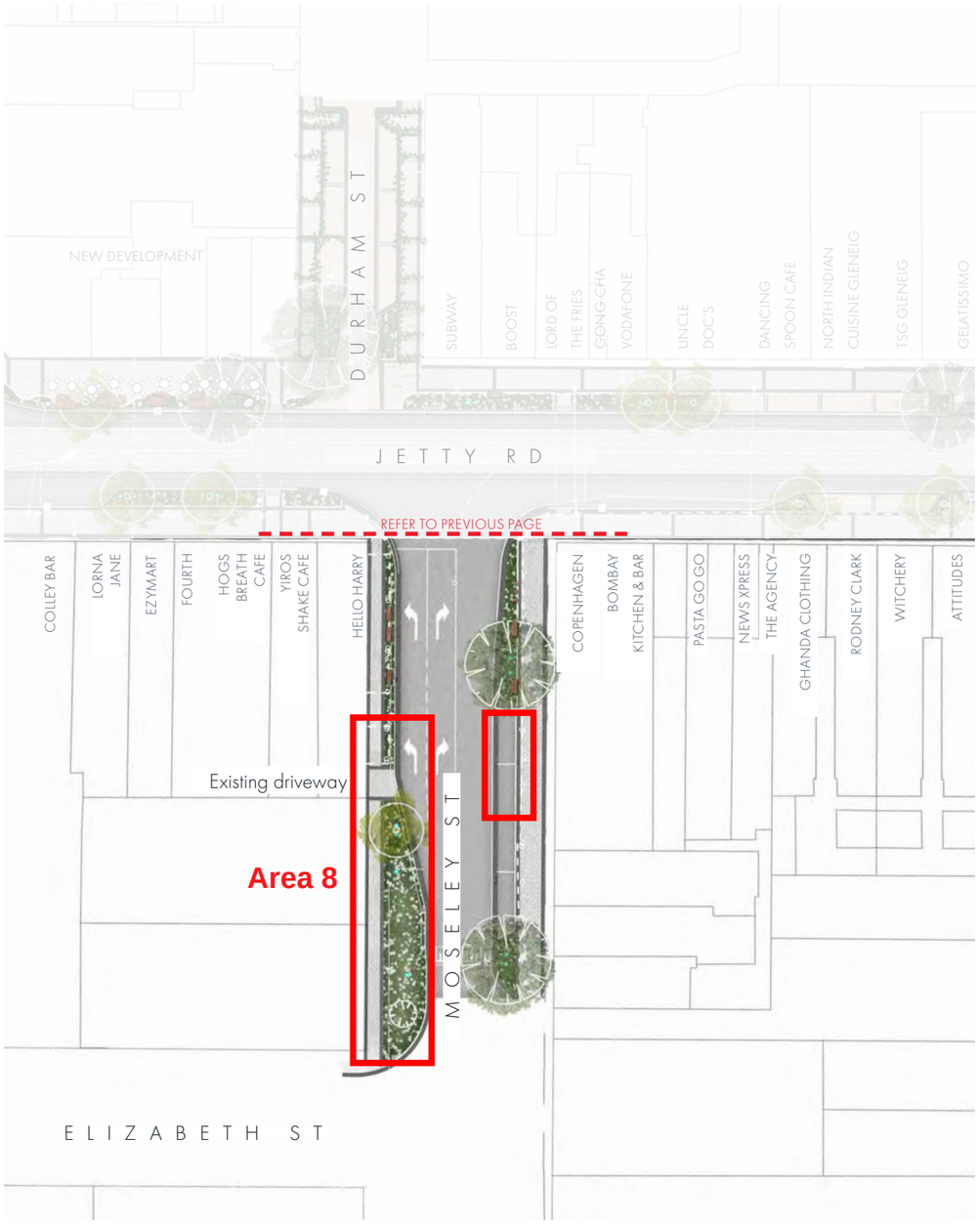

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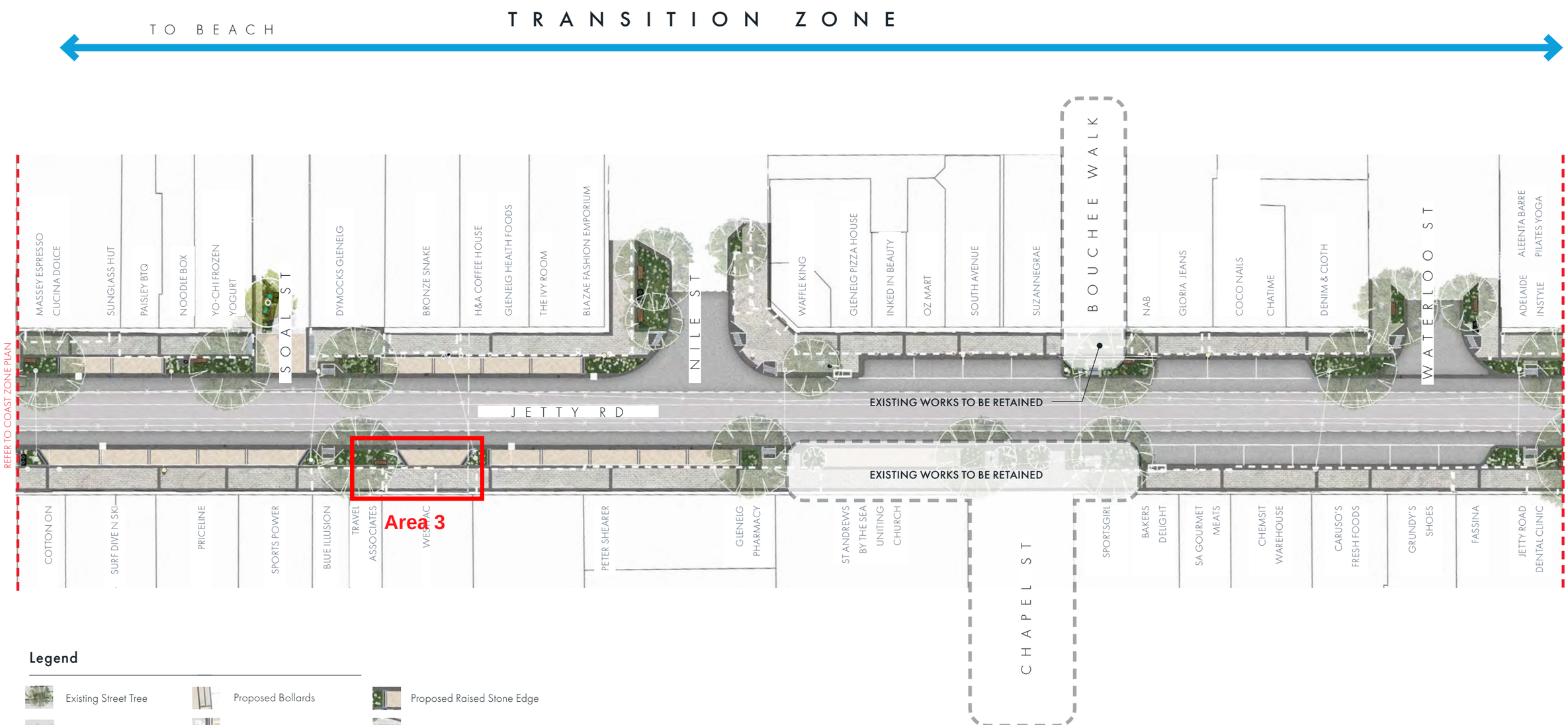

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1:300 (A3)

0 5 10 20

TRANSITION ZONE

TO BRIGHTON RD