



When will construction happen?

The road pavement of the Military Road section is due for full reconstruction in 2020/21, presenting an ideal opportunity to think now about the streetscape and the role it will play in the area for the next 60 years.

Although no work is currently planned on Main Street, it makes economical and practical sense to design it at the same time as Military Road. The design will help the community to imagine the possibilities and puts the Military Road design into context.

Using the finished design, and with our funding for Military Road, we plan to submit an application for a matching funding contribution from the State Government from their “Places for People” Open Space Grant, which would enable us to construct Main Street in 2020/21 at the same time as Military Road.

How much will this cost and where will the money come from?

Rough, preliminary estimates are that this section of Military Road will cost \$5 million. Council has allocated \$3 million in the Long-Term Financial Plan to replace the road like-for-like so they would need to allocate an additional budget to achieve the extra components such as the landscaping and to cover the cost of making the paths compliant with the Disability Discrimination Act which requires some retaining walls.

There is no budget currently allocated for any work on Main Street. While investing \$5 million (approximately) on Military Road, we will seek a matching project contribution from a State Government Open Space, Places for People Grant, of \$5 million to enable us to upgrade Main Street at the same time. Should we not be successful in obtaining a grant for 2020/21, Council would need to then decide whether to contribute the full or half of the cost of the Main Street construction to enable it to be constructed at a later date.

Where did the idea to close Main Street come from?

The proposal to close a portion of Main Street came from previous community engagement about the Henley Transport and Parking Plan and the Henley Square Redevelopment, as well as the first round of consultation on this project which was held in October 2018.

What happens with car parking?

The removal of central medians and the new road layout on Military Road would result in an additional 10 on-street car parking spaces being available as part of the proposal.

On Main Street (east), the conversion of angled parking to parallel parking in the centre would reduce car parking provision by 10 car parking spaces.

These two sections of the project therefore would result in no overall change to car parking numbers in Military Road and Main Street (east).

The Pedestrian Plaza area on Main Street (west) would see 14 car parking spaces which are currently 1-hour spaces, repurposed as:

- new bicycle parking (12 rails = 24 bikes)
- new motorcycle parking (4 spaces)
- additional accessible car parking space for persons with disabilities (+1)

The proposal retains access to the above ground Pavilion Car Park from Main Street

We need more car parking in the area.

The Henley Car Parking Utilisation Study found that there is adequate car parking available in the vicinity however it isn't well utilised, with beach-goers preferring a car park at the destination, rather than having to walk a distance from where they have parked.

This project seeks to improve pedestrian access in the streets leading to Henley Square to encourage better utilisation of the on-street parking available in the vicinity.

Providing more car parking encourages visitors and locals to choose driving as a primary method of transport to reach the destination. If more car parking is provided then more people will choose to drive, resulting in the additional parks quickly being absorbed, however this does not solve the problem

Leaving the western section of Main Street as a road to retain the 1-hour parking spaces removes the opportunity for it to be transformed into an attractive space for people, street life and human interaction and instead retains it as a hot, grey area, which is difficult to move through and lacks green space.

Predictions into the future (10-15 years) are that car parking requirements will change as the share economy strengthens, autonomous vehicle technology improves, and smart technologies connect vehicles to the street network to find available parking spaces. For this reason, the design of Main Street is such that the car parking provision could evolve into other uses, should that opportunity present itself in the future. Car share spaces and electric vehicle (EV) charging stations are considerations that could be incorporated in the project.

Will Council use the old depot site for car parking?

The depot site is currently used by the ToyBoys, a charitable organisation that hand makes wooden toys. The long-term plan for the land is unknown.

The construction cost for a single parking spot can range from \$10,000 for a surface car park to \$68,000 per space in multi-level structures. For Council to consider providing car parking it would need to be ticket parking and therefore is not likely to be well utilised in this location.

Are you keeping the existing trees?

All existing, healthy trees are proposed to be retained. There are two trees on the western side of Military Road that are not in good health and are planned to be replaced.

Why not provide shade in Henley Square?

During the consultation on the Henley Square Redevelopment, there were many requests for shade but there were an equal number of requests to maintain open views particularly from Seaview Road and to increase the turf area. Turf was rated higher in the consultation than shade.

A permanent structure would be detrimental to turf health as we've seen near the northern shelter. In addition, there are a lot of services that run around the lawn area for the water feature, sewer, water, stormwater etc., which make it difficult to locate permanent footings.

Trees can be difficult to establish in these harsh western Adelaide coastal areas. Along with the desire for more shade, this is one of the reasons for the proposal to include trees on Main Street. We are confident that the minor set-back from the coast and careful species selection will allow shade trees to establish successfully.

Why would we remove the roundabouts on Military Road at North and South Street?

Roundabouts are difficult places for pedestrians to negotiate. There are a few reasons for this being:

- the speed that drivers can travel around them,
- the driver looking to their right (and not always checking for pedestrians on their left or straight ahead),
- Australian Road Rule 72 (whereby drivers are required to give way to a pedestrian crossing the road that they are entering) not applying to roundabouts,
- the lack of a suitably sized median refuge in many cases,
- the requirement for pedestrian ramps to be set back from the corners, which reduces sight distance for both pedestrians and drivers.

All of these factors result in roundabouts often being hazardous places for pedestrians to cross. The safety of pedestrians is the primary reason that we chose to remove the roundabouts at these locations. The new proposal narrows the roadway, bringing pedestrians further out and away from the line of Norfolk Island Pines to improve their vision of oncoming traffic and reduce the distance that pedestrians are required to cross. The raised intersections slow traffic in all directions.

What will it be like to drive through the area? Seaview Road is already slow.

The raised intersections at North and South Street will be combined with a wombat (raised) pedestrian crossing. Subject to detailed design, raised intersections at all side roads will make this section of Military Road a low speed environment which will be in line with the current 40km/hour area speed limit. Drivers will be required to give way to pedestrians at the 3 new proposed crossings. The overall travel time delay for drivers would be a matter of seconds.

Will there be delays at the North and South Street intersections if the roundabouts are removed?

With a change from a roundabout to a give way controlled, 4-way intersection (proposed at the intersections of Military Road and North Street as well as Military Road and South Street), we have undertaken a traffic intersection analysis to quantify the impacts to traffic in the area. The *average* delay

decreases for each intersection. However, the *worst* delays increase for each intersection since priorities are less equitable than with a roundabout. Level of service (which is a ranking from “A” which denotes good operation with free-flowing traffic to “F” which denotes forced flow of traffic, with a level of “C” and above being desired), can be seen to change from ‘A’ to ‘B’ on the North Street western approach with the proposal. All other approaches remain at Level of Service A. Driver travel speeds will decrease.

As such, the proposed changes to the intersections will not have an undue impact on traffic but will rather reduce overall delay and queuing.

Will you be transferring traffic to East Terrace?

Some drivers might choose to travel an additional distance (280 metres if detouring along North and South Streets) to use East Terrace instead of this section of Military Road, to avoid the raised sections and pedestrian crossing delays. This detour isn’t likely to reduce their overall travel time, rather increase it. Therefore, transfer of North and South Streets traffic to East Terrace isn’t expected to be notable.

Where will the taxi’s go?

Currently taxi’s queue on Main Street, rather than using the designated taxi spaces on Military Road outside of the Ramsgate Hotel. Should the proposal to convert Main Street into a pedestrian plaza receive community support and funding to begin construction, our expectation would be that the Military Road taxi rank spaces would be used as a taxi rank.

With taxis following the ride-share industry initiative to use App booking services for picking up passengers, the use of formal taxi ranks is diminishing. Should the Main Street pedestrian plaza come to fruition, we would review the demand for taxis at that time, and determine whether the Military Road taxi rank should be extended beyond 2 spaces.

Why aren’t there bicycle lanes on Military Road or Main Street?

The low speed environment, resulting from narrower travel lanes and calming measures, will improve cycling safety when sharing the travel lane. Bicycle logos would be installed on Military Road and Main Street within the travel lane (not in the parking lane).

Less confident recreational bike riders are able to use the wider paths.

The design for Main Street (east) currently includes two paths on each verge, separated by a landscaped strip. One path would be intended for pedestrians and the other could be a bike path or a shared use path.

Will paving at the intersections and on Main Street be noisy?

Vehicles being driven over paving do create more noise than bitumen. A quieter alternative that could be used is street-print (printed, potentially coloured, asphalt).

What happens with the feedback?

The community feedback will be considered by URPS (independent community engagement consultants), JPE (private landscape architecture/urban design consultants) and Charles Sturt staff. A Community Engagement Report will be available on the Charles Sturt Your Say page.

The local knowledge, genuine concerns and great ideas raised through feedback will be considered amongst many other project factors. The draft concept plan will be updated prior to being presented to Council for endorsement. Whilst community views often differ, and some are very divided, the option(s) supported by the majority are most often those incorporated into the final plan (at the Council's discretion).

At the detailed design stage (i.e. construction ready drawings), adjustments to the directions in the concept design are sometimes required to be made due to the location of services or other site-specific restrictions. However, the overall intent of the final concept will be unchanged.