

# Let's Reimagine Chief Street!

## WHAT WE HEARD REPORT Round 1 Community Engagement

OCT 2020 // PREPARED BY BECKY HIRST CONSULTING

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## 1. Background

### 1.1 About the project

The section of Chief Street between Port Road and Hawker Street is due for a full reconstruction in 2022/23.

Road reconstruction projects present an opportunity to reconsider the current road alignment and surface treatment in preparation for the next 60 years of the life of the road.

Chief Street is a Distributor Road in the Council road hierarchy and it provides local access for industrial and residential properties abutting the street whilst also functioning as a movement corridor between Torrens Road and Port Road.

The section of Chief Street between Port Road and Hawker Street currently has the look and feel of an industrial road, with a wide road pavement, narrow footpaths and established street trees. The current project seeks to develop a concept plan for Chief Street (including Ethelbert Square) that includes a high quality, greener public realm that supports active travel modes and improves road safety, in particular improved links to:

- The Outer Harbor Greenway shared-use walking and cycling corridor;
- Hawker Street Bikedirect route and retail precinct;
- Port Road retail and entertainment precinct and public transport corridors;
- Ethelbert Square (existing public reserve)
- Brompton Gasworks site (future public reserve within the Renewal SA Bowden Development) via extension of Fourth Street; and
- Second Street Brompton (local collector street within the Renewal SA Bowden Development).

The local community regularly shows a high level of interest in community engagement processes and outcomes associated with local engineering and open space projects. It is important that we develop a robust engagement process that enables and welcomes their involvement.

### 1.2 Our Engagement Goal – what were we trying to achieve?

Our goal is to make the right decisions when reimagining Chief Street.

In order to make the right decisions, we need to understand what people who are interested in Chief Street consider already works well, what doesn't work and how they imagine Chief Street in the future. We can use these insights from the first round of community engagement to help inform our planning for Chief Street.

### 1.3 Engagement objectives

During this first stage of engagement –

- People who have a keen interest in, or likely to be affected by, the future streetscape of Chief Street will be informed about the Integrated Streetscape Project;
- People who have lived experience of Chief Street will provide their ideas and suggestions regarding what currently works well, what doesn't work well and how they imagine Chief Street in the future;
- People who have a high level of interest or investment in Chief Street will feel that they have contributed to the process, and feel heard and understood;
- Innovative and creative tools and techniques will be used to demonstrate the City of Charles Sturt's commitment to high quality community engagement, including traditional, face-to-face and online methods.

### 1.4 Who did we want to engage with?

The community consists of business owners and residents, many who have lived in the area for a long time, including both owner-occupiers and renters, as well as newly arrived residents in the Renewal SA Bowden Development, City Edge and smaller urban infill sites.

For the purpose of planning our first round of engagement activity, we divided the community in to 3 tiers –

***Tier 1 – people or organisations heavily invested with high levels of interest and/or influence in our decision-making process***

These people included –

- Mayor Angela Evans and Hindmarsh ward Councillors (Paul Alexandrides and Alice Campbell);
- Community, advocacy and special interest groups such as Anglicare SA, Hindmarsh Greening, Bowden Residents Action Group, Walking SA, Westside Bicycle User Group, Bicycle Institute of SA, Hindmarsh Historical Society;
- Government agencies such as Renewal SA, Department of Planning, Transport & Infrastructure, South Australia Police, and Emergency Services;
- Business owners, operators and significant landowners such as Detmold Packaging, Gerard Group, Kennett Builders and Mossop.



***Tier 2 – people or organisations likely to be interested and likely to have useful insights to assist us in making the right decisions***

These people include (but weren't limited to) -

- People who live on Chief Street and neighbouring roads (including social housing units, new residents of Bowden Development, City Edge and smaller urban infill sites)
- Users of footpaths, public transport, cycle ways, parks/Ethelbert Square
- Staff/visitors - Detmold Packaging, Gerard Group, Kennett Builders, Mossop, Anglicare SA

***Tier 3 – people or organisations who could be interested so therefore need to keep informed and provide opportunity to participate***

These people include (but weren't limited to) -

- Broader City of Charles Sturt residents
- Broader metropolitan Adelaide population who travel along Chief Street or neighbouring roads

## 1.5 What's our dilemma? What did we need to find out?

Whilst the team will draw on insights from technical experts, we wanted to find out what's important to the people who 'live and breathe' Chief Street.

These people, who have lived experience of the street, will assist us in identifying what needs to happen to improve the overall experience of Chief Street!

In line with the approach taken by the technical experts through Jensen PLUS, we used the following questions as a basis for our engagement across all tools and techniques during this phase of engagement –

- What currently works well on Chief Street?
- What doesn't currently work well on Chief Street?
- What's your vision for Chief Street?

## 1.6 What level of influence do the community have in this process?

When using the IAP2 spectrum as a basis to determine the level of engagement being undertaken, Round 1 was planned to sit at the '**involve**' level. This means this phase of engagement aims to work directly with the identified people and organisations throughout the process to ensure that their concerns and aspirations are consistently understood and considered.

This also meant that our **promise to the public** during this first phase of engagement was that we would work with them to ensure that their concerns and aspirations are directly reflected in the ideas we develop and provide feedback on how their input influenced our decisions. This will occur during the second round of engagement where we go back to the above people and organisations to check that we heard them correctly.

## 1.7 How & when did we engage with our community

Who	How	When	Measures of success
Tier 1	Professionally facilitated online visioning workshop (Virtual Roundtable) with key stakeholders using Zoom and Mentimeter to collect input and form a basis for conversation. (See Appendix A)	Friday 18 September from 9-10.30am (Week prior to launch of broader engagement)	8 people participated; with 100% finding the process productive
	Email update on progress of engagement process (including report of visioning workshop) – encouraging to share with networks, etc.	During first week of engagement period	Email sent
	1-2-1 meetings with Detmold Group & Renewal SA	During October	Meetings held
Tier 2	Development of an eye catching and comprehensive project brochure, circulated to/targeted towards Tier 1 and Tier 2 stakeholders (including households on Chief Street and adjoining streets). This brochure included background, details about the process, how to get involved, and a reply-paid short survey. (See Appendix B)	4,173 copies distributed w/c 21 September	135 hard copy responses received (3.23% return rate)
	Establishment of interactive feedback stations at 19 on Green and Hindmarsh Library.	21 September – 10 October	19 comments added to display at 19 On Green; 44 comments added to display at Hindmarsh Library

	Online hub at Your Say Charles Sturt, with online survey and use of Visioner Tool	Live - 21 September – 10 October	977 views of online hub 420 visits to the online hub 290 unique visitors 99 contributions received from 30 contributors 24 people opted to follow this project
	Videos developed by the Mayor about key topics for community to consider. Videos hosted in online hub and QR codes printed on corflute placed at significant places along Chief Street.	Live - 21 September – 10 October	9 videos recorded at 9 locations along Chief Street.  Total of 34 scans of QR code from displays and along street – <ul style="list-style-type: none"> <li>• Public Spaces and reserves (Ethelbert Square) QR Code – 7 scans</li> <li>• Link from Torrens to Port Road QR Code – 6 scans</li> <li>• Footpaths and Pedestrian crossings QR Code – 6 scans</li> <li>• Trees &amp; Shade QR Code – 6 scans</li> <li>• QR Code on display in library – 3 scans</li> <li>• Art, heritage and Culture QR Code – 2 scans</li> <li>• Bowden links QR code - 1 scan</li> <li>• Walking and cycling QR code – 1 scan</li> <li>• Road Reconstruction QR Code – 1 scan</li> <li>• Convenient Parking – 1 scan</li> </ul>
	Invitation for email submissions	Live - 21 September – 10 October	5 email submissions received
Tier 3	Social media (See Appendix C)	During engagement period - 21 September – 10 October	2 posts on Facebook page receiving no comments  1 post on Twitter receiving 2 comments from 1 person



## 2. What We Heard

Through our various engagement tools and techniques, we provided an opportunity for people who live on, work on or use Chief Street to tell us what they felt currently works well, what doesn't currently work so well and we also asked what their vision for Chief Street was.

Whether via the household survey, online hub or via sticky note, every single piece of input we received can be found in the tables in Appendices D (What's working well), E (What's not currently working well) and F (What's our vision).

Having analysed what we were told by the people who live on, work on and use Chief Street, we have identified the following priorities as a matter of significance to address in reimagining Chief Street.

It should be noted that we heard some conflicting input regarding issues such as speed limits and parking. This report should be read in its entirety to understand and explore the differing views we heard.

### 2.1 What's working well on Chief Street?

The first question asked, across all engagement methods, was for people to consider what is currently working well on Chief Street.

#### 2.1.1 The speed limit, vehicle access, parking & traffic flow

Many people said that the 40km speed limit was something that they felt currently worked well on Chief Street, with some stating it was excellent and should be maintained.

This sentiment was echoed during the Virtual Roundtable, noting how the speed limit reduces risk to pedestrians and cyclists.

Comments included that it is an appropriate speed, creating a safer residential area and that it made it safer to cross a busy road. One person said it created a level of safety but that they never thought it was necessary on such a wide street.

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***"The 40 zone stops Chief Street being used as an unnecessary thoroughfare." Survey respondent***

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One person suggested that the speed limit worked well but that speed humps were also needed. Another person noted the narrowing and slow points, such as the roundabout and protuberances at the northern end worked well.

Access to Port Road, plus road access to Bowden and Brompton was noted as a positive by some people. Others noted it as a good connector street, and that it provides easy access to suburbs from a main arterial road.

In relation to parking, several people noted that this was working well. The long hours parking, and availability of parking for people to be able to access public transport to the city were noted as positive by some.

An email submission noted that the traffic works well, south of Hawker Street and that Chief Street is hardly ever congested. This person also noted that the roundabout at the intersection of Fifth Street and Chief Street has worked well in enabling safe traffic flow in crossing Chief Street. Other people also noted that the traffic flows quite well, and that the timing of the traffic lights are very time efficient.

The width of the road was referred to as a current strength of the street, with some people noting the good visibility this provides and its suitability for large transport needing to access local business.

#### 2.1.2 The appearance of the street, particularly its greenery

Many people noted the general appearance of Chief Street to be working well, with many specifically referencing greenery and trees.

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*“Currently towards Torrens Road is actually quite nice, but as you get closer to Port Road it is quite ugly.” Survey respondent*

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Via all methods of engagement, people commented on the ‘great established trees’ and the shade that these trees provide. People noted the ‘leafy tree-lined ambience’ of the street providing appeal. During the Virtual Roundtable, participants also noted that the trees provide shade, as did Renewal SA.

#### 2.1.3 The street being used for active travel

Many people noted the use of the street by cyclists as something that is currently working well. The wide road that includes bike paths was commented on as positive.

It was suggested that the footpaths on Chief Street are larger than most of the rest of the suburb, and one person commented on them being both wide and accessible.

One person noted that having no public transport along the street was working well and another noted that free parking allowing people to walk to the tram was too.

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***“The bicycle greenway along the train line has worked well by the number of people who use it, although, space for shading should have been factored in the design plans.” Email submission***

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#### 2.1.4 The heritage wall, local live music and street art

Many people spoke about the Gasworks Wall as being a unique heritage feature of the street, and the importance of protecting and maintaining it. Some people said that this wall was the only current positive feature of the street.

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***“The heritage wall is a feature -> it is crumbling, please fix it”***  
*Survey respondent*

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People also spoke about the live music that happens at The Gaslight. One comment was that it had been renovated and looks good, and provides a space for artists, entertainment and dining.

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***“Live music. Need more.” Hindmarsh Library Vision Board***

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A couple of other comments were received regarding local street art working well for the area.

#### 2.1.5 The residential aspect of the street

Several positive comments were made regarding the residential aspect of the street. One person noted the rectilinear design of the street, being the major street of the original subdivision of Brompton, paralleled by 2 sub-streets, with a central square.

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***“There is architecture of the street reflective of all periods of Adelaide history, very unique to find such a diverse record along one street.”***  
*Your Say participant*

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In an email submission, one person noted that the industry on the street is not imposing and has worked well on parts of Chief Street. They also noted that the set back of the houses adds to the feeling of limited congestion. Another survey respondent noted the lack of high-rise buildings as currently working well for the street.

Renewal SA noted that in the future there will be a mix of commercial and residential uses along the Chief Street interface with the Bowden development. The type of housing is undefined at this stage.

#### 2.1.6 Ethelbert Square as a feature of the street

Several people referred to Ethelbert Square when asked what is currently working well along Chief Street. Comments included that this area must be kept green, and that the square is a feature of the street.

At the Virtual Roundtable, Ethelbert Square was also acknowledged as an existing asset of the street, though it was probably underutilised by the community at the moment.

Detmold also acknowledged Ethelbert Square as extremely important to staff, with Christmas BBQ's being hosted here, with the tables and shade well utilised.

## 2.2 What's not currently working well?

The second question asked, across all engagement methods, was for people to consider what is NOT working well on Chief Street.

### 2.2.1 Lack of accessibility, bike lanes and footpaths

Whilst active travel was seen as a strength of the street, in that people said it was good to see the street used by cyclists and pedestrians, this topic was the most frequently mentioned concern across all engagement methods.

People raised concerns that Chief Street is not wheelchair accessible or suitable for prams, with many footpaths being not smooth or wide enough. This was also mentioned in relation to access to the seats at Ethelbert Square, with no paths to them.

Many people said that there were poor amenities and safety for both cyclists and pedestrians.

With regard to cycling along Chief Street, people said that exposed bike paths, road surface, width of bike lanes, and limited links to other local bike paths were significant issues. Other people said the bike lanes were poorly maintained.

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***"Cycling under the bridge feels very dangerous - it's scary as a cyclist and confusing as a driver. Riding on the footpath under bridge feels like a danger to pedestrians." Your Say participant***

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In relation to pedestrians, one online participant noted that it feels very dark and they feel unsafe to walk at night, which prevents them from using the tram and walking home. Another person noted that the footpaths are bland, inconsistent, thin and uneven. Another person noted the stobie poles that interrupt the paths. Many people comments on the general poor condition of the footpaths and the trip hazards along the street.

In a conversation with Renewal SA, improved pedestrian infrastructure was also of importance. It was suggested that walkability, safety for cyclists and pedestrians should be prioritised. They also noted that there will be new connections to the later stages of the Bowden development from Chief Street and that these could be treated as gateways into the precinct. Cycle connectivity is supported and Renewal SA will work with Council and the Team to accommodate the best links for pedestrians and cyclists.

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***“Footpaths and curbs are awful. I go dog walking, so I am familiar with this.” Survey respondent***

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In our conversation with Detmold, we learnt that some employees ride and walk if they live nearby (an increasing number of younger staff are moving to the area) but the nature of shift work is prohibitive to public and active transport in a lot of cases.

### 2.2.2 Traffic flow, intensity & speed

Whilst many people spoke in favour of the 40km speed limit when asked well, many people also commented on this when asked what wasn't currently working well.

This same conflicting opinion was evident during the Virtual Roundtable and discussion was held regarding this with it being noted that a number of residents did not like the speed limit, but that this was more than likely based on how the street is currently designed. Discussion occurred regarding the significant impact speed limits have on the safety, and likely fatality, of pedestrians and cyclists (see Appendix A).

Renewal SA suggested lowering the design speed, defined as the target speed at which drivers are intended to travel on a street.

Some people said it was too slow, and that as a major thoroughfare this is restricting. One person noted via their survey response that the reduction in the speed limit made little difference to cars speeding. Another person noted that they observed on their early morning walk that people don't drive at the speed limit.

Despite some people saying that the traffic works well along Chief Street, others commented that this was not working well.

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***“Traffic during the morning and evening rush hour is horrendous. I live near to traffic lights at Hawker and it is hard to turn left into my driveway because cars assume I am turning down Hawker rather than into driveway. Also due to the rush hour volume it is very hard to exit.”***  
*Your Say respondent*

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It was suggested that the lack of comprehensive traffic calming measures has destroyed what could have been 'a more sedate local collector road.'

Another person said that driving around the roundabout can be dangerous as people on Chief Street don't check side streets properly, because they feel like it is a main road. One survey respondent said it is used like a main road and that they would like to see humps either side of Hawker Street, or it being blocked.

In our meeting with Detmold, we learnt that 19m semi-trailers are the largest vehicle to access their premises.

Other people noted concern at there being too many heavy trucks on the street.

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*“...the biggest problem is the constantly increasing pressure from traffic from new developments and cut-through motorists. The upshot is that the area has become a very difficult suburb in which to live and enjoy. It doesn't need to be that way.” Email submission*

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There are a number of specific traffic and road issues raised in the individual comments made, which can be found at Appendix F.

### 2.2.3 The visual appeal of the street

Many people shared concerns that the appearance of Chief Street was not currently working well, despite the tree-lined and wide aspect of the street being also noted as a positive element by some.

Many people said that the trees along the street were an issue, especially when they drop leaves and gumnuts. People suggested that there needed to be more regular leaf collection by Council, particularly during autumn and winter. Others also noted the fine dust from the trees that covers parked cars, and one person suggested that the street trees need to be trimmed.

One person suggested that the street needed more open space, perhaps at the Gasworks site and also suggested there needs to be more vegetation near the Ashman Grove residential aged care. Another said that the empty blocks look untidy and would like to see more residential.

One person noted the industrial façade, with deteriorated fences and an ugly backdrop. Another agreed, specifically noting the eyesore opposite the Gaslight pub.

Some people spoke of their concerns regarding regular graffiti.



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***“The street overall has a drab, tired look instead of a vibrant, pleasant prominent street look... better greenery... flowers... colour... LESS industry... REZONE the street!” Email submission***

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#### 2.2.4 Poor lighting

A number of people spoke about the lack of lighting on the street and it being very dark at nighttime. This sentiment was echoed at the Virtual Roundtable.

Several people noted that the poor street lighting makes it feel unsafe to walk at night, and one person suggested that this should be fixed first and foremost.

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***“...not enough of adequate street lighting during the night. Feels unsafe to walk at night.” Survey respondent***

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One person specifically noted the poor lighting in the railway underpass, another noted this too walking to Plant 4 from the Gaslight, and others acknowledged how dark the park feels at night.

#### 2.2.5 Parking

Whilst parking was noted as a positive aspect of the street, it was also noted by several people as something that isn't currently working well.

Via email, one person noted the growth in demand for opportunistic parking, referring to new dwellings that don't have sufficient carparking space, as well as city tram commuters and events parking.

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***“The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.” Your Say participant***

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People noted that parking available from early in the morning until late afternoon was not currently working well. Others noted that the parking on the street detracts from the beauty of the street. Several people suggested permit parking for residents.

In our conversations with Detmold, we learnt that they have various off-street car parking facilities that are accessed from East St, Hawker St and next to the Airport Car Park facility. The car park off East Street and Hawker Street (Ethelbert Square) services employees, visitor parking, deliveries/transport and waste removal. Other staff, couriers and visitors sometimes use Chief Street for parking, or the off-street parking available.

#### 2.2.6 Minimal facilities, shade and general appeal at Ethelbert Square

Again, whilst Ethelbert Square was noted by many people as an asset to the street that is working well, there were numerous suggestions for how it could be improved.

One person noted that minimal facilities on Ethelbert Square make it unattractive to visit, another said that the existing green space was not inviting enough to linger. Another person noted that it wasn't currently welcoming.

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***"Ethelbert Square is plain, barren, ugly and has little purpose."***  
*Your Say participant*

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One person noted the lack of shelter at Ethelbert Square, and another noted the lack of accessible footpaths to the seats. Another person said it was underused, needing more seating and trees. One person said that the square 'is a disaster' with boring plane trees, ugly seating, and powerlines. One person said that the square is too exposed to the road for puppies and children.

Another person suggested there needs to be toilets at Ethelbert Square and more shade. Someone else said that a nice park to walk to and have a picnic at would be nice.

#### 2.2.7 Current stormwater drainage leads to flooding

A number of people said that current drainage did not work well and led to issues of flooding on Chief Street.

One person said that the culverts get blocked by leaves. Another said that poor consideration of levels in road surface and gutter replacements leads to water pooling at various locations, and another said that not enough road sweeping means there is overflowing in heavy rain.

Poor drainage that leads to flooding at the train underpass was noted as a concern by several people. One person noted that the bike lanes also flood.

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*“Storm drainage is still poor in some places - especially when drains are FULL of tree leaves that council do not remove.” Survey response*

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#### 2.2.8 Poor road surface

A number of people specifically mentioned the road surface as being something that doesn't currently work well on Chief Street.

Some simply said the road surface was poor, and others suggested the surface needs an upgrade. One person via the survey said that the bad road surface creates additional traffic noise.

Several people noted the road surface as not being good for bike riding.

## 2.3 What's our vision for Chief Street?

Across all engagement methods, we also asked people to share their overall vision for the future of Chief Street.

### 2.3.1 The vision of those who attended our Virtual Roundtable

In the Virtual Roundtable, the vision for Chief Street included statements such as –

- Known in Adelaide as a cool place to visit that reflects the authentic local culture;
- Active transport focussed, green, cool, arty!
- Awarded for sustainable construction processes used by the City of Charles Sturt!
- Strong community focus with residents happy to live, work and play;
- Unique spaces with great amenity so we can walk everywhere admiring beautiful art and greenery;
- Wide footpaths, separated bikeway, slow movement, a place for locals, shade, plants, people first;
- Retain live music the area is known for! Go the Gaslight!
- Cafes and eateries;
- Integration between business and residential needs but green and welcoming at the same time;
- A street that encourages you to walk, ride, stay and play;
- Footpaths are continuous, cycling is invited and is comfortable, convenient and connected. There is a green/shady feel;

In our conversation with Detmold, they told us that because they intend to stay located on Chief Street, they would like the new street design to be flexible to a range of uses and service businesses as well as residents. This includes a balanced approach to on-street car parking provision.

They noted that the street needs to be made safer during the day and night, although noted that this might be the perception of safety as they haven't heard of any incidents of crime. They noted that they would also like the street to be greener and Ethelbert Square remain a place where staff and visitors are welcome.

Renewal SA hope to attract more families to move to the precinct.

### 2.3.2 Ranking of priorities by survey respondents

Through the surveys, either delivered to local households or undertaken online, 140 people undertook a ranking activity where they were asked to prioritise what was most important to them when reimagining Chief Street.

The full breakdown of ranking can be found at Appendix F.

The 140 people placed the topics put forward to them in the following order –

*Most important >*

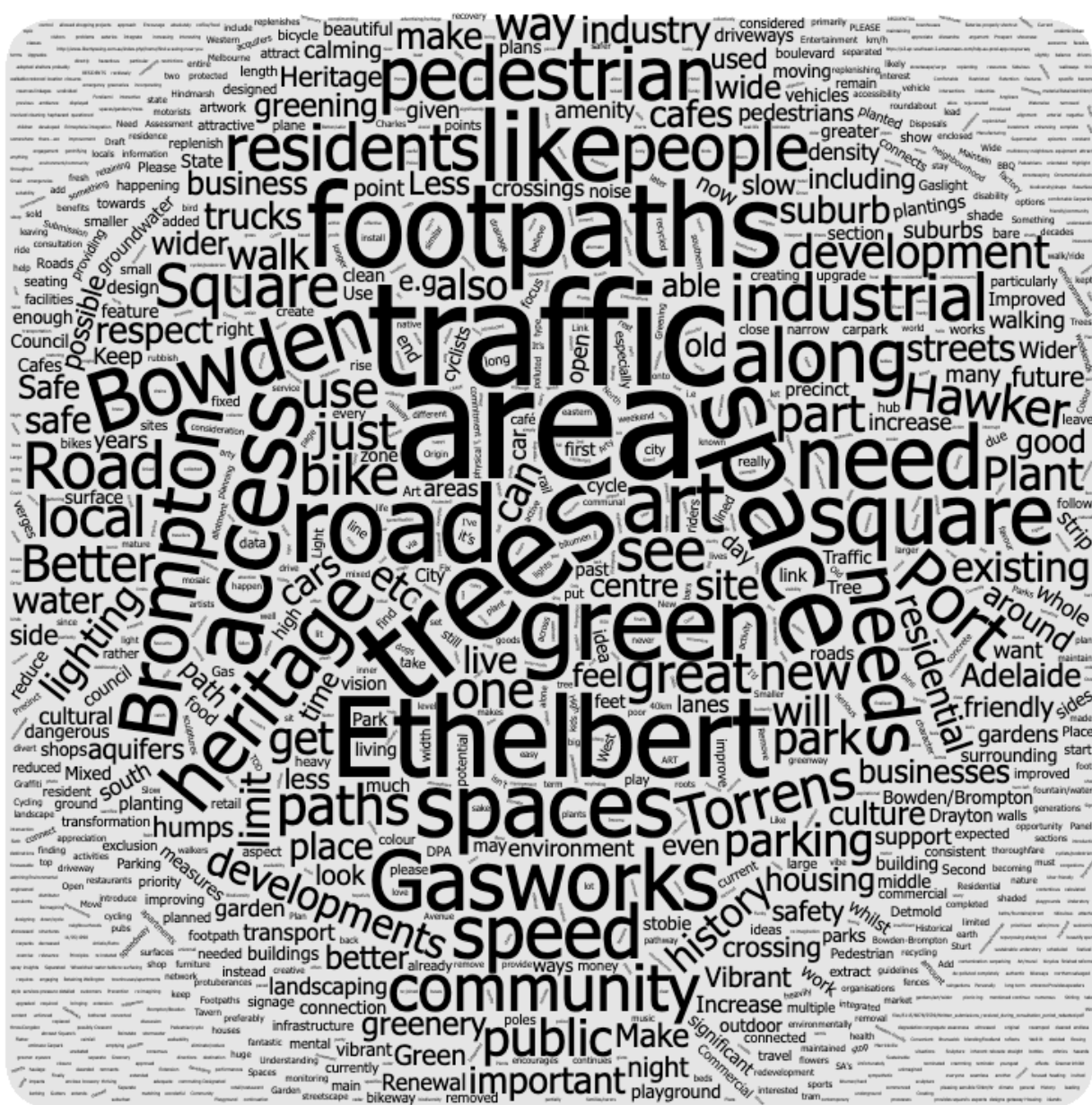
- 1. Trees, shade, greenery and colour**
- 2. Safety during the day and night**
- 3. Footpaths and pedestrian crossings**
- 4. Vibrant and interesting public spaces and reserves**
- 5. Art, heritage and culture**
- 6. Road Safety**
- 7. Convenient parking**
- 8. Freight access to nearby business**

*< Least important*

### 2.3.3 Other input regarding the overall vision for Chief Street

Through the other methods of engagement, people were asked to share their vision for Chief Street. Numerous suggestions were made that can be found in Appendix G.

The words that people said have been placed into this word cloud to show a visual representation of the most frequently said words. The larger the word, the more frequently it was used.



*Graphic representation of most frequently said words when describing a vision for Chief Street*

## Appendices

Appendix A – Virtual Roundtable Report

Appendix B – Let's Reimagine Chief Street brochure and survey

Appendix C – Social media coverage and comments

Appendix D – What currently works well – input received

Appendix E – What doesn't currently work well – input received

Appendix F – Survey responses to ranking of priorities

Appendix G – What's our vision for Chief Street – input received



# Let's Reimagine Chief Street!

## Virtual Roundtable with Very Important People!

Friday 18 September 2020, 9.30-11am

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The virtual roundtable was independently facilitated by Becky Hirst of Becky Hirst Consulting.

### ***Who participated?***

- Mathew Peddey, Andrews Airport Parking
- Robert Kretschmer, Westside BUG Bike Users Group
- Jacqui Mossop, Mossop, 153-159 Port Road
- Michelle Thompson, Detmold Group
- Ian Radbone, Bicycle Institute of SA
- Katie Gilfillan, Bicycle Institute of SA
- Cheryl Jaeschke, Bowden Residents/Hindmarsh Greening
- Matt Jorgensen, Westside BUG Bike Users Group

### ***Who observed/presented?***

- Chris Bentwick, City of Charles Sturt
- Paul Froggatt, GTA
- Lisel McLeay, Jensen PLUS
- Chloe Organ, Jensen PLUS
- Kath Mardon, City of Charles Sturt.

### ***Who gave apologies?***

- John Gerard, Gerard Group
- Shane Wingard, Renewal SA
- Wayne Londema, Renewal SA

### ***What currently works well on Chief Street?***

The first question put to the group was regarding what currently works well on Chief Street. The individual input received via Mentimeter included –

- The bike lane is nicely buffered – it's not simply a lane, but it's actually chevroned;
- Trees that provide shade;
- 40km speed limit reduces risk to pedestrians and cyclists;
- Public art, including painted stobie poles and murals;
- Stone wall;
- Wide street;
- Pub.

In addition to this, one participant noted the green space of Ethelbert Square as an existing strength. She said that this is probably underutilised by the community at the moment, but it is an asset to the street.

Lisel said that she agreed with everything that had been put forward as an existing strength, noting the tree canopy that works really well. She noted that other things include the mix of uses of Chief Street being really interesting, and that there's a really strong residential community that contribute to activity on the street during both the day and night. Lisel also noted the unique, strong character of the street, including different characters along different parts of the street.

### ***What doesn't currently work well on Chief Street?***

The second question put to the group was regarding what doesn't currently work well on Chief Street. The individual input received via Mentimeter included –

- Not enough street lighting, or the lighting is not bright enough;
- Traffic too slow - should be 50;
- Hard wall on First Street needs mural;
- Underpass too low and narrow;
- No street art, garden and colour missing;
- The people in our buildings enter Port Road to Chief Street turn into our driveway at the back of the building and cross lanes, with being 1 lane we do hold up traffic;
- Not people oriented. Space over allocated to motor vehicles;
- Buffered cycle lanes work for some groups but won't attract new riders if cars are crossing the lane etc. Looks like trees in parking lane would make it difficult to provide physically separated lane;
- Bicycle lane in the car door zone;
- Access to the Greenway is non-existent. Footpaths are narrow. Mix of traffic. Drains fix the dimensions - hard to alter;
- Lack of garden beds that support understory planting.

Questions asked included -

- With all the development going on in the street - is the street going to be able to cope with the increased traffic?
- Do you know what they are looking at doing with the old gas site?

Lisel said that she agreed with everything that had been noted and added that there is so much bitumen and noted that as a pedestrian, crossing would be difficult. She also noted that without the understory planting to soften and green, the environment does feel quite harsh on the street. She noted that there are some very noticeable crossfalls and level differences for trying to access properties along Chief Street and this is likely to be a design challenge, particularly thinking about people with mobility impairment. She also noted the limited seating, rest nodes, and the power lines being a design challenge. Lisel also said that whilst she had noted the different uses of the street as a positive, they are also a challenge and there are things like blank walls that need to be thought about.

Chloe said that she was surprised nobody had mentioned that the road runs through the middle of the green space. Cheryl said that she has thought about Ethelbert Square and that people will be wanting mixed uses. For the range of housing, there will need to be playground space, dog space, amenities and so on. She thinks this is an opportunity to keep the spaces divided but that they could have mixed uses.

Katie noted that she strongly disagreed with whoever had suggested the speed limit needed to be faster and invited explanation. Cheryl said she had talked to a number of residents about this and noted that her comment about it needing to be higher was premised on how the street is now. She said that it's a through road, there's the overpass coming over Torrens Road, and much of the traffic is going to turn left into Chief Street to get through to Port Road. Cheryl noted that with the increase of traffic being higher in the future, the traffic won't clear from Port Road if the speed limit remains at 40km. She said that currently with the width of the street, 40km per hour just isn't a natural speed to go at on Chief Street. On Hawker Street she noted that it feels much easier to go slower.

Chris added that only 50% of people are adhering to the speed limit at the moment because of the current design of the road. He noted that part of this exercise is working out how fast we want cars to go down Chief Street and designing the street accordingly. He said that Council is open to negotiation on this, though it's more than likely to stay at 40km per hour as on such a short street there isn't a big difference in travel time.

Katie, on behalf of walkers and bike riders, noted that one of the big things to consider is that going from 40km to 50km per hour has a very significant impact on a pedestrian or cyclist if there's an accident, with the chance of a fatality much higher at 50km per hour. She noted that increasing a speed limit would put the importance of a few seconds of travel time for a motorist ahead of the lives and safety of those local residents and people who want to use active transport options on Chief Street.

Katie also noted that as soon as there is a higher speed limit, you put people off wanting to ride and walk, creating more traffic and therefore more problems. She said that the idea of a lower speed limit is for people to be able to safely choose different options, as well as having lower traffic volumes. Matt added that we should be minimising traffic as much as we can on Chief Street, not encouraging it as a cut through, and encouraging pedestrians and cyclists. Ian added that there is no access to the Greenway from Chief Street, particularly for pedestrians.

### ***What's more important to prioritise?***

Becky asked the group to vote on 8 different aspects of Chief Street. She noted that this wasn't a poll to determine a winner, but was instead a tool to trigger conversation.



Cheryl noted her surprise, given the culture and heritage of the area that this was been ranked so low. Becky acknowledged that the results are from a very diverse mix of people at the roundtable and this would more than likely vary if undertaken with different groups.

Ian said that he had put freight access as important, saying that whilst he doesn't know what Council intends to be the future of employment in the area, but historically access to businesses has been very important. He noted that he feels sorry for trucks trying to get access to get to do the work they need to undertake.

Lisel agreed that it is important to support the businesses on the street as well as the residents.

Becky noted that convenient parking had ranked low and invited comment. Ian said that it is about the management of parking. He said that plenty of parking doesn't mean that it will be used by people using local businesses but could well be used by people hopping on the tram and going into the City.

Katie said she would have liked to see an option for active transport users. She also agreed with Cheryl that art, heritage and culture are really important.

*In one word, describe how you would like to see, feel or experience Chief Street 5 years from now...*

walkacyclable  
active people place  
accessible welcoming  
busy  
vibrant  
walkable

Lisel said that she would add functional, authentic and interesting.

***What's your vision for Chief Street? How do you imagine Chief Street looking and feeling in the future?***

The individual responses to this question received via Mentimeter included –

- Known in Adelaide as a cool place to visit that reflects an authentic local culture;
- Active transport focused. Green. Cool. Arty! Awarded for Sustainable Construction processes used by City of Charles Sturt!!!;
- Strong community focus with resident happy to live, walk and play. Unique spaces with great amenity so we can walk every where admiring beautiful art and greenery;
- Cafes. Eateries;
- Wide footpath, Separated bikeway. Slow movement. A place for locals. Shade. Plants. People first;
- Retain live music the area is known for! Go the Gaslight!
- Integration between business and residential needs but green and welcoming at the same time;
- A street that is encourages you to walk, ride, stay and play. Footpaths are continuous. Cycling is invited and is comfortable. convenient and connected. There is a green shady/cool feel.

Matthew said that AJ's Kitchen will be opening soon, once Council approval has gone through. He said that once the toilets have been approved the new café will be open for coffees, food, lunches, dinners and so on.

Lisel raised the topic of the link from Chief Street to the Entertainment Centre. Cheryl said that her understanding was that the government's intention was to move the Entertainment Centre to the City, and that the soccer stadium may move too. Chris said the talk about a riverbank multiuse was in the very preliminary stages from what he understands, and Ian added that this is a private proposal at the moment that hasn't yet been adopted or suggested by government.

***Anything else that you would like to throw into the mix?***

The individual responses to this question received via Mentimeter included –

- Are they putting in timed parking? Either paid or inspectors coming around every 2, 3 or 5hrs;
- Education and communication with business (and residents) to inform about transport mode choices (infrastructure and speeds) and impacts on spending, activation, community etc;
- Access to Chief Street from the bike pass. Width and height if rail underpass. Trucks get stuck;
- Anything that can be done about the squeeze point under the railway? What use is being made of the gas works site? How will that relate?;
- Physical separation/protection for cycling.

Katie added that the way Adelaide has been designed means that people are used to car culture and are fearful about taking space back. She says there needs to be understanding that people will have only experienced the motor dominance and so education is part of the process.

Chris responded to the point about the 'squeeze point' and said that there are no plans to amend the underpass. He said that this would have to be a DPTI led project as they own the rail corridor and there are some heritage issues with walls too. He said that the Gasworks site is earmarked as a public reserve as part of the Renewal SA Bowden development and they are currently doing master planning around this, noting the recent discovery of some significant underground kilns. In relation to timed parking, Chris said that the issue of commuter parking has come up and consultation with local residents has shown that they don't support timed parking.

Cheryl spoke about the large increase of people living in the area in the coming years and that everyone will want a convenient supermarket – that doesn't need to be a big one – but ideally in walking distance. She said that if we want people to be walking, this type of facility would need to be nearby. Lisel added that when a Council invests in the public realm, it often attracts private investment.

Cheryl asked Chris if Second Street was still going to be widened. Chris said that Second Street is the designated collector road between Park Terrace and Chief Street and said that the intention is for it to be widened.

Robert said that it was important to consider how to protect people cycling through the corridor. He also noted making it pedestrian friendly, was important, putting walking first.

# Let's Reimagine Chief Street

Virtual Roundtable with Very Important People!

Friday 18 September 2020, 9.30-11am



# Who's at the Virtual Table?

Matt Jorgensen and I am here representing Westside BUG!

Cheryl Jaeschke. Representing Bowden Residents and Hindmarsh Greening.

Jacqui Mossop 159 to 153 Port Road

Katie Gilfillan Chairperson Bicycle Institute of SA. Here to represent people who ride bikes as a part of their everyday life and those that would like.

Mat branch manager of Andrews Airport Parking

Paul Froggatt from GTA Consultants working with the design team to develop traffic, movement and parking outcomes for Chief Street.

I work for Detmold Packaging - really just listening to report back to Detmold board

I was invited as part of BISA (now Bike Adelaide) but am on the board of Walking SA.

Robert Kretschmer, new resident (returning after 15 years), connecting in with West Side BUG and former Australian Walking and Cycling Conference Committee Member. Currently working for City of Greater Bendigo

# What currently works well on Chief Street?

The bike lane is nicely buffered. Trees provide shade.	40km speed limit reduces risk to pedestrians and cyclists.	Trees Shade stone wall wide street pub
40km zone	Public art (painted stobie poles and murals)	The bike is not simply a line, it's a lived one
Not people oriented. Space over allocated to motor vehicles	Access to the Greenway is non-existent. Footpaths are narrow. Mix of traffic. Drain fix the dimensions - hard to alter.	Nice lunch spots for people and parks land to sit in for lunch breaks

Do you know what they are looking at doing with the old gas site?

# What doesn't currently work so well on Chief Street?

-Not enough street lighting, or the lighting is not bright enough.

Space over allocated to motor vehicles

Lack of garden beds that support understory planting.

Traffic too slow Should be 50. Hard wall on first street.  
Needs mural underpass to low and narrow. No street art.  
Garden and colour missing

buffered cycle lanes work for some groups but won't attract new riders if cars are crossing the lane etc. Looks like trees in parking lane would make it difficult to provide physically separated lane

With all the development going on in the street - is the street going to be able to cope with the increased traffic?

The people in our buildings enter off from Port Road to Chief street turn into our driveway at the back of the building and cross lanes with being 1 lane we do hold up traffic.

Will it be looked at for additional driving lane between Port Road and the Train Bridge?

Bicycle lane in the car door zone

The people in our buildings enter off from Port Road to Chief street turn into our driveway at the back of the building and cross lanes with being 1 lane we do hold up traffic.

Do you know what they are looking at doing with the old gas site?

Please rank the following in order of importance to you,  
your organisation or your business





In one word, describe how you would like to see, feel, or experience Chief Street 5 years from now...

busy  
walkable  
active people place  
vibrant accessible  
walkable  
welcoming

# Building on that one word, what's your vision for Chief Street? How do you imagine Chief Street looking and feeling in the future?

Known in Adelaide as a cool place to visit that reflects an authentic local culture

Active transport focused, green, cool, arty! Awarded for Sustainable construction processes used by City of Charles Sturt!!!

Strong community focus with resident happy to live walk and play. Unique spaces with great amenity so we can walk everywhere admiring beautiful art and greenery

Cafes, eateries

Wide footpath, Separated bikeway, slow movement, a place for locals, shade, plants, people first.

Retain live music the area is known for! Go the Gaslight!

Integration between business and residential needs but green and welcoming at the same time.

A street that encourages you to walk, ride, stay and play. Footpaths are continuous, cycling is invited and is comfortable, convenient and connected. There is a green shady/cool feel.

Are they putting in time parking? Either paid or just having the inspectors come around?

# Building on that one word, what's your vision for Chief Street? How do you imagine Chief Street looking and feeling in the future?

Access from bike path to chief. Width and height of the rail underpas



# Wild Cards! Anything we haven't mentioned yet? Anything you'd like to throw in to the mix?

nothing to add

Are they putting in timed parking? Either paid or inspectors coming around every 2,3 or 5hrs

Education and communication with business (and residents) to inform about transport mode choices (infrastructure and speeds) and impacts on spending, activation, community ect

Access to Chief st from the bike pass. Width and height if rail underpass. Trucks get stuck

Anything that can be done about the squeeze point under the railway? What use is being made of the gas works site? How will that relate?

physical separation/protection for cycling

## TELL US

What currently **works well** on Chief Street?

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What **doesn't** currently work so well on Chief Street?

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What's **your vision** for the future of Chief Street?

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### Other ways to get involved in Reimagining Chief Street

We invite you to complete and return the short survey in this brochure.

However, if you can also:

- Visit [yoursaycharlessturt.com.au](https://yoursaycharlessturt.com.au) to join the conversation online
- **Drop in to 19 on Green or Hindmarsh Library between 21 September and 11 October** to add your comments to our Let's Reimagine Chief Street display
- Send us a written submission via email to [eng-consultation@charlessturt.sa.gov.au](mailto:eng-consultation@charlessturt.sa.gov.au) or via mail to **Let's Reimagine Chief Street, PO Box 1, Woodville SA 5011**



### Need some inspiration?

Keep an eye out for the QR Codes along Chief Street that you can scan using your smartphone camera. These will take you to a series of short videos that will share some thoughts on options to consider!

**LET'S REIMAGINE CHIEF STREET**  
JOIN THE CONVERSATION TODAY



## Next steps...



# What's one thing YOU could do to help promote 'Let's Reimagine Chief Street' to people who live, work on or use Chief Street?

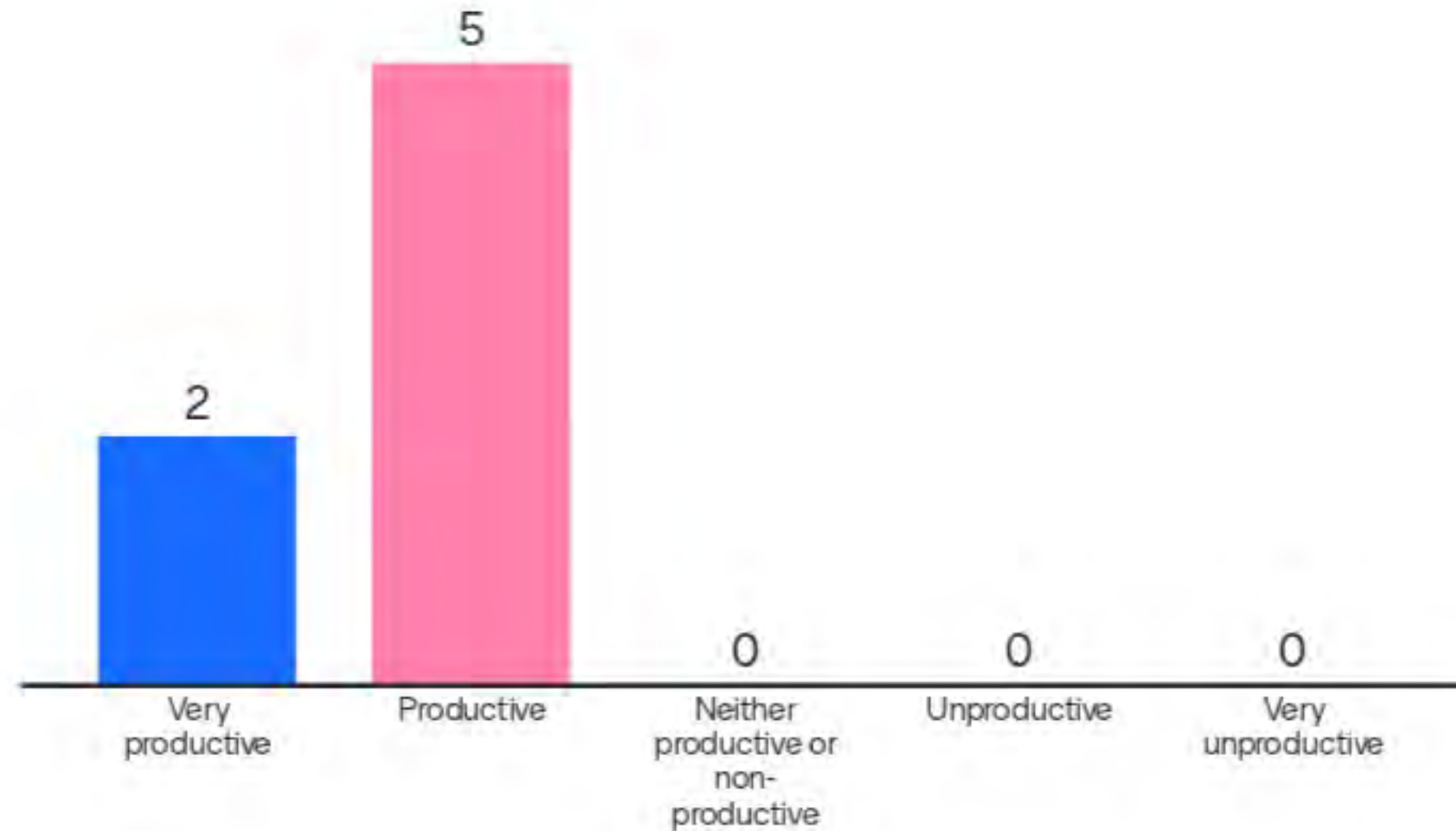
Put brochures our reception area

Promote through the various Facebook Community groups in the area.

Use Hindmarsh Greening and Bowden Residents Group Facebook page. We need to include the Gasworks site info to accompany info

Share with our members - socials and email

# How productive have you found this roundtable?



# TELL US

What currently **works well** on Chief Street?

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What **doesn't currently work so well** on Chief Street?

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What's **your vision** for the future of Chief Street?

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## Other ways to get involved in Reimagining Chief Street

We invite you to complete and return the short survey in this brochure.

However, if you can also:

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## Need some inspiration?

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# LET'S REIMAGINE CHIEF STREET

JOIN THE CONVERSATION TODAY





# THE PROJECT

The section of Chief Street between Port Road and Hawker Street is due for a full reconstruction in 2022/23, which includes new footpaths, kerbs, road surfaces and planting.

This gives us an exciting opportunity to reconsider the current design of Chief Street - how it looks, feels and functions!

Chief Street provides local access for industrial and residential properties adjoining the street, and is a link between Torrens Road and Port Road for both local residents and visitors.

The section of Chief Street between Port Road and Hawker Street currently has the look and feel of an industrial road, with a wide road, narrow footpaths and established street trees.

'Let's Reimagine Chief Street' aims to develop a concept plan for Chief Street, including Ethelbert Square, that includes a high quality, greener public realm that supports walking and cycling, is interesting/unique and improves road safety, in particular improved links to:

- The Outer Harbor Greenway shared-use walking and cycling corridor;
- Hawker Street Bike direct route and retail precinct;
- Port Road retail and entertainment precinct and public transport corridors;
- Ethelbert Square (existing public reserve)
- Brompton Gasworks site (future public reserve within the Renewal SA Bowden Development) via extension of Fourth Street; and
- Second Street Brompton.

# LET'S REIMAGINE CHIEF STREET



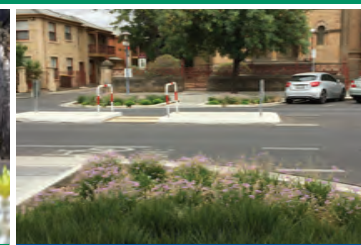
Let's think about the design of Ethelbert Square



How could artwork be integrated?



Do you cycle along Chief Street?



Can we make it easier to cross?

We want to make the right decisions when reimagining Chief Street.

That's where YOU come in!

For us to make the right decisions, we need to understand what the people who live on, work on, or travel along Chief Street think is important.

We want to know from you what already **works well** on Chief Street. We want to know what you think **doesn't work so well** at the moment. We also want to know how you imagine Chief Street **should look and feel in the future**.

What we hear from you during this community engagement process will inform the first stage of our planning. We will return to you later in the year with the ideas we've developed based on what we've heard from you, for further comment.

Number the following in order of importance to you, with 1 being most important and 8 being least important

- ☐ Trees, shade, greenery and colour
- ☐ Convenient parking
- ☐ Freight access to nearby business
- ☐ Road safety
- ☐ Footpaths and pedestrian crossings
- ☐ Vibrant and interesting public spaces and reserves
- ☐ Safety during the day and night
- ☐ Art, heritage and culture

Any other comments?

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Name: 

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Street: 

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Contact: 

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Please return to Reimagine Chief Street,  
PO Box 1, Woodville SA 5011  
(using the reply-paid envelope or scan and email  
eng-consultation@charlessturt.sa.gov.au)

**The closing date for receiving feedback is  
Sunday 11 October 2020.**

## Appendix D - Social media posts & commentary

 **City Of Charles Sturt**  
9 October at 11:55 · 🌐

It's your last opportunity to have your say in how Chief Street looks, feels and functions. Chief Street (between Port Road and Hawker Street) is due for a full road reconstruction in 2022/23. If you live on, work on or travel along Chief Street make sure you have your say by this Sunday, 11 October 2020.  
<http://www.yoursaycharlessturt.com.au/letsreimagine...>



8 1 share

 **City Of Charles Sturt**  
24 September at 14:56 · 🌐

Chief Street (between Port Road and Hawker Street) is due for a full road reconstruction in 2022/23 and we want to reconsider the current design - how it looks, feels and functions! This is your opportunity to tell us what you think is important. If you live on, work on or travel along Chief Street make sure you have your say. Consultation closes Sunday 11 October 2020.



CHARLESSTURT.SA.GOV.AU

**Let's Reimagine Chief Street**  
Given the unfolding situation relating to COVID-19 in Australia and across the world, he...

8 1 comment 2 shares





**City of Charles Sturt**  
@CharlesSturtSA



It's your last opportunity to have your say in how Chief Street looks, feels and functions with the street, located between Port Road and Hawker Street, due for a full road reconstruction in 2022/23. Consultation closes Sunday 11 October 2020.

[yoursaycharlessturt.com.au/letsreimagine-...](https://yoursaycharlessturt.com.au/letsreimagine-...)



11:55 AM · Oct 9, 2020 · Sprout Social

1 Retweet 1 Quote Tweet 2 Likes

[Redacted] · 15h

@CharlesSturtSA would be fantastic if trams were to travel along Torrens Road from North Adelaide or Chief Street Entertainment Centre.



[Redacted] · 15h

Replying to @CharlesSturtSA  
Trams along Chief Street & Torrens Road.





## Appendix D – What currently works well - Input received from community

Comments that mention **speed limit, vehicle access, parking & traffic flow**

	SOURCE	INPUT	THEME	SUBTHEME
1	Survey response	Tree lined - shade. 40k speed limit. Reserve. Footpaths wish can be updated. Paring times can be limited to prevent long term parking during business hours for users going outside of the area.	TRAFFIC/PARKING	40KM SPEED LIMIT
2	Survey response	Appropriate speed, street is well shaded, footpaths ok	TRAFFIC/PARKING	40KM SPEED LIMIT
3	Survey response	No public transport and heavy vehicles is wonderful. 40 km speed limit. Wide road with beautiful large trees. Heritage wall of Gasworks site	TRAFFIC/PARKING	40KM SPEED LIMIT
4	Survey response	40 km speed limit but speed humps needed. Trees. Residential zone - ban trucks. Bike lanes - but need maintenance.	TRAFFIC/PARKING	40KM SPEED LIMIT
5	Survey response	40 km/ph speed limit makes it safer to cross a busy road	TRAFFIC/PARKING	40KM SPEED LIMIT
6	Yoursay	Speed reduction Trees providing shade Traffic lights either end and Hawker St	TRAFFIC/PARKING	40KM SPEED LIMIT
7	Survey response	The 40 km speed limit. Great to have Ethelbert Square, need more open space and trees	TRAFFIC/PARKING	40KM SPEED LIMIT
8	Yoursay	40km speed limit, good road to reduce cross traffic between Port Rd and Torrens road on park terrace, and reduce traffic on Hawker Provides a central entry point to the areas Bowden and Brompton. Established Trees are the best	TRAFFIC/PARKING	40KM SPEED LIMIT
9	Survey response	40 km speed limit. Parking (a lot of it). Street Trees	TRAFFIC/PARKING	40KM SPEED LIMIT
10	Survey response	slow traffic. Wide access. Parking. Nice Trees. Access into Bowden Other Comments: Keep Ethelbert square Green!	TRAFFIC/PARKING	40KM SPEED LIMIT
11	Survey response	40 kmh speed limit. Big trees/shade	TRAFFIC/PARKING	40KM SPEED LIMIT
12	Survey response	40 km speed limit. Large, established trees	TRAFFIC/PARKING	40KM SPEED LIMIT
13	Survey response	40 km/h speed zone parking availability	TRAFFIC/PARKING	40KM SPEED LIMIT
14	Yoursay	<ul style="list-style-type: none"> <li>- The speed limit, 40km/h, creates a safer residential area</li> <li>- The wide road allows for minimal impact on residential properties for the thoroughfare of trucks and large industrial vehicles</li> <li>- The street art on Hawker Street gives the suburb vibrancy and character</li> <li>- The tree canopy providing shade, but seed pods can cause our outdoor area to require frequent cleaning.</li> <li>- Ethelbert Square has a lot of potential to be a frequented picnic place to enjoy a coffee, or turn into a recreational space for wider</li> </ul>	TRAFFIC/PARKING	40KM SPEED LIMIT

		community to enjoy. - Access to Port Road is very convenient for us to access the West of Adelaide - The old Gasworks has a lot of potential, and a drawback for Brompton / Bowden - Newly renovated character homes and new modern designs gives Chief Street a "cleaner look"		
15	Yoursay	Remnant heritage (gasworks wall & underpass, remaining 19thC cottages & pub); diversity of building stock; 40km zone; traffic narrowing & slow points (i.e. roundabout, protuberances at northern end);	TRAFFIC/PARKING	40KM SPEED LIMIT
16	Survey response	Wide street. 40 kms created level of safety but I've never thought it necessary on this wide large street	TRAFFIC/PARKING	40KM SPEED LIMIT
17	Survey response	40 zone stops Chief Street being used as an unnecessary thoroughfare	TRAFFIC/PARKING	40KM SPEED LIMIT
18	Survey response	40 km speed limit. Post box	TRAFFIC/PARKING	40KM SPEED LIMIT
19	Survey response	40 km zone	TRAFFIC/PARKING	40KM SPEED LIMIT
20	Survey response	40 km/h speed zone parking availability	TRAFFIC/PARKING	40KM SPEED LIMIT
21	Survey response	40 km speed limit	TRAFFIC/PARKING	40KM SPEED LIMIT
22	Survey response	Speed limit	TRAFFIC/PARKING	40KM SPEED LIMIT
23	Survey response	The lovely old blue stone wall (pictures) must remain. Speed limit 40 is excellent	TRAFFIC/PARKING	40KM SPEED LIMIT
24	Survey response	The 40km/h speed limit is great and should be maintained	TRAFFIC/PARKING	40KM SPEED LIMIT
25	Survey response	It gets you from Torrens Road to Port Road. 40 kms limits the build up of traffic which is good.	TRAFFIC/PARKING	40KM SPEED LIMIT
26	Survey response	40 km zone	TRAFFIC/PARKING	40KM SPEED LIMIT
27	Survey response	The speed cameras	TRAFFIC/PARKING	40KM SPEED LIMIT
28	Survey response	speed limit. Lots of traffic good for business	TRAFFIC/PARKING	40KM SPEED LIMIT
29	Survey response	40 km/hr speed limit. Most convenient link between Port Road and Hawker Street for both pedestrians and vehicles	TRAFFIC/PARKING	40KM SPEED LIMIT
30	19 on Green vision board	40 km zone	TRAFFIC/PARKING	40KM SPEED LIMIT
31	19 on Green vision board	40 km zone	TRAFFIC/PARKING	40KM SPEED LIMIT
32	Hindmarsh library vision board	40 km/h speed limit	TRAFFIC/PARKING	40KM SPEED LIMIT
33	Survey response	Road access to and from Bowden/Brompton	TRAFFIC/PARKING	ACCESS
34	Survey response	Access to Port Road (i.e. no roundabouts from Hawker Street)	TRAFFIC/PARKING	ACCESS
35	Survey response	The underpass. Torrens-Port Road access	TRAFFIC/PARKING	ACCESS

36	Survey response	Easy access to suburbs from main arterial road	TRAFFIC/PARKING	ACCESS
37	Survey response	It provides good access to Port Road	TRAFFIC/PARKING	ACCESS
38	Survey response	It's a good connector street. Street art	TRAFFIC/PARKING	ACCESS
39	Survey response	Driving fast between Port and Torrens	TRAFFIC/PARKING	ACCESS
40	Survey response	Easy access/through street for fire/ambulance/police & access to businesses + private residences able to go to (shops) in all directions. Parking needed for businesses and residents	TRAFFIC/PARKING	ACCESS
41	Hindmarsh library vision board	Access to Port Road	TRAFFIC/PARKING	ACCESS
42	Survey response	Nor much unfortunately. Increased multi housing means excess cars and parking on street. The established trees look good	TRAFFIC/PARKING	OTHER
43	Survey response	It's TOO busy. The trees are lovely & apart from the traffic is QUIET	TRAFFIC/PARKING	OTHER
44	Survey response	Not much. I find it rather dangerous with the excessive traffic and constant speeding. You should fix a permanent speed camera. You would make a shit load	TRAFFIC/PARKING	OTHER
45	Survey response	It's clear with makes it easier for driving, visibility etc	TRAFFIC/PARKING	OTHER
46	Survey response	Unlimited parking which encourages use of public transport e.g. tram to city. Leafy trees which provide a nice streetscape	TRAFFIC/PARKING	PARKING
47	Survey response	I like the tree/planters used as parking separations	TRAFFIC/PARKING	PARKING
48	Survey response	Parking and sped limit	TRAFFIC/PARKING	PARKING
49	Survey response	Good for parking, Nice and wide like a lovely boulevard	TRAFFIC/PARKING	PARKING
50	Survey response	Long hours parking	TRAFFIC/PARKING	PARKING
51	Survey response	Parking	TRAFFIC/PARKING	PARKING
52	Survey response	good availability of parking	TRAFFIC/PARKING	PARKING
53	Survey response	The road is convenient for cars to drive + park. Street trees. The bike lane	TRAFFIC/PARKING	PARKING
54	Survey response	Road humps, park trees + car parking, footpaths on each side, pedestrian crossing, roundabout, Gas Light Hotel, speed limit 30. No more wheelchair safe ramp rails	TRAFFIC/PARKING	ROAD HUMPS

55	Email Submission	South of Hawker Street, the traffic works well. Chief Street is hardly ever congested. People are able to cross the road rather safely although safer or more visible access points could further benefit people. The street tree canopy south of Hawker Street is going to look amazing as these trees grow bigger and age. The roundabout at the intersection of Fifth street and Chief street has worked well in enabling safe traffic flow in crossing Chief Street. That Industry is not imposing has also worked well on parts of Chief Street and the set back of the houses adds to the feeling of limited congestion. The bicycle greenway along the train line has worked well by the number of people who use it, although, space for shading should have been factored in the design plans. Live music at the Gasworks Tavern. This site was part of the live music circuit for many bands and including bands from country towns in Adelaide who played there when in Adelaide. The site had greater use for people across this state and this cultural aspect should not be negatively impacted because of more housing leading to more noise complaints as nearly happened at the Governor Hindmarsh Hotel with housing development close by. Residents have appreciated most parts to the transformation. More focus needs to respect residents' grievances to how developments effect them and address these with regulations in building/development design and allotment re-zoning and more greening to minimize negative impact. While this is out of the scope within the survey questions, in given there is a Bowden Brompton Mixed Use DPA that has site plans for Chief Street; How buildings are designed on Chief Street, building set back and height levels (where residents have many opinions to share) should be included in consultation responses when re-imagining Chief Street.	TRAFFIC/PARKING	TRAFFIC FLOW
56	Survey response	Wide, traffic flow, free parking for people walking to tram	TRAFFIC/PARKING	TRAFFIC FLOW
57	Yoursay	Trees. Traffic link between Port and Torrens roads.	TRAFFIC/PARKING	TRAFFIC FLOW
58	Survey response	Limited traffic stops. Tree shade - Council's leaf cleaning. From a few residents - "not much anymore"	TRAFFIC/PARKING	TRAFFIC FLOW
59	Survey response	No signals. Traffic flows quite well. The established trees are great and could be used to better advantage.	TRAFFIC/PARKING	TRAFFIC FLOW
60	Survey response	Traffic lights are good. 40km ensures road safety	TRAFFIC/PARKING	TRAFFIC FLOW
61	Survey response	The traffic light are very time efficient	TRAFFIC/PARKING	TRAFFIC FLOW
62	Survey response	Slow Traffic	TRAFFIC/PARKING	TRAFFIC FLOW

63	Survey response	Traffic flow	TRAFFIC/PARKING	TRAFFIC FLOW
64	Survey response	good traffic flow in both directions is good. 40 kph works well	TRAFFIC/PARKING	TRAFFIC FLOW
65	Survey response	The wide road with bike lane	TRAFFIC/PARKING	WIDE ROAD
66	Hindmarsh library vision board	Wide street, subway access to port Road	TRAFFIC/PARKING	WIDE ROAD
67	Yoursay	Wide street with great visibility, leafy tree-lined ambience, plenty of parking, avoids stopping at the train line (the main reason I use it over Hawker St)	TRAFFIC/PARKING	WIDE ROAD
68	Survey response	wide street. Trees. Access to Port Road	TRAFFIC/PARKING	WIDE ROAD
69	Survey response	Large streets with parking	TRAFFIC/PARKING	WIDE ROAD
70	Survey response	Wide street. Parking.	TRAFFIC/PARKING	WIDE ROAD
71	Survey response	Straight road with no speed humps or roundabouts	TRAFFIC/PARKING	WIDE ROAD
72	Survey response	Good vision. Wide roadway	TRAFFIC/PARKING	WIDE ROAD
73	Survey response	Nice wide thoroughfare	TRAFFIC/PARKING	WIDE ROAD
74	Survey response	Just a nice wide road. Great for cutting from Port Road to Torrens Road	TRAFFIC/PARKING	WIDE ROAD
75	Survey response	wide roads. Good for large transport	TRAFFIC/PARKING	WIDE ROAD
76	Survey response	Wide street, 40kph speed limit, no congestion of traffic, easy access from Port Road to whatever you may be going	TRAFFIC/PARKING	WIDE ROAD
77	Survey response	Roundabout Fifth Street. Wide Road	TRAFFIC/PARKING	WIDE ROAD
78	19 on Green vision board	Wide, mixed use road good visibility	TRAFFIC/PARKING	WIDE ROAD

Comments that mention **appearance, greenery & trees**

	SOURCE	INPUT	THEME	SUBTHEME
1	Survey response	Currently towards Torrens Road is actually quite nice, but as you get closer to Port Road it is quite ugly	GREENERY	GENERAL APPEARANCE
2	Yoursay	Residences & greenery.	GREENERY	GREENERY
3	Survey response	Greenery is good. The heritage wall is a feature -> it is crumbling, please fix it	GREENERY	GREENERY
4	Yoursay	Great trees, good amount of green space, good mix of industrial and residential.	GREENERY	OPEN SPACE
5	Survey response	Appropriate speed, street is well shaded, footpaths ok	GREENERY	SHADE
6	Yoursay	Speed reduction Trees providing shade Traffic lights either end and Hawker St	GREENERY	TREES
7	Yoursay	Trees are good. Bike paths where there's room.	GREENERY	TREES

8	Survey response	Trees on either side look nice. Gasworks wall is unique	GREENERY	TREES
9	Survey response	Trees	GREENERY	TREES
10	Survey response	Lots of lovely shady trees	GREENERY	TREES
11	Survey response	The large trees, historic wall, Ethelbert square	GREENERY	TREES
12	Survey response	The 40 km speed limit. Great to have Ethelbert Square, need more open space and trees	GREENERY	TREES
13	Survey response	Road humps, park trees + car parking, footpaths on each side, pedestrian crossing, roundabout, Gas Light Hotel, speed limit 30. No more wheelchair safe ramp rails	GREENERY	TREES
14	Yoursay	Plane tree cover in summer, although leaf drop in winter is a problem as such a large volume.	GREENERY	TREES
15	Yoursay	Trees. Traffic link between Port and Torrens roads.	GREENERY	TREES
16	Yoursay	The trees, 40km speed limit, bike lane and proximity to the tram/Plant 4 /city.	GREENERY	TREES
17	Yoursay	40km speed limit, good road to reduce cross traffic between Port Rd and Torrens road on park terrace, and reduce traffic on Hawker Provides a central entry point to the areas Bowden and Brompton. Established Trees are the best	GREENERY	TREES
18	Yoursay	Wide street with great visibility, leafy tree-lined ambience, plenty of parking, avoids stopping at the train line (the main reason I use it over Hawker St)	GREENERY	TREES
19	Survey response	Beautiful trees, nice roundabouts that are well maintained. The old gasworks wall. Lack of high rise, Detmold facility looks ok painted.	GREENERY	TREES
20	Survey response	40 km speed limit. Parking (a lot of it). Street Trees	GREENERY	TREES
21	Survey response	Shade trees	GREENERY	TREES
22	Survey response	Tree lined, wide street	GREENERY	TREES
23	Survey response	Limited traffic stops. Tree shade - Council's leaf cleaning. From a few residents - "not much anymore"	GREENERY	TREES
24	Survey response	Wide road , tree lined	GREENERY	TREES
25	Survey response	slow traffic. Wide access. Parking. Nice Trees. Access into Bowden Other Comments: Keep Ethelbert square Green!	GREENERY	TREES
26	Survey response	wide street. Trees. Access to Port Road	GREENERY	TREES
27	Survey response	No signals. Traffic flows quite well. The established trees are great and could be used to better advantage.	GREENERY	TREES
28	Survey response	The openness of it. Large established trees. Easy connectivity	GREENERY	TREES
29	Survey response	40 kmh speed limit. Big trees/shade	GREENERY	TREES
30	Survey response	40 km speed limit. Large, established trees	GREENERY	TREES

31	Survey response	Tree lined - shade. 40k speed limit. Reserve. Footpaths wish can be updated. Paring times can be limited to prevent long term parking during business hours for users going outside of the area.	GREENERY	TREES
32	Survey response	Plane trees. Heritage wall (although it need a lot of work)	GREENERY	TREES
33	Survey response	Nor much unfortunately. Increased multi housing means excess cars and parking on street. The established trees look good	GREENERY	TREES
34	Survey response	No public transport and heavy vehicles is wonderful. 40 km speed limit. Wide road with beautiful large trees. Heritage wall of Gasworks site	GREENERY	TREES
35	Survey response	The feel of Chief Street when leaves are on the trees is great	GREENERY	TREES
36	Survey response	The avenue of plane trees	GREENERY	TREES
37	Survey response	Unlimited parking which encourages use of public transport e.g. tram to city. Leafy trees which provide a nice streetscape	GREENERY	TREES
38	Survey response	Beautiful trees	GREENERY	TREES
39	Survey response	I like the tree/planters used as parking separations	GREENERY	TREES
40	Survey response	Trees - stunning! Historical Walk on Chief st near railway bridge. Pub. Ethelbert Square. Mossop landscaping near cnr Port Road	GREENERY	TREES
41	Survey response	It's TOO busy. The trees are lovely & apart from the traffic is QUIET	GREENERY	TREES
42	Email Submission	South of Hawker Street, the traffic works well. Chief Street is hardly ever congested. People are able to cross the road rather safely although safer or more visible access points could further benefit people. The street tree canopy south of Hawker Street is going to look amazing as these trees grow bigger and age. The roundabout at the intersection of Fifth street and Chief street has worked well in enabling safe traffic flow in crossing Chief Street. That Industry is not imposing has also worked well on parts of Chief Street and the set back of the houses adds to the feeling of limited congestion. The bicycle greenway along the train line has worked well by the number of people who use it, although, space for shading should have been factored in the design plans. Live music at the Gasworks Tavern. This site was part of the live music circuit for many bands and including bands from country towns in Adelaide who played there when in Adelaide. The site had greater use for people across this state and this cultural aspect should not be negatively impacted because of more housing leading to more noise complaints as nearly happened at the Governor Hindmarsh Hotel with housing development close by. Residents have appreciated most parts to the transformation. More focus needs to respect residents' grievances to how developments effect them and address these with regulations	GREENERY	TREES

		in building/development design and allotment re-zoning and more greening to minimize negative impact. While this is out of the scope within the survey questions, in given there is a Bowden Brompton Mixed Use DPA that has site plans for Chief Street; How buildings are designed on Chief Street, building set back and height levels (where residents have many opinions to share) should be included in consultation responses when re-imagining Chief Street.		
43	Hindmarsh library vision board	Plane trees. Heritage wall.	GREENERY	TREES
44	Hindmarsh library vision board	Heritage wall. Place trees	GREENERY	TREES
45	Hindmarsh library vision board	Keep the trees	GREENERY	TREES

Comments that mention **active travel, including bike paths, footpaths and public transport**

	SOURCE	INPUT	ACTIVE TRAVEL	SUBTHEME
1	Yoursay	5/. Cyclists ride up and down the street.	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
2	Yoursay	Trees are good. Bike paths where there's room.	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
3	Yoursay	The trees, 40km speed limit, bike lane and proximity to the tram/Plant 4 /city.	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
4	Email Submission	..nothing in particular..bike lanes are ok for me..	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
5	Survey response	40 km speed limit but speed humps needed. Trees. Residential zone - ban trucks. Bike lanes - but need maintenance.	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
6	Survey response	The wide road with bike lane	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
7	Survey response	The bike paths are magnificent	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
8	Survey response	Beautiful old walls and new bike overpass	ACTIVE TRAVEL	CYCLISTS/BIKE PATHS
9	Hindmarsh library vision board	Wide street, subway access to port Road	ACTIVE TRAVEL	OTHER
10	Survey response	Road humps, park trees + car parking, footpaths on each side, pedestrian crossing, roundabout, Gas Light Hotel, speed limit 30. No more wheelchair safe ramp rails	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
11	Survey response	Tree lined - shade. 40k speed limit. Reserve. Footpaths wish can be updated. Paring times can be limited to prevent long term parking during business hours for users going outside of the area.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
12	Survey response	Appropriate speed, street is well shaded, footpaths ok	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS



13	Email Submission	South of Hawker Street, the traffic works well. Chief Street is hardly ever congested. People are able to cross the road rather safely although safer or more visible access points could further benefit people. The street tree canopy south of Hawker Street is going to look amazing as these trees grow bigger and age. The roundabout at the intersection of Fifth street and Chief street has worked well in enabling safe traffic flow in crossing Chief Street. That Industry is not imposing has also worked well on parts of Chief Street and the set back of the houses adds to the feeling of limited congestion. The bicycle greenway along the train line has worked well by the number of people who use it, although, space for shading should have been factored in the design plans. Live music at the Gasworks Tavern. This site was part of the live music circuit for many bands and including bands from country towns in Adelaide who played there when in Adelaide. The site had greater use for people across this state and this cultural aspect should not be negatively impacted because of more housing leading to more noise complaints as nearly happened at the Governor Hindmarsh Hotel with housing development close by. Residents have appreciated most parts to the transformation. More focus needs to respect residents' grievances to how developments effect them and address these with regulations in building/development design and allotment re-zoning and more greening to minimize negative impact. While this is out of the scope within the survey questions, in given there is a Bowden Brompton Mixed Use DPA that has site plans for Chief Street; How buildings are designed on Chief Street, building set back and height levels (where residents have many opinions to share) should be included in consultation responses when re-imagining Chief Street.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
14	Yoursay	The heritage buildings, shade, and larger footpaths than most of the suburb.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
15	Survey response	The rustic look is cool. Gasworks wall. Footpaths not being smooth	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
16	Survey response	40 km/ph speed limit makes it safer to cross a busy road	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
17	Survey response	Width - site, easy to cross	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
18	Survey response	Wide and accessible footpaths and clear street signage	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS

19	Survey response	No public transport and heavy vehicles is wonderful. 40 km speed limit. Wide road with beautiful large trees. Heritage wall of Gasworks site	ACTIVE TRAVEL	PUBLIC TRANSPORT
20	Survey response	Wide, traffic flow, free parking for people walking to tram	ACTIVE TRAVEL	PUBLIC TRANSPORT

Comments that mention **heritage** and **arts**

	SOURCE	INPUT	THEME	SUBTHEME
1	Survey response	Beautiful trees, nice roundabouts that are well maintained. The old gasworks wall. Lack of high rise, Detmold facility looks ok painted.	HERITAGE/ART	GASWORKS WALL
2	Yoursay	<ul style="list-style-type: none"> <li>- The speed limit, 40km/h, creates a safer residential area</li> <li>- The wide road allows for minimal impact on residential properties for the thoroughfare of trucks and large industrial vehicles</li> <li>- The street art on Hawker Street gives the suburb vibrancy and character</li> <li>- The tree canopy providing shade, but seed pods can cause our outdoor area to require frequent cleaning.</li> <li>- Ethelbert Square has a lot of potential to be a frequented picnic place to enjoy a coffee, or turn into a recreational space for wider community to enjoy.</li> <li>- Access to Port Road is very convenient for us to access the West of Adelaide</li> <li>- The old Gasworks has a lot of potential, and a drawback for Brompton / Bowden</li> <li>- Newly renovated character homes and new modern designs gives Chief Street a "cleaner look"</li> </ul>	HERITAGE/ART	STREET ART
3	Yoursay	Remnant heritage (gasworks wall & underpass, remaining 19thC cottages & pub); diversity of building stock; 40km zone; traffic narrowing & slow points (i.e. roundabout, protuberances at northern end);	HERITAGE/ART	GASWORKS WALL
4	Yoursay	The heritage buildings, shade, and larger footpaths than most of the suburb.	HERITAGE/ART	HERITAGE BUILDINGS
5	Survey response	Trees on either side look nice. Gasworks wall is unique	HERITAGE/ART	GASWORKS WALL
6	Yoursay	Not much. Probably the only thing is that the heritage walls are still standing	HERITAGE/ART	GASWORKS WALL
7	Yoursay	The heritage wall at the end of the street and the community	HERITAGE/ART	GASWORKS WALL
8	Survey response	Trees - stunning! Historical Walk on Chief st near railway bridge. Pub. Ethelbert Square. Mossop landscaping near cnr Port Road	HERITAGE/ARTS	GASWORKS WALL
9	Survey response	Ethelbert square. The Gasworks wall	HERITAGE/ARTS	GASWORKS WALL

10	Email Submission	South of Hawker Street, the traffic works well. Chief Street is hardly ever congested. People are able to cross the road rather safely although safer or more visible access points could further benefit people. The street tree canopy south of Hawker Street is going to look amazing as these trees grow bigger and age. The roundabout at the intersection of Fifth street and Chief street has worked well in enabling safe traffic flow in crossing Chief Street. That Industry is not imposing has also worked well on parts of Chief Street and the set back of the houses adds to the feeling of limited congestion. The bicycle greenway along the train line has worked well by the number of people who use it, although, space for shading should have been factored in the design plans. Live music at the Gasworks Tavern. This site was part of the live music circuit for many bands and including bands from country towns in Adelaide who played there when in Adelaide. The site had greater use for people across this state and this cultural aspect should not be negatively impacted because of more housing leading to more noise complaints as nearly happened at the Governor Hindmarsh Hotel with housing development close by. Residents have appreciated most parts to the transformation. More focus needs to respect residents' grievances to how developments effect them and address these with regulations in building/development design and allotment re-zoning and more greening to minimize negative impact. While this is out of the scope within the survey questions, in given there is a Bowden Brompton Mixed Use DPA that has site plans for Chief Street; How buildings are designed on Chief Street, building set back and height levels (where residents have many opinions to share) should be included in consultation responses when re-imagining Chief Street.	HERITAGE/ARTS	LIVE MUSIC
11	Survey response	No public transport and heavy vehicles is wonderful. 40 km speed limit. Wide road with beautiful large trees. Heritage wall of Gasworks site	HERITAGE/ARTS	GASWORKS WALL
12	Survey response	The lovely old blue stone wall (pictures) must remain. Speed limit 40 is excellent	HERITAGE/ARTS	GASWORKS WALL
13	Survey response	It's a good connector street. Street art	HERITAGE/ARTS	STREET ART
14	Survey response	The rustic look is cool. Gasworks wall. Footpaths not being smooth	HERITAGE/ARTS	GASWORKS WALL
15	Survey response	Beautiful old walls and new bike overpass	HERITAGE/ARTS	GASWORKS WALL
16	Survey response	Greenery is good. The heritage wall is a feature -> it is crumbling, please fix it	HERITAGE/ARTS	GASWORKS WALL
17	Survey response	Plane trees. Heritage wall (although it need a lot of work)	HERITAGE/ARTS	GASWORKS WALL

18	Hindmarsh library vision board	Plane trees. Heritage wall.	HERITAGE/ARTS	GASWORKS WALL
19	Hindmarsh library vision board	Heritage wall. Place trees	HERITAGE/ARTS	GASWORKS WALL
20	Survey response	The Gaslight has been renovated and looks good. Creates a space for artists/entertainment/dining. Perhaps there could be a café or coffee shop	HERITAGE/ARTS	THE GASLIGHT
21	Survey response	The brick wall is lovely and will hopefully be kept	HERITAGE/ARTS	GASWORKS WALL
22	Survey response	wide road - not many houses - nice old architecture	HERITAGE/ARTS	HERITAGE BUILDINGS
23	Survey response	Looks good on first walk. Access to Port Road left/right. Gaslight tavern - great night place. Very friendly and live music every night	HERITAGE/ARTS	THE GASLIGHT
24	Hindmarsh library vision board	Live music. Need more	HERITAGE/ARTS	LIVE MUSIC
25	Hindmarsh library vision board	Live bands in Pubs	HERITAGE/ARTS	LIVE MUSIC

Comments that mention the **residential** aspect of the street

	SOURCE	INPUT	RESIDENTIAL	SUB THEME
1	Yoursay	<p>1/. Its rectilinear design: it's the major street of the original subdivision of Brompton, paralled by 2 sub-streets East and West, and with a central square.</p> <p>2/. Four structures on the street go back to the first 10 years of subdivision, including abutments of the train overpass.</p> <p>3/. That is unique marker that has existed since 1855 and has stopped the large trucks taking over the street. It has retained its residential character in many places. Houses built close to the street; ambience of a village that has endured through the ages. Friendly atmosphere when people sit on front veranda and say g'day.</p> <p>4/. Subdivided 1848. There is architecture of the street reflective of all periods of Adelaide history, very unique to find such a diverse record along one street. (Unfortunately used as an argument to continue smashing up the buildings on the street),but has it currently stands still a unique environment. Significant structures of Bluestone, local Brompton bricks, sandstone, transitioning into Concrete tilt-ups of today. A sense of being a part a rich on going local history.</p> <p>7/. Council does not take care of the verges, so residents do it themselves (or else it gets a bi-yearly spray of poison), which makes a less standardised streetscape. This has always been a street that council has has had little intervention so resident have a more resilient do it yourself attitude not like a standard Woodville/Charles Sturt dorm suburb.</p> <p>8/. There are many long term residents of Chief St with diverse ethnicity, that have lived on the street for long periods - perhaps longer than what is standard on other streets in other areas of the city. Good community with an air of acceptance and live and let live. - Maybe it would be an idea if your consultation was also more reflective of the NESB of fellow residents, across the street from me are people born in Cambodia, next to me are Sikhs, down the road Macedonians, Greeks and Italians, none of these households have English as their first language, what has the outreach been to these fellow residents? There is also a large elderly population a sizable first nations community and disabled community all living on Chief.</p>	RESIDENTIAL	DESIGN

2	Email Submission	South of Hawker Street, the traffic works well. Chief Street is hardly ever congested. People are able to cross the road rather safely although safer or more visible access points could further benefit people. The street tree canopy south of Hawker Street is going to look amazing as these trees grow bigger and age. The roundabout at the intersection of Fifth street and Chief street has worked well in enabling safe traffic flow in crossing Chief Street. That Industry is not imposing has also worked well on parts of Chief Street and the set back of the houses adds to the feeling of limited congestion. The bicycle greenway along the train line has worked well by the number of people who use it, although, space for shading should have been factored in the design plans. Live music at the Gasworks Tavern. This site was part of the live music circuit for many bands and including bands from country towns in Adelaide who played there when in Adelaide. The site had greater use for people across this state and this cultural aspect should not be negatively impacted because of more housing leading to more noise complaints as nearly happened at the Governor Hindmarsh Hotel with housing development close by. Residents have appreciated most parts to the transformation. More focus needs to respect residents' grievances to how developments effect them and address these with regulations in building/development design and allotment re-zoning and more greening to minimize negative impact. While this is out of the scope within the survey questions, in given there is a Bowden Brompton Mixed Use DPA that has site plans for Chief Street; How buildings are designed on Chief Street, building set back and height levels (where residents have many opinions to share) should be included in consultation responses when re-imagining Chief Street.	RESIDENTIAL	DEVELOPMENT
6	Survey response	Beautiful trees, nice roundabouts that are well maintained. The old gasworks wall. Lack of high rise, Detmold facility looks ok painted.	RESIDENTIAL	LACK OF HIGH RISE
5	Yoursay	Great trees, good amount of green space, good mix of industrial and residential.	RESIDENTIAL	MIXED USE
3	Survey response	40 km speed limit but speed humps needed. Trees. Residential zone - ban trucks. Bike lanes - but need maintenance.	RESIDENTIAL	RESIDENTIAL ZONE
4	Yoursay	Residences & greenery.	RESIDENTIAL	RESIDENTIAL ZONE

#### Comments that mention **Ethelbert Square**

	SOURCE	INPUT	TAG
1	Survey response	Trees - stunning! Historical Walk on Chief st near railway bridge. Pub. Ethelbert Square. Mossop landscaping near cnr Port Road	ETHELBERT SQUARE
2	Survey response	Ethelbert square. The Gasworks wall	ETHELBERT SQUARE
3	Survey response	The 40 km speed limit. Great to have Ethelbert Square, need more open space and trees	ETHELBERT SQUARE

4	Survey response	slow traffic. Wide access. Parking. Nice Trees. Access into Bowden. Other Comments: Keep Ethelbert square Green!	ETHELBERT SQUARE
5	Survey response	The large trees, historic wall, Ethelbert square	ETHELBERT SQUARE
6	Survey response	Provides "local" access. Has a great opportunity for development of Ethelbert Square.	ETHELBERT SQUARE
7	Survey response	Ethelbert square, Gaslight tavern	ETHELBERT SQUARE
8	Survey response	Ethelbert square is a feature	ETHELBERT SQUARE

Comments that mention other things not categorised above

	SOURCE	INPUT	OTHER	SUBTHEME
1	Survey response	Road humps, park trees + car parking, footpaths on each side, pedestrian crossing, roundabout, Gas Light Hotel, speed limit 30. No more wheelchair safe ramp rails	OTHER	DISABILITY ACCESS
2	Survey response	Everything - it's seems entirely adequate the way it is. On the other hand Drayton and Gibson Street between Hawker and the new Bowden development are a total disgrace and need urgent attention	OTHER	EVERYTHING WORKS WELL
3	Survey response	The Gaslight has been renovated and looks good. Creates a space for artists/entertainment/dining. Perhaps there could be a café or coffee shop	OTHER	IDEAS
4	Survey response	Provides "local" access. Has a great opportunity for development of Ethelbert square.	OTHER	IDEAS
5	Hindmarsh library vision board	Having Bowden motor repairs on Chief Street	OTHER	MOTOR REPAIRS
6	Yoursay	Not a lot.	OTHER	NOT A LOT WORKS WELL
7	Survey response	Nothing, except a wide ugly street	OTHER	NOT A LOT WORKS WELL
8	Email Submission	The first question in the mailbox survey is "what works well on Chief Street"? The answer is "hardly anything".	OTHER	NOT A LOT WORKS WELL
9	Survey response	Nothing much but lots of potential	OTHER	NOT A LOT WORKS WELL
10	Survey response	Not much	OTHER	NOT A LOT WORKS WELL
11	Survey response	very little	OTHER	NOT A LOT WORKS WELL
12	Survey response	Very little. It's very messy. Very little works well. I struggle to think anything	OTHER	NOT A LOT WORKS WELL
13	Survey response	40 km speed limit. Post box	OTHER	POST BOX

## Appendix E – What doesn't currently work well - Input received from community

Comments that mention **inaccessibility, bike lanes and footpaths**

	SOURCE	INPUT	ACTIVE TRAVEL	SUB THEME
1	Yoursay	Not wheelchair accessible- footpaths not smooth or wide enough. Lighting is bad at night. Often lots of litter. Green spaces not used to maximum potential, lack of artistic colour like the rest Of the area.	ACTIVE TRAVEL	ACCESS
2	Survey response	Traffic management, wheelchairs, rail underpass, flooding	ACTIVE TRAVEL	ACCESS
3	Survey response	Parking issues, lighting (none), no direct access to Hawker Street.	ACTIVE TRAVEL	ACCESS
4	Survey response	Traffic at peak hour particularly at Hawker & Chief Intersection. Footpaths are difficult for prams	ACTIVE TRAVEL	ACCESS
5	Hindmarsh library vision board	Paths to seats on Ethelbert Square, no pram or wheelchair can reach seats - age care place on Chief	ACTIVE TRAVEL	ACCESS
6	Yoursay	Traffic!! (Too much commuter & through traffic- causes congestion, noise, pollution & impedes access to dwellings. Poor amenity and safety for pedestrians & cyclists - worst footpaths & lighting (southern end) in Adelaide. Stobie poles in middle of footpaths. Lack of verges & greenery. Poor housing quality infill with increasing # driveways crossing footpaths; Poor choice of street tree (south end) - too close to buildings (older dwellings often closer to the road). Poor consideration of levels in road surface & gutter replacements (water pooling at various locations). Growth in demand for opportunistic parking (by new dwellings without sufficient carparking space, city tram commuters & events parking)...	ACTIVE TRAVEL	CYCLISTS/BIKELANES
7	Survey response	Road surface - bike lanes, wider paths needed. Road is bad. Some of the industrial views need to be factored in but keep its character and make more aesthetically pleasing	ACTIVE TRAVEL	CYCLISTS/BIKELANES
8	Yoursay	Appearance - industrial facade, deteriorated fences, ugly backdrop. Exposed bike path. Dominated by car parks. Footpath- narrow, uneven, interrupted by multiple structures. Besides established trees, little vegetation. Ethelbert square is plain, barren, ugly and has little purpose. Doesn't connect to Port Adelaide bikeway.	ACTIVE TRAVEL	CYCLISTS/BIKELANES



9	Survey response	Not enough access to green space + trees. Improvement required for bicycle infrastructure (sepa) <b>[could be "separate" - ??]</b> . All pedestrians should have easy crossing + right of way	ACTIVE TRAVEL	CYCLISTS/BIKELANES
10	Yoursay	Road surface Lighting Stormwater/culverts blocked by leaves Cycle paths width/safety	ACTIVE TRAVEL	CYCLISTS/BIKELANES
11	Survey response	Road surface is horrible to ride a bike on. Very little appeal to the road	ACTIVE TRAVEL	CYCLISTS/BIKELANES
12	Yoursay	Footpaths. Lack of lighting. Unsafe to walk from dusk to 9am. Few on street businesses that are open to the public. Current green space not inviting enough to linger. Not well linked to Port Road/cut-off. No link to bike path.	ACTIVE TRAVEL	CYCLISTS/BIKELANES
13	Yoursay	Feeding from what feels like a main road between Port and Hawker to residential between Hawker and Torrens. Driving across Chief St at the roundabout can be dangerous as people on Chief Street don't check side streets properly- they feel like it's a main road. Cycling under the bridge feels very dangerous- it's scary as a cyclist and confusing as a driver. Riding on the footpath under bridge feels like a danger to pedestrians.	ACTIVE TRAVEL	CYCLISTS/BIKELANES
14	Survey response	Parking - detract beauty of the street. No access to the outer harbor greenway bike path. The abandoned industrial estate need more trees and art	ACTIVE TRAVEL	CYCLISTS/BIKELANES
15	Hindmarsh library vision board	Having to get glass on where bike ride and mite pop the tires	ACTIVE TRAVEL	CYCLISTS/BIKELANES
16	Survey response	The road surface if not good for bike riding. Footpaths not great for disability access. It is not aesthetically pleasing and a little hard to want to hang around.	ACTIVE TRAVEL	CYCLISTS/BIKELANES
17	Survey response	Too many heavy trucks - ban them. Terrible light sequence at Port Road. Narrow uneven footpaths inhibited by stobie poled. Poorly maintained road surface and bike lanes. Very poor street lighting - unsafe to walk home at night. Underused Ethelbert square - more trees, seating needed with undergrowth/garden areas too.	ACTIVE TRAVEL	CYCLISTS/BIKELANES
18	Survey response	traffic too slow - up 50 km. Railway bridge height and width. Housing stock is low quality (built in 1980s). Lack of colour/artwork. Cycling dangerous - move to side streets	ACTIVE TRAVEL	CYCLISTS/BIKELANES
19	Survey response	Lack of crossing for pedestrians. Lack of cycle path/nice parks or community. Feels dirty and derelict	ACTIVE TRAVEL	CYCLISTS/BIKELANES

20	Survey response	bike lanes because of the road surface	ACTIVE TRAVEL	CYCLISTS/BIKELANES
21	Survey response	parking , bike lane	ACTIVE TRAVEL	CYCLISTS/BIKELANES
22	19 on Green vision board	Connection to Greenway cycle path	ACTIVE TRAVEL	CYCLISTS/BIKELANES
23	19 on Green vision board	Bike safety at train underpass	ACTIVE TRAVEL	CYCLISTS/BIKELANES
24	Hindmarsh library vision board	Not good for cyclists, pedestrian environment is poor	ACTIVE TRAVEL	CYCLISTS/BIKELANES
25	Yoursay	Very dark and feels unsafe to walk at night so I don't use the tram and walk home (much as I'd like to) Speed limit of 40 is too slow for such a road, 50 would be more appropriate between Port Rd and Hawker St Poor drainage at the train underpass Footpath can be quite uneven in places Would be nice to see more native trees	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
26	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> <li>- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour</li> </ul>	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
27	Yoursay	Narrow footpaths interrupted by stobie poles. Dangerously uneven footpaths. Very poor street lighting so it's unsafe to walk along at night. Regular graffiti on stobie poles and industrial fences. Drunken pedestrians at night. Poorly maintained bike lanes i.e. hazardous metal debris left unchecked. A lot of rubbish along the road and footpath,	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS

		especially near the old gasworks area, including glass, plastic and old advertising sheets ripped off the walls = minimal effort by council to keep the area clean. A lot of cigarette butts discarded by workers along the eastern footpath between the rail overpass and Port Rd. Minimal facilities on Ethelbert Square = unattractive to visit. Large trucks allowed to use the street.		
28	Yoursay	Quite a lot! Use of plane trees - the leaves that drop aren't removed. The dust and pollen makes it awful to walk near them for much of the year. All day parking that blocks up the street from 6am. 40km zone that seems ineffectual when the street is so long. Footpaths that aren't maintained. Old Gas works area that has been sitting idle for too long. The horrible smell that is always hanging around the Gas works area. Detmold buildings and area nearby that are used to park cars on the streets etc rather than in car parks. Empty spaces that aren't kept clean/tidy. Old buildings that are vacant and uncared for.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
29	Survey response	Can we have trees where leaves don't block drains, footpaths	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
30	Survey response	Footpaths old & breaking & narrow, no greenery, looks run down, industrial	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
31	Survey response	Railway underpass is prone to flooding. Railway underpass is not pedestrian-friendly, as is poorly lit and ugly	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
32	Survey response	Terrible footpaths. Unkept side walks. Flooding under Railway overpass. Wasted vacant land which could be used for mixed housing (e.g. Larger 300sqm ++ blocks to add dimension to area)	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
33	Survey response	Very dark at night time - dangerous. 40 km/h is too slow, need to be 50 km/h at least. No businesses or reason to frequent. Poor road surface. Thin unkept paths.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
34	Survey response	too much through traffic of non-residents simply short-cutting from Port Road to Torrens Road and vice versa. Too much heavy vehicle traffic i.e. trucks. Bad footpaths, bad road surface creating additional traffic noise	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
35	Yoursay	Footpath is not good in some area, lighting is poor and marking for parking and cycle path worn or not there	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
36	Survey response	Pedestrian and cycling environment. Remaining industry. Ethelbert square. Link to greenway. Public lighting.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
37	Yoursay	Footpaths in the main are in need of fixing. Major thoroughfare but traffic is restricted to 40 km / hr. Parking is full from early in the morning	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS

		until late afternoon. Ethelbert Square is underutilized as a little boring. Need bottleneck traffic restrictions as wide street and more than a few vehicles ignore 40 km.		
38	Survey response	Broken footpaths - tripping hazard for far too long. Excess heavy transport usage.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
39	Survey response	Ethelbert square not welcoming footpaths uneven	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
40	Survey response	Access to rail walking path, stairs ramp or similar from Chief Street (see front cover). Parks closer to Hawker Street, green spaces that are nothing spaces (outdoor mobile cafe?), playground something	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
41	Survey response	Uneven footpaths (trip hazard). No shelter at Ethelbert Reserve.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
42	Survey response	The Gas light Tavern is crappy. The footpaths are wonky and its very badly at night	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
43	Survey response	Footpaths need improvement	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
44	Survey response	Footpaths are uneven and plain	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
45	Survey response	Footpaths and curbs are awful. I go dog walking so I am familiar with this.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
46	Survey response	the footpaths are terrible! When I was on maternity leave I would often went for walks with my baby in the pram and Chief Street was horrid for walking down	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
47	Survey response	Pedestrian crossing on Chief Street on the Port Road end (pedestrian rarely use the light on Port Road)	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
48	Survey response	Looks too industrial. Footpaths narrow + dangerous. Unappealing "entry" to Brompton townhouse area	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
49	Survey response	Ethelbert square could be better used. Bumpy cracked footpaths. Poor lighting	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
50	Survey response	Bad lighting. Uneven footpaths.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
51	Survey response	footpaths cracked & dangerous; no shade/trees; not well lit at night.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
52	Email Submission	I have lived on Chief for 25 years. There are many problems on Chief that will benefit from a revamp (e.g. fixing paths). However, the biggest problem is the constantly increasing pressure from traffic from new developments and cut-through motorists. The upshot is that the area has become a very difficult suburb in which to live and enjoy. It doesn't need to be that way.	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
53	Survey response	Light on intersection of Port Road very slow to go green. Messy footpaths, cracked surfaces both sides of road	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
54	Survey response	Turning left onto Port Road. Not very pedestrian friendly	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS

55	Survey response	disrupted pedestrian spaces. No means to appreciate history or interpret/understand. No real signage to cultural/living spaces of Bowden/Brompton. No parking. Just considered a thoroughfare not part of liveability	ACTIVE TRAVEL	PEDESTRIANS/FOOTPATHS
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Comments that mention **speed limits, traffic flow and heavy freight**

	SOURCE	INPUT	THEME	SUBTHEME
1	Yoursay	Footpaths in the main are in need of fixing. Major thoroughfare but traffic is restricted to 40 km / hr. Parking is full from early in the morning until late afternoon. Ethelbert Square is underutilized as a little boring. Need bottleneck traffic restrictions as wide street and more than a few vehicles ignore 40 km.	TRAFFIC/SPEED	40KM SPEED LIMIT
2	Survey response	40 km/h limit	TRAFFIC/SPEED	40KM SPEED LIMIT
3	Survey response	Very dark at night time - dangerous. 40 km/h is too slow, need to be 50 km/h at least. No businesses or reason to frequent. Poor road surface. Thin unkept paths.	TRAFFIC/SPEED	40KM SPEED LIMIT
4	Yoursay	Very dark and feels unsafe to walk at night so I don't use the tram and walk home (much as I'd like to) Speed limit of 40 is too slow for such a road, 50 would be more appropriate between Port Rd and Hawker St Poor drainage at the train underpass Footpath can be quite uneven in places Would be nice to see more native trees	TRAFFIC/SPEED	40KM SPEED LIMIT
5	Survey response	40km speed - should be 50. Industrial sector	TRAFFIC/SPEED	40KM SPEED LIMIT
6	Survey response	It really doesn't seem like a street that would be a 40 km zone, it would work better as 50 km	TRAFFIC/SPEED	40KM SPEED LIMIT
7	Survey response	40 km zone too slow	TRAFFIC/SPEED	40KM SPEED LIMIT
8	Survey response	Went from 60 km to 40 km. Made little difference to cars speeding in the street. Too much through traffic. Not enough road sweeping - overflowing kerbs in heavy rain.	TRAFFIC/SPEED	40KM SPEED LIMIT
9	Survey response	the 40 km speed restriction	TRAFFIC/SPEED	40KM SPEED LIMIT
10	Survey response	low bridge - trucks get stuck, speeding	TRAFFIC/SPEED	40KM SPEED LIMIT
11	Survey response	speed limit too low	TRAFFIC/SPEED	40KM SPEED LIMIT
12	Survey response	Practical 40k speed limit	TRAFFIC/SPEED	40KM SPEED LIMIT

13	Survey response	traffic too slow - up 50 km. Railway bridge height and width. Housing stock is low quality (built in 1980s). Lack of colour/artwork. Cycling dangerous - move to side streets	TRAFFIC/SPEED	40KM SPEED LIMIT
14	Survey response	40 kph. On early morning walk very few drive at 40	TRAFFIC/SPEED	40KM SPEED LIMIT
15	Hindmarsh library vision board	40 zone!	TRAFFIC/SPEED	40KM SPEED LIMIT
16	Hindmarsh library vision board	40 zone, it if was 50 it would reduce traffic on alternative roads	TRAFFIC/SPEED	40KM SPEED LIMIT
17	Hindmarsh library vision board	revenue raising. Speeding tickets for doing 44 km	TRAFFIC/SPEED	40KM SPEED LIMIT
18	Hindmarsh library vision board	40 km/h . Poor state of road. Not using great assets such as beautiful stone/steel structure to best potential - could be real nice apartment or other	TRAFFIC/SPEED	40KM SPEED LIMIT
19	Survey response	Parking issues, lighting (none), no direct access to Hawker Street.	TRAFFIC/SPEED	ACCESS
20	Survey response	bypass traffic access	TRAFFIC/SPEED	ACCESS
21	Survey response	Turning left onto Port Road. Not very pedestrian friendly	TRAFFIC/SPEED	ACCESS
22	Survey response	Speeding traffic. Rat runners on short cut. Little effort to maintain and enhance the old gasworks building	TRAFFIC/SPEED	SPEEDING
23	Survey response	needs toilets on Ethelbert Sq. No shaded areas. Tables + seats to rest on and picnic. Cars + trucks speeding	TRAFFIC/SPEED	SPEEDING
24	Hindmarsh library vision board	People are speeding on Chief	TRAFFIC/SPEED	SPEEDING
25	Survey response	Need more open space - probable site is part of gas works. More vegetation near the Ashmore old people home - too bare. Heavy traffic in a build up area. Andrew's airport parking (sorry Andrew)	TRAFFIC/SPEED	TRAFFIC FLOW
26	Yoursay	<p>Street lighting and the footpaths for the last 30years have been shocking from Hawker to Port Road, this consultation should start with consultation of the plans to fix this.</p> <p>Traffic is horrendous. Traffic during the morning and evening rush hour is horrendous. I live near to traffic lights @ Hawker and it is hard to turn left into my driveway because cars assume I am turning down Hawker rather than into driveway. Also due to the rush hour volume it is very hard to exit.</p> <p>The lack of comprehensive traffic calming measures (promised and approved by a full</p>	TRAFFIC/SPEED	TRAFFIC FLOW

	<p>meeting of council but not acted upon due to the needs of industry) has destroyed what could have been a more sedate local collector road. I don't trust this current round of consultation on Chief St to have the best interests of current (and future) residents of the street at heart; I worry that the aim of maximising profits for the owners of the Detmold or New Bowden subdivisions will trump local amenity. E.g. I understand Council is currently discussing the intersection at Chief and Port with DPTI, with a view to increasing traffic flow to Second St to facilitate an increase in traffic into New Bowden subdivision. In part this is necessitated by the unfortunate closure the East St railway crossing - which had a historic role in reducing traffic flow on Chief (a highly residential street).</p> <p>The ON THE RUN service station at the corner of Chief and Torrens. That this overscaled development was approved shows how little regard is placed on the planning of this street. It allows an automatic carwash to be built within close proximity to a residence; blue waste bins against placed the fence - a truck comes by one a week to lift up the bins and dump it, impacting peace of the residents of the neighbouring house. The smokers who work at the site have to leave to smoke so where do they sit? They take their recreation by sitting on this home's front fence, a further indignity. There has been a marked increase in litter since this establishment has opened: cars pull up at the corner of Chief and Hawker and toss litter into the verges. Pedestrians walking back from the service station's takeaway coffee shop (no doubt due to a lack of public bins) off load their used containers in Chief St resident's gardens.</p> <p>Chief St- the Plane trees are problematic and reinforce the inconsistent/poor planning for the street as a whole.</p> <p>Near the corner of Chief and Hawker there are a group of houses built within 3meters of the road (as it is now) the now widened carriageway of Chief St. The Plane trees should never have been planted so close to these buildings, Chief St is not Frome Road. Unlike Frome Rd the problem with the Plane tree planting is that these are old houses built at the turn of the 20th century (in this instance by Job Hallet for his workers at his brick works across the road on the corner of Chief St and Hawker) are not suited to have tall trees planted next to them. The foundations of these houses are marginal by today's standards, as these tree's mature over the next 40 years, they will eventually destroy the structural integrity of these buildings. This is also true of</p>	
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	<p>other early buildings further up Chief st, the decision to plant these trees was a very poor and should be addressed.</p> <p>Different planning/streetscapes at north and south ends. This is relatively recent in the history of the subdivision. The differing street tree plantings (Queensland Box Hawker to Torrens; Plane Trees that run from Hawker to Port) detract from the overall sense of the streets cohesion. That goes back to the days of the Hindmarsh Neighborhood Plan, which named the area south of Hawker St an Industry zone. Later when a suburb wide 40km speed limit was proclaimed, protuberances narrowing the street and a roundabout on Fifth st was constructed - but only on the northern end of the street. Unfortunately this process was not continued at the other end of the street, there was a decided opposition by industry to prevent any plan to increase the residential amenity of the street - not because it affected their ability to carry out their existing business. Rather, I would argue, because it ran the risk of affecting the future flexibility of their land holdings and limiting the arguments that could be raised about future rezoning. Specifically the protuberances on the northern end of the street need to be extended to southern and the perturbances need to be incorporated into the footpath design as has been done recently on Hill St North Adelaide.</p> <p>A similar problem is the height of the water table set when Chief Street was upgraded by Hindmarsh Council in the mid 1980's and Hawker St was upgraded in the early 1990. For instance there is a former shop on the corner of Chief and Hawker - 'Cradocks' - changes in the level of the roads mean that floor of the front room shares a level with that of the center of the road, another problem is that water from the intersection flows down away from the intersection to pool in front of peoples houses only to go away when it evaporates.</p> <p>The bikeway bridge (although functional) is very ugly. It was a pity that the historic former gasworks coal siding was removed to make way for the bikeway.</p> <p>Chief St once had signs that proclaimed "Local traffic only", but one day after many years, they just disappeared. No explanation to residents, just a unilateral act by someone... just another indication in my mind we are supposed to ignore Chief St being turned into an arterial rather than local collector.</p> <p>The current PAR is also problematic allowing</p>	
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		overscale building on Chief St. The proposal for large 3 storey and higher buildings on Chief st is typical of the disregard our existing amenity is held. As is the proposal for commercial zoning. The planning for this area of Chief is so lax that any developer will be able to undertake any proposal they choose.		
27	Yoursay	Feeding from what feels like a main road between Port and Hawker to residential between Hawker and Torrens. Driving across Chief St at the roundabout can be dangerous as people on Chief Street don't check side streets properly- they feel like it's a main road. Cycling under the bridge feels very dangerous- it's scary as a cyclist and confusing as a driver. Riding on the footpath under bridge feels like a danger to pedestrians.	TRAFFIC/SPEED	TRAFFIC FLOW
28	Survey response	too much through traffic	TRAFFIC/SPEED	TRAFFIC FLOW
29	Email Submission	<p>1.The heavy Peak hour flows of Useless, noisy Through traffics. IF Chief street Must still be in future considered a connector for Port to Torrens rd etc.. Then CONSIDER traffic calming or Detering ideas Such as Slow Zones or Chicane/Raised surfaces( But NOT speedhumps!)to try to dissuade through traffic. Given the proposed Torrens rd crossing changes..Why Not consider getting through traffic Out of our streets and keeping them to Park tce then Port rd..Torrens Rd then to South..</p> <p>2.TOO many Heavy trucks in our street at All hours Because of Damn Detmolds!..They should be Encouraged to Relocate OUT of an area Only 5km from the city centre!..Makes a mockery of modern land use/location theory!!Trucks should be forced to use more direct routes to park Tce instead of trying negotiate tight little streets!</p> <p>3.Please GET RID of those awful Queensland box gum trees as the gumnuts and Dead leaves are all over our nice front garden/Footpath..Sick of them!</p> <p>4.Noisy/Loud road surface..cars driving along generate considerable noise!.</p> <p>5.The Street overall has a drab/tired look instead of a vibrant/pleasant prominent street look..better greenery..flowers..colour..LESS industry..REZONE the street!..</p>	TRAFFIC/SPEED	TRAFFIC FLOW
30	Survey response	It's used like a main road. Personally either put humps either side of Hawker Street or block it. The lights at Hawker should be replaces with a roundabout.	TRAFFIC/SPEED	TRAFFIC FLOW

31	Yoursay	Traffic!! (Too much commuter & through traffic-causes congestion, noise, pollution & impedes access to dwellings. Poor amenity and safety for pedestrians & cyclists - worst footpaths & lighting (southern end) in Adelaide. Stobie poles in middle of footpaths. Lack of verges & greenery. Poor housing quality infill with increasing # driveways crossing footpaths; Poor choice of street tree (south end) - too close to buildings (older dwellings often closer to the road). Poor consideration of levels in road surface & gutter replacements (water pooling at various locations). Growth in demand for opportunistic parking (by new dwellings without sufficient carparking space, city tram commuters & events parking)...	TRAFFIC/SPEED	TRAFFIC FLOW
32	Yoursay	Too many cars and too much traffic. Terrible footpaths, too narrow	TRAFFIC/SPEED	TRAFFIC FLOW
33	Email Submission	I have lived on Chief for 25 years. There are many problems on Chief that will benefit from a revamp (e.g. fixing paths). However, the biggest problem is the constantly increasing pressure from traffic from new developments and cut-through motorists. The upshot is that the area has become a very difficult suburb in which to live and enjoy. It doesn't need to be that way.	TRAFFIC/SPEED	TRAFFIC FLOW
34	Survey response	Traffic management, wheelchairs, rail underpass, flooding	TRAFFIC/SPEED	TRAFFIC FLOW
35	Survey response	too much through traffic of non-residents simply short-cutting from Port Road to Torrens Road and vice versa. Too much heavy vehicle traffic i.e. trucks. Bad footpaths, bad road surface creating additional traffic noise	TRAFFIC/SPEED	TRAFFIC FLOW
36	Survey response	Traffic build up turning right on Torrens Road	TRAFFIC/SPEED	TRAFFIC FLOW
37	Survey response	Traffic bank up at Port Road. 40 km	TRAFFIC/SPEED	TRAFFIC FLOW
38	Survey response	Light on intersection of Port Road very slow to go green. Messy footpaths, cracked surfaces both sides of road	TRAFFIC/SPEED	TRAFFIC FLOW
39	Survey response	Build up traffic exiting North onto Torrens Road. One way streets nearby increase traffic on Chief (and closed streets!)	TRAFFIC/SPEED	TRAFFIC FLOW
40	Survey response	Traffic at peak hour particularly at Hawker & Chief Intersection. Footpaths are difficult for prams	TRAFFIC/SPEED	TRAFFIC FLOW
41	19 on Green vision board	Traffic. Already banks up past Chief Street in peak times	TRAFFIC/SPEED	TRAFFIC FLOW
42	Hindmarsh library vision board	long wait at light to turn onto Port Road	TRAFFIC/SPEED	TRAFFIC FLOW

43	Yoursay	Narrow footpaths interrupted by stobie poles. Dangerously uneven footpaths. Very poor street lighting so it's unsafe to walk along at night. Regular graffiti on stobie poles and industrial fences. Drunken pedestrians at night. Poorly maintained bike lanes i.e. hazardous metal debris left unchecked. A lot of rubbish along the road and footpath, especially near the old gasworks area, including glass, plastic and old advertising sheets ripped off the walls = minimal effort by council to keep the area clean. A lot of cigarette butts discarded by workers along the eastern footpath between the rail overpass and Port Rd. Minimal facilities on Ethelbert Square = unattractive to visit. Large trucks allowed to use the street.	TRAFFIC/SPEED	TRUCKS
44	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> <li>- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour</li> </ul>	TRAFFIC/SPEED	TRUCKS
45	Survey response	Too many heavy trucks - ban them. Terrible light sequence at Port Road. Narrow uneven footpaths inhibited by stobie poled. Poorly maintained road surface and bike lanes. Very poor street lighting - unsafe to walk home at night. Underused Ethelbert square - more trees, seating needed with undergrowth/garden areas too.	TRAFFIC/SPEED	TRUCKS
46	Yoursay	Noisy trucks	TRAFFIC/SPEED	TRUCKS
47	Survey response	Broken footpaths - tripping hazard for far too long. Excess heavy transport usage.	TRAFFIC/SPEED	TRUCKS
48	Survey response	Huge trucks break roundabouts and median strips. Storm drainage is still poor in some places - especially when drains are FULL of tree leaves that council do not remove	TRAFFIC/SPEED	TRUCKS
49	Survey response	trucks, public parking on housing side	TRAFFIC/SPEED	TRUCKS
50	Survey response	diversion of large trucks unable to use underpass onto First Street, which is too narrow unless parking reduced	TRAFFIC/SPEED	TRUCKS

51	Survey response	The increase of traffic including trucks + speed of drivers. Increased difficulty gaining access to + from driveways. Although provision of "local access" is provided it is now used as a main arterial	TRAFFIC/SPEED	TRUCKS
52	Survey response	use of Chief street from Port Road to Torrens Road as heavy vehicle access road and thoroughfare	TRAFFIC/SPEED	TRUCKS

Comments that mention **appearance**

	SOURCE	INPUT	APPEARANCE	SUBTHEME
1	Survey response	Graffitied walls	APPEARANCE	GRAFFITI
2	Yoursay	Not wheelchair accessible- footpaths not smooth or wide enough. Lighting is bad at night. Often lots of litter. Green spaces not used to maximum potential, lack of artistic colour like the rest Of the area.	APPEARANCE	LACK OF ARTWORK
3	Survey response	traffic too slow - up 50 km. Railway bridge height and width. Housing stock is low quality (built in 1980s). Lack of colour/artwork. Cycling dangerous - move to side streets	APPEARANCE	LACK OF ARTWORK
4	Survey response	It's a very long road. A few roundabouts with trees or sculptures in the centre would add aesthetic and interest to the road	APPEARANCE	LONG ROAD
5	Written Submission	Modernise streetscape. Move from industrial to residential/commercial	APPEARANCE	STREETSCAPE
6	Yoursay	Traffic!! (Too much commuter & through traffic-causes congestion, noise, pollution & impedes access to dwellings. Poor amenity and safety for pedestrians & cyclists - worst footpaths & lighting (southern end) in Adelaide. Stobie poles in middle of footpaths. Lack of verges & greenery. Poor housing quality infill with increasing # driveways crossing footpaths; Poor choice of street tree (south end) - too close to buildings (older dwellings often closer to the road). Poor consideration of levels in road surface & gutter replacements (water pooling at various locations). Growth in demand for opportunistic parking (by new dwellings without sufficient carparking space, city tram commuters & events parking)...	APPEARANCE	TREES
7	Yoursay	Very dark and feels unsafe to walk at night so I don't use the tram and walk home (much as I'd like to) Speed limit of 40 is too slow for such a road, 50 would be more appropriate between Port Rd and Hawker St Poor drainage at the train underpass Footpath can be quite uneven in places Would be nice to see more native trees	APPEARANCE	TREES
8	Survey response	Huge trucks break roundabouts and median strips. Storm drainage is still poor in some places - especially when drains are FULL of tree leaves that council do not remove	APPEARANCE	TREES

9	Survey response	In autumn and winter more regular leave collection required. Gutters outside Detmold and around 60-78 Chief when it rains massive puddles form and can't get to parked car. This has not been addressed for years	APPEARANCE	TREES
10	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> <li>- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour</li> </ul>	APPEARANCE	TREES
11	Email Submission	<p>1.The heavy Peak hour flows of Useless, noisy Through traffics. IF Chief street Must still be in future considered a connector for Port to Torrens rd etc.. Then CONSIDER traffic calming or Detering ideas Such as Slow Zones or Chicane/Raised surfaces( But NOT speedhumps!)to try to dissuade through traffic. Given the proposed Torrens rd crossing changes..Why Not consider getting through traffic Out of our streets and keeping them to Park tce then Port rd..Torrens Rd then to South..</p> <p>2.TOO many Heavy trucks in our street at All hours Because of Damn Detmolds!..They should be Encouraged to Relocate OUT of an area Only 5km from the city centre!..Makes a mockery of modern land use/location theory!..Trucks should be forced to use more direct routes to park Tce instead of trying negotiate tight little streets!</p> <p>3.Please GET RID of those awful Queensland box gum trees as the gumnuts and Dead leaves are all over our nice front garden/Footpath..Sick of them!</p> <p>4.Noisy/Loud road surface..cars driving along generate considerable noise!.</p> <p>5.The Street overall has a drab/tired look instead of a vibrant/pleasant prominent street look..better greenery..flowers..colour..LESS industry..REZONE the street!..</p>	APPEARANCE	TREES
12	Survey response	Ethelbert square is a disaster. Boring land on plane trees, ugly seating, powerlines. Unbelievably sad and neglected	APPEARANCE	TREES
13	Survey response	Not enough parl. Street trees need to be trimmed. Paving and flowers	APPEARANCE	TREES

14	Survey response	Trees being butchered due to power lined. All day parking for people working in the city	APPEARANCE	TREES
15	Survey response	Can we have trees where leaves don't block drains, footpaths	APPEARANCE	TREES
16	Survey response	Plane trees are great for shade but create significant amounts of litter in winter	APPEARANCE	TREES
17	Survey response	trees planted in the roadway	APPEARANCE	TREES
18	Hindmarsh library vision board	trees near Port Road on East side aren't trimmed at the base	APPEARANCE	TREES
19	Survey response	The road surface if not good for bike riding. Footpaths not great for disability access. It is not aesthetically pleasing and a little hard to want to hang around.	APPEARANCE	VISUAL APPEAL
20	Yoursay	Narrow footpaths interrupted by stobie poles. Dangerously uneven footpaths. Very poor street lighting so it's unsafe to walk along at night. Regular graffiti on stobie poles and industrial fences. Drunken pedestrians at night. Poorly maintained bike lanes i.e. hazardous metal debris left unchecked. A lot of rubbish along the road and footpath, especially near the old gasworks area, including glass, plastic and old advertising sheets ripped off the walls = minimal effort by council to keep the area clean. A lot of cigarette butts discarded by workers along the eastern footpath between the rail overpass and Port Rd. Minimal facilities on Ethelbert Square = unattractive to visit. Large trucks allowed to use the street.	APPEARANCE	VISUAL APPEAL
21	Survey response	Cleanliness, maintenance, stobie poled, lighting	APPEARANCE	VISUAL APPEAL
22	Survey response	Need more open space - probable site is part of gas works. More vegetation near the Ashmore old people home - too bare. Heavy traffic in a build up area. Andrew's airport parking (sorry Andrew)	APPEARANCE	VISUAL APPEAL
23	Survey response	Too many heavy trucks - ban them. Terrible light sequence at Port Road. Narrow uneven footpaths inhibited by stobie poled. Poorly maintained road surface and bike lanes. Very poor street lighting - unsafe to walk home at night. Underused Ethelbert square - more trees, seating needed with undergrowth/garden areas too.	APPEARANCE	VISUAL APPEAL
24	Survey response	Empty untidy blocks, commercial premises, need more residential. No good links to Ethelbert square and small park adjacent development near Pub	APPEARANCE	VISUAL APPEAL

25	Yoursay	Appearance - industrial facade, deteriorated fences, ugly backdrop. Exposed bike path. Dominated by car parks. Footpath- narrow, uneven, interrupted by multiple structures. Besides established trees, little vegetation. Ethelbert square is plain, barren, ugly and has little purpose. Doesn't connect to Port Adelaide bikeway.	APPEARANCE	VISUAL APPEAL
26	Survey response	Landscaping could be more improved and the park there is a bit boring	APPEARANCE	VISUAL APPEAL
27	Survey response	ugly (except for the heritage wall). Businesses do not attract people to the area	APPEARANCE	VISUAL APPEAL
28	Survey response	surrounding factories mean unpleasant during week + deserted on weekends. Unused green space - no retails/hospitality etc. vacant land field unsafe	APPEARANCE	VISUAL APPEAL
29	Yoursay	Quite a lot! Use of plane trees - the leaves that drop aren't removed. The dust and pollen makes it awful to walk near them for much of the year. All day parking that blocks up the street from 6am. 40km zone that seems ineffectual when the street is so long. Footpaths that aren't maintained. Old Gas works area that has been sitting idle for too long. The horrible smell that is always hanging around the Gas works area. Detmold buildings and area nearby that are used to park cars on the streets etc rather than in carparks. Empty spaces that aren't kept clean/tidy. Old buildings that are vacant and uncared for.	APPEARANCE	VISUAL APPEAL
30	Survey response	industrial eye sore opposite the gas light pub	APPEARANCE	VISUAL APPEAL
31	Survey response	Lack of crossing for pedestrians. Lack of cycle path/nice parks or community. Feels dirty and derelict	APPEARANCE	VISUAL APPEAL
32	Survey response	It's old and dingy	APPEARANCE	VISUAL APPEAL
33	Survey response	It's very bland and boring. Lots of concrete and passers through really have no insight into the character of the neighbourhood or that plan 4 and great places are super close by	APPEARANCE	VISUAL APPEAL
34	Survey response	Looks too industrial. Footpaths narrow + dangerous. Unappealing "entry" to Brompton townhouse area	APPEARANCE	VISUAL APPEAL
35	Survey response	It feels very industrial, which is ok if you live in the surround plant trees, create public spaces and have the industrial feel as a backdrop	APPEARANCE	VISUAL APPEAL
36	Survey response	bit ugly/dirty/industrial	APPEARANCE	VISUAL APPEAL
37	Survey response	Most of street is an eye-sore	APPEARANCE	VISUAL APPEAL
38	Survey response	Footpaths old & breaking & narrow, no greenery, looks run down, industrial	APPEARANCE	VISUAL APPEAL
39	Survey response	Looks bland. Apart from the trees	APPEARANCE	VISUAL APPEAL

40	Survey response	Road surface - bike lanes, wider paths needed. Road is bad. Some of the industrial views need to be factored in but keep its character and make more aesthetically pleasing	APPEARANCE	VISUAL APPEAL
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Comments that mention **lighting**

	SOURCE	INPUT	LIGHTING
1	Yoursay	Narrow footpaths interrupted by stobie poles. Dangerously uneven footpaths. Very poor street lighting so it's unsafe to walk along at night. Regular graffiti on stobie poles and industrial fences. Drunken pedestrians at night. Poorly maintained bike lanes i.e. hazardous metal debris left unchecked. A lot of rubbish along the road and footpath, especially near the old gasworks area, including glass, plastic and old advertising sheets ripped off the walls = minimal effort by council to keep the area clean. A lot of cigarette butts discarded by workers along the eastern footpath between the rail overpass and Port Rd. Minimal facilities on Ethelbert Square = unattractive to visit. Large trucks allowed to use the street.	LIGHTING
2	Yoursay	<p>Street lighting and the footpaths for the last 30years have been shocking from Hawker to Port Road, this consultation should start with consultation of the plans to fix this.</p> <p>Traffic is horrendous. Traffic during the morning and evening rush hour is horrendous.</p> <p>I live near to traffic lights @ Hawker and it is hard to turn left into my driveway because cars assume I am turning down Hawker rather than into driveway. Also due to the rush hour volume it is very hard to exit.</p> <p>The lack of comprehensive traffic calming measures (promised and approved by a full meeting of council but not acted upon due to the needs of industry) has destroyed what could have been a more sedate local collector road. I don't trust this current round of consultation on Chief St to have the best interests of current (and future) residents of the street at heart; I worry that the aim of maximising profits for the owners of the Detmold or New Bowden subdivisions will trump local amenity. E.g. I understand Council is currently discussing the intersection at Chief and Port with DPTI, with a view to increasing traffic flow to Second St to facilitate an increase in traffic into New Bowden subdivision. In part this is necessitated by the unfortunate closure the East St railway crossing - which had a historic role in reducing traffic flow on Chief (a highly residential street).</p> <p>The ON THE RUN service station at the corner of Chief and Torrens. That this overscaled development was approved shows how little regard is placed on the planning of this street. It allows an automatic carwash to be built within close proximity to a residence; blue waste bins against placed the fence - a truck comes by one a week to lift up the bins and dump it, impacting peace of the residents of the neighbouring house. The smokers who work at the site have to leave to smoke so where do they sit? They take their recreation by sitting on this home's front fence, a further indignity. There has been a marked increase in litter since this establishment has opened: cars pull up at the corner of Chief and Hawker and toss litter into the verges. Pedestrians walking back from the service station's takeaway coffee shop (no doubt due to a lack of public bins) off load their used containers in Chief St resident's gardens.</p> <p>Chief St- the Plane trees are problematic and reinforce the inconsistent/poor planning for the street as a whole.</p> <p>Near the corner of Chief and Hawker there are a group of houses built within 3meters of the road (as it is now) the now widened carriageway of Chief St.</p>	LIGHTING



		<p>The Plane trees should never have been planted so close to these buildings, Chief St is not Frome Road. Unlike Frome Rd the problem with the Plane tree planting is that these are old houses built at the turn of the 20th century (in this instance by Job Hallet for his workers at his brick works across the road on the corner of Chief St and Hawker) are not suited to have tall trees planted next to them. The foundations of these houses are marginal by today's standards, as these tree's mature over the next 40 years, they will eventually destroy the structural integrity of these buildings. This is also true of other early buildings further up Chief st, the decision to plant these trees was a very poor and should be addressed.</p> <p>Different planning/streetscapes at north and south ends. This is relatively recent in the history of the subdivision. The differing street tree plantings (Queensland Box Hawker to Torrens; Plane Trees that run from Hawker to Port) detract from the overall sense of the streets cohesion. That goes back to the days of the Hindmarsh Neighborhood Plan, which named the area south of Hawker St an Industry zone. Later when a suburb wide 40km speed limit was proclaimed, protuberances narrowing the street and a roundabout on Fifth st was constructed - but only on the northern end of the street. Unfortunately this process was not continued at the other end of the street, there was a decided opposition by industry to prevent any plan to increase the residential amenity of the street - not because it affected their ability to carry out their existing business. Rather, I would argue, because it ran the risk of affecting the future flexibility of their land holdings and limiting the arguments that could be raised about future rezoning. Specifically the protuberances on the northern end of the street need to be extended to southern and the perturbances need to be incorporated into the footpath design as has been done recently on Hill St North Adelaide.</p> <p>A similar problem is the height of the water table set when Chief Street was upgraded by Hindmarsh Council in the mid 1980's and Hawker St was upgraded in the early 1990. For instance there is a former shop on the corner of Chief and Hawker - 'Cradocks' - changes in the level of the roads mean that floor of the front room shares a level with that of the center of the road, another problem is that water from the intersection flows down away from the intersection to pool in front of peoples houses only to go away when it evaporates.</p> <p>The bikeway bridge (although functional) is very ugly. It was a pity that the historic former gasworks coal siding was removed to make way for the bikeway.</p> <p>Chief St once had signs that proclaimed "Local traffic only", but one day after many years, they just disappeared. No explanation to residents, just a unilateral act by someone... just another indication in my mind we are supposed to ignore Chief St being turned into an arterial rather than local collector.</p> <p>The current PAR is also problematic allowing overscale building on Chief St. The proposal for large 3 storey and higher buildings on Chief st is typical of the disregard our existing amenity is held. As is the proposal for commercial zoning. The planning for this area of Chief is so lax that any developer will be able to undertake any proposal they choose.</p>	
3	Survey response	Very dark at night time - dangerous. 40 km/h is too slow, need to be 50 km/h at least. No businesses or reason to frequent. Poor road surface. Thin unkept paths.	LIGHTING

4	Yoursay	Traffic!! (Too much commuter & through traffic- causes congestion, noise, pollution & impedes access to dwellings. Poor amenity and safety for pedestrians & cyclists - worst footpaths & lighting (southern end) in Adelaide. Stobie poles in middle of footpaths. Lack of verges & greenery. Poor housing quality infill with increasing # driveways crossing footpaths; Poor choice of street tree (south end) - too close to buildings (older dwellings often closer to the road). Poor consideration of levels in road surface & gutter replacements (water pooling at various locations). Growth in demand for opportunistic parking (by new dwellings without sufficient carparking space, city tram commuters & events parking)...	LIGHTING
5	Yoursay	Footpaths. Lack of lighting. Unsafe to walk from dusk to 9am. Few on street businesses that are open to the public. Current green space not inviting enough to linger. Not well linked to Port Road/cut-off. No link to bike path.	LIGHTING
6	Survey response	Ethelbert square could be better used. Bumpy cracked footpaths. Poor lighting	LIGHTING
7	Survey response	Public areas are lacking in purpose. Spaces are often dark at night	LIGHTING
8	Yoursay	Road surface Lighting Stormwater/culverts blocked by leaves Cycle paths width/safety	LIGHTING
9	Yoursay	Footpath is not good in some area, lighting is poor and marking for parking and cycle path worn or not there	LIGHTING
10	Yoursay	Not wheelchair accessible- footpaths not smooth or wide enough. Lighting is bad at night. Often lots of litter. Green spaces not used to maximum potential, lack of artistic colour like the rest Of the area.	LIGHTING
11	Survey response	Bad lighting. Uneven footpaths.	LIGHTING
12	Survey response	Cleanliness, maintenance, stobie poled, lighting	LIGHTING
13	Survey response	All of the cars parked all day for workers catching the tram. No light near Gaslight to walk to Plant 4	LIGHTING
14	Yoursay	Very dark and feels unsafe to walk at night so I don't use the tram and walk home (much as I'd like to) Speed limit of 40 is too slow for such a road, 50 would be more appropriate between Port Rd and Hawker St Poor drainage at the train underpass Footpath can be quite uneven in places Would be nice to see more native trees	LIGHTING
15	Survey response	Pedestrian and cycling environment. Remaining industry. Ethelbert square. Link to greenway. Public lighting.	LIGHTING
16	Survey response	safety at night. Delinquents at night	LIGHTING
17	Survey response	footpaths cracked & dangerous; no shade/trees; not well lit at night.	LIGHTING
18	Survey response	Poor street lighting at night. Parking - the street is often full weekdays making it difficult for our visitors to access convenient parking. Why can't we have a free public car park to continue encouraging use of public transport which doesn't impact residents	LIGHTING
19	Survey response	not enough of adequate street lighting during night. Feels unsafe to walk at night. Very bad water/stormwater drainage	LIGHTING
20	Survey response	Dark park	LIGHTING
21	Survey response	Railway underpass is prone to flooding. Railway underpass is not pedestrian-friendly, as is poorly lit and ugly	LIGHTING

Comments that mention **parking**

	SOURCE	INPUT	PARKING
1	Yoursay	Traffic!! (Too much commuter & through traffic- causes congestion, noise, pollution & impedes access to dwellings. Poor amenity and safety for pedestrians & cyclists - worst footpaths & lighting (southern end) in Adelaide. Stobie poles in middle of footpaths. Lack of verges & greenery. Poor housing quality infill with increasing # driveways crossing footpaths; Poor choice of street tree (south end) - too close to buildings (older dwellings often closer to the road). Poor consideration of levels in road surface & gutter replacements (water pooling at various locations). Growth in demand for opportunistic parking (by new dwellings without sufficient carparking space, city tram commuters & events parking)...	PARKING
2	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> <li>- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour</li> </ul>	PARKING
3	Yoursay	<p>Appearance - industrial facade, deteriorated fences, ugly backdrop.</p> <p>Exposed bike path.</p> <p>Dominated by car parks.</p> <p>Footpath- narrow, uneven, interrupted by multiple structures.</p> <p>Besides established trees, little vegetation.</p> <p>Ethelbert square is plain, barren, ugly and has little purpose.</p> <p>Doesn't connect to Port Adelaide bikeway.</p>	PARKING
4	Yoursay	Quite a lot! Use of plane trees - the leaves that drop aren't removed. The dust and pollen makes it awful to walk near them for much of the year. All day parking that blocks up the street from 6am. 40km zone that seems ineffectual when the street is so long. Footpaths that aren't maintained. Old Gas works area that has been sitting idle for too long. The horrible smell that is always hanging around the Gas works area. Detmold buildings and area nearby that are used to park cars on the streets etc rather than in carparks. Empty spaces that aren't kept clean/tidy. Old buildings that are vacant and uncared for.	PARKING
5	Yoursay	<p>Footpaths in the main are in need of fixing. Major thoroughfare but traffic is restricted to 40 km / hr.</p> <p>Parking is full from early in the morning until late afternoon. Ethelbert Square is underutilized as a little boring. Need bottleneck traffic restrictions as wide street and more than a few vehicles ignore 40 km.</p>	PARKING
6	Survey response	Parking - detract beauty of the street. No access to the outer harbor greenway bike path. The abandoned industrial estate need more trees and art	PARKING

7	Survey response	parking , bike lane	PARKING
8	Survey response	Need more open space - probable site is part of gas works. More vegetation near the Ashmore old people home - too bare. Heavy traffic in a build up area. Andrew's airport parking (sorry Andrew)	PARKING
9	Survey response	Trees being butchered due to power lined. All day parking for people working in the city	PARKING
10	Survey response	The footpath under the railway bridge floods in wet weather due to lack of drainage. This is dangerous	PARKING
11	Survey response	All of the cars parked all day for workers catching the tram. No light near Gaslight to walk to Plant 4	PARKING
12	Survey response	Poor street lighting at night. Parking - the street is often full weekdays making it difficult for our visitors to access convenient parking. Why can't we have a free public car park to continue encouraging use of public transport which doesn't impact residents	PARKING
13	Survey response	trucks, public parking on housing side	PARKING
14	Survey response	diversion of large trucks unable to use underpass onto First Street, which is too narrow unless parking reduced	PARKING
15	Survey response	Need more street parking for residential sites	PARKING
16	Survey response	Street parking - Detmold and the metal workshop occupy a lot of whatever parks are available so guests from residential sites have nowhere to park.	PARKING
17	Survey response	100 m access to Port Road. Free street parking for City employees. Parking - hospice workers.	PARKING
18	Survey response	The overparking of surrounding streets First Ave, Mann Drive, spurs Ave. Ppl parking to catch free tram. We need permit parking.	PARKING
19	Survey response	Car parking is always full so if u muck up Chief Street there will be huge parking problems. Lots of noise and litter	PARKING
20	Hindmarsh library vision board	all day on street parking by people catching free tram	PARKING
21	Hindmarsh library vision board	Too much hard impervious surfaces (roads, parking associated with Ethelbert square	PARKING

#### Comments that mention Ethelbert Square

	SOURCE	INPUT	ETHELBERT SQUARE
1	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> </ul>	ETHELBERT SQUARE

		- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour	
2	Yoursay	Appearance - industrial facade, deteriorated fences, ugly backdrop. Exposed bike path. Dominated by car parks. Footpath- narrow, uneven, interrupted by multiple structures. Besides established trees, little vegetation. Ethelbert square is plain, barren, ugly and has little purpose. Doesn't connect to Port Adelaide bikeway.	ETHELBERT SQUARE
3	Yoursay	Footpaths in the main are in need of fixing. Major thoroughfare but traffic is restricted to 40 km / hr. Parking is full from early in the morning until late afternoon. Ethelbert Square is underutilized as a little boring. Need bottleneck traffic restrictions as wide street and more than a few vehicles ignore 40 km.	ETHELBERT SQUARE
4	Hindmarsh library vision board	Too much hard impervious surfaces (roads, parking associated with Ethelbert square	ETHELBERT SQUARE
5	Yoursay	Narrow footpaths interrupted by stobie poles. Dangerously uneven footpaths. Very poor street lighting so it's unsafe to walk along at night. Regular graffiti on stobie poles and industrial fences. Drunken pedestrians at night. Poorly maintained bike lanes i.e. hazardous metal debris left unchecked. A lot of rubbish along the road and footpath, especially near the old gasworks area, including glass, plastic and old advertising sheets ripped off the walls = minimal effort by council to keep the area clean. A lot of cigarette butts discarded by workers along the eastern footpath between the rail overpass and Port Rd. Minimal facilities on Ethelbert Square = unattractive to visit. Large trucks allowed to use the street.	ETHELBERT SQUARE
6	Yoursay	Footpaths. Lack of lighting. Unsafe to walk from dusk to 9am. Few on street businesses that are open to the public. Current green space not inviting enough to linger. Not well linked to Port Road/cut-off. No link to bike path.	ETHELBERT SQUARE
7	Survey response	Pedestrian and cycling environment. Remaining industry. Ethelbert square. Link to greenway. Public lighting.	ETHELBERT SQUARE
8	Survey response	Ethelbert square not welcoming footpaths uneven	ETHELBERT SQUARE
9	Survey response	Uneven footpaths (trip hazard). No shelter at Ethelbert Reserve.	ETHELBERT SQUARE
10	Hindmarsh library vision board	Paths to seats on Ethelbert Square, no pram or wheelchair can reach seats - age care place on Chief	ETHELBERT SQUARE
11	Survey response	Too many heavy trucks - ban them. Terrible light sequence at Port Road. Narrow uneven footpaths inhibited by stobie poled. Poorly maintained road surface and bike lanes. Very poor street lighting - unsafe to walk home at night. Underused Ethelbert square - more trees, seating needed with undergrowth/garden areas too.	ETHELBERT SQUARE
12	Survey response	Ethelbert square could be better used. Bumpy cracked footpaths. Poor lighting	ETHELBERT SQUARE

13	Survey response	Empty untidy blocks, commercial premises, need more residential. No good links to Ethelbert square and small park adjacent development near Pub	ETHELBERT SQUARE
14	Survey response	Ethelbert square is a disaster. Boring land on plane trees, ugly seating, powerlines. Unbelievably sad and neglected	ETHELBERT SQUARE
15	Survey response	needs toilets on Ethelbert Sq. No shaded areas. Tables + seats to rest on and picnic. Cars + trucks speeding	ETHELBERT SQUARE
16	Survey response	Too industrial. A nice park to walk and picnic would be nice	ETHELBERT SQUARE
17	Hindmarsh library vision board	Ethelbert square (very poor public space)	ETHELBERT SQUARE

#### Comments that mention **stormwater and flooding**

	SOURCE	INPUT	STORMWATER
1	Yoursay	Road surface Lighting Stormwater/culverts blocked by leaves Cycle paths width/safety	STORMWATER
2	Yoursay	Traffic!! (Too much commuter & through traffic- causes congestion, noise, pollution & impedes access to dwellings. Poor amenity and safety for pedestrians & cyclists - worst footpaths & lighting (southern end) in Adelaide. Stobie poles in middle of footpaths. Lack of verges & greenery. Poor housing quality infill with increasing # driveways crossing footpaths; Poor choice of street tree (south end) - too close to buildings (older dwellings often closer to the road). Poor consideration of levels in road surface & gutter replacements (water pooling at various locations). Growth in demand for opportunistic parking (by new dwellings without sufficient carparking space, city tram commuters & events parking)...	STORMWATER
3	Yoursay	Very dark and feels unsafe to walk at night so I don't use the tram and walk home (much as I'd like to) Speed limit of 40 is too slow for such a road, 50 would be more appropriate between Port Rd and Hawker St Poor drainage at the train underpass Footpath can be quite uneven in places Would be nice to see more native trees	STORMWATER
4	Survey response	Railway underpass is prone to flooding. Railway underpass is not pedestrian-friendly, as is poorly lit and ugly	STORMWATER
5	Survey response	Huge trucks break roundabouts and median strips. Storm drainage is still poor in some places - especially when drains are FULL of tree leaves that council do not remove	STORMWATER
6	Survey response	Traffic management, wheelchairs, rail underpass, flooding	STORMWATER
7	Survey response	Went from 60 km to 40 km. Made little difference to cars speeding in the street. Too much through traffic. Not enough road sweeping - overflowing kerbs in heavy rain.	STORMWATER
8	Survey response	Terrible footpaths. Unkept side walks. Flooding under Railway overpass. Wasted vacant land which could be used for mixed housing (e.g. Larger 300sqm ++ blocks to add dimension to area)	STORMWATER

9	Survey response	Drainage (bike lanes flood). No connection from Chief to railway bike path. Ethelbert square too exposed to the road for children and puppies - fenced?	STORMWATER
10	Survey response	In autumn and winter more regular leave collection required. Gutters outside Detmold and around 60-78 Chief when it rains massive puddles form and can't get to parked card. This has not been addressed for years	STORMWATER
11	Survey response	Flooding across road & drains. Terrible footpaths. Wide street underutilised. Scary looking section between underpass & Ethelbert square. High crime	STORMWATER
12	Survey response	The footpath under the railway bridge floods in wet weather due to lack of drainage. This is dangerous	STORMWATER

Comments that mention **road surface**

	SOURCE	INPUT	ROAD SURFACE
1	Survey response	Very dark at night time - dangerous. 40 km/h is too slow, need to be 50 km/h at least. No businesses or reason to frequent. Poor road surface. Thin unkept paths.	ROAD SURFACE
2	Yoursay	Road surface Lighting Stormwater/culverts blocked by leaves Cycle paths width/safety	ROAD SURFACE
3	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> <li>- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour</li> </ul>	ROAD SURFACE
4	Survey response	too much through traffic of non-residents simply short-cutting from Port Road to Torrens Road and vice versa. Too much heavy vehicle traffic i.e. trucks. Bad footpaths, bad road surface creating additional traffic noise	ROAD SURFACE
5	Hindmarsh library vision board	Too much hard impervious surfaces (roads, parking associated with Ethelbert square	ROAD SURFACE

6	Survey response	The road surface if not good for bike riding. Footpaths not great for disability access. It is not aesthetically pleasing and a little hard to want to hang around.	ROAD SURFACE
7	Survey response	Road surface	ROAD SURFACE
8	Survey response	surface rough for bikes	ROAD SURFACE
9	Survey response	bike lanes because of the road surface	ROAD SURFACE
10	Survey response	Road surface - bike lanes, wider paths needed. Road is bad. Some of the industrial views need to be factored in but keep its character and make more aesthetically pleasing	ROAD SURFACE
11	Survey response	Road surface is horrible to ride a bike on. Very little appeal to the road	ROAD SURFACE

**Other comments** regarding what doesn't work well

	SOURCE	INPUT	OTHER
1	Yoursay	<ul style="list-style-type: none"> <li>- The trees that canopy Chief Street spore during Spring emitting a fine dust that covers cars and our property.</li> <li>- The lack of on-street parking overnight due to overnight business / industrial activity</li> <li>- The lack of long-term parking restrictions resulting in cars being dumped and left for long durations. Suggest residential parking permits could be useful.</li> <li>- The damage to the median strip at Hawker / Chief intersection from large trucks turning onto Hawker Street</li> <li>- The road surface needs a serious upgrade</li> <li>- Parking bays next to Detmold facility are cracking with large craters from old tree roots</li> <li>- The footpaths are bland, inconsistent thin and uneven (trip hazards)</li> <li>- The bland walls of Detmold facility make it undesirable to sit in Ethelbert Square. Suggest street art on large walls to give the street some colour</li> </ul>	OTHER
2	Yoursay	Footpaths. Lack of lighting. Unsafe to walk from dusk to 9am. Few on street businesses that are open to the public. Current green space not inviting enough to linger. Not well linked to Port Road/cut-off. No link to bike path.	OTHER
3	Survey response	Pedestrian and cycling environment. Remaining industry. Ethelbert square. Link to greenway. Public lighting.	OTHER
4	Survey response	Empty untidy blocks, commercial premises, need more residential. No good links to Ethelbert square and small park adjacent development near Pub	OTHER
5	Survey response	Ethelbert square is a disaster. Boring land on plane trees, ugly seating, powerlines. Unbelievably sad and neglected	OTHER
6	Survey response	needs toilets on Ethelbert Sq. No shaded areas. Tables + seats to rest on and picnic. Cars + trucks speeding	OTHER
7	Survey response	Too industrial. A nice park to walk and picnic would be nice	OTHER



8	Yoursay	Quite a lot! Use of plane trees - the leaves that drop aren't removed. The dust and pollen makes it awful to walk near them for much of the year. All day parking that blocks up the street from 6am. 40km zone that seems ineffectual when the street is so long. Footpaths that aren't maintained. Old Gas works area that has been sitting idle for too long. The horrible smell that is always hanging around the Gas works area. Detmold buildings and area nearby that are used to park cars on the streets etc rather than in carparks. Empty spaces that aren't kept clean/tidy. Old buildings that are vacant and uncared for.	OTHER
9	Survey response	Parking - detract beauty of the street. No access to the outer harbor greenway bike path. The abandoned industrial estate need more trees and art	OTHER
10	Survey response	Need more open space - probable site is part of gas works. More vegetation near the Ashmore old people home - too bare. Heavy traffic in a build up area. Andrew's airport parking (sorry Andrew)	OTHER
11	Survey response	Not enough access to green space + trees. Improvement required for bicycle infrastructure (sepa) <b>[could be "separate" - ??]</b> . All pedestrians should have easy crossing + right of way	OTHER
12	Survey response	Terrible footpaths. Unkept side walks. Flooding under Railway overpass. Wasted vacant land which could be used for mixed housing (e.g. Larger 300sqm ++ blocks to add dimension to area)	OTHER
13	Survey response	Access to rail walking path, stairs ramp or similar from Chief Street (see front cover). Parks closer to Hawker Street, green spaces that are nothing spaces (outdoor mobile cafe?), playground something	OTHER
14	Survey response	Gasworks site and Gaslight Hotel in need of redevelopment or alternative shop front/café	OTHER
15	Survey response	The Gas light Tavern is crappy. The footpaths are wonky and its very badly at night	OTHER
16	Survey response	disrupted pedestrian spaces. No means to appreciate history or interpret/understand. No real signage to cultural/living spaces of Bowden/Brompton. No parking. Just considered a thoroughfare not part of liveability	OTHER
17	Survey response	Landscaping could be more improved and the park there is a bit boring	OTHER
18	Survey response	ugly (except for the heritage wall). Businesses do not attract people to the area	OTHER
19	Survey response	surrounding factories mean unpleasant during week + deserted on weekends. Unused green space - no retails/hospitality etc. vacant land field unsafe	OTHER

20	Yoursay	<p>Street lighting and the footpaths for the last 30years have been shocking from Hawker to Port Road, this consultation should start with consultation of the plans to fix this.</p> <p>Traffic is horrendous. Traffic during the morning and evening rush hour is horrendous.</p> <p>I live near to traffic lights @ Hawker and it is hard to turn left into my driveway because cars assume I am turning down Hawker rather than into driveway. Also due to the rush hour volume it is very hard to exit.</p> <p>The lack of comprehensive traffic calming measures (promised and approved by a full meeting of council but not acted upon due to the needs of industry) has destroyed what could have been a more sedate local collector road. I don't trust this current round of consultation on Chief St to have the best interests of current (and future) residents of the street at heart; I worry that the aim of maximising profits for the owners of the Detmold or New Bowden subdivisions will trump local amenity. E.g. I understand Council is currently discussing the intersection at Chief and Port with DPTI, with a view to increasing traffic flow to Second St to facilitate an increase in traffic into New Bowden subdivision. In part this is necessitated by the unfortunate closure the East St railway crossing - which had a historic role in reducing traffic flow on Chief (a highly residential street).</p> <p>The ON THE RUN service station at the corner of Chief and Torrens. That this overscaled development was approved shows how little regard is placed on the planning of this street. It allows an automatic carwash to be built within close proximity to a residence; blue waste bins against placed the fence - a truck comes by one a week to lift up the bins and dump it, impacting peace of the residents of the neighbouring house. The smokers who work at the site have to leave to smoke so where do they sit? They take their recreation by sitting on this home's front fence, a further indignity. There has been a marked increase in litter since this establishment has opened: cars pull up at the corner of Chief and Hawker and toss litter into the verges. Pedestrians walking back from the service station's takeaway coffee shop (no doubt due to a lack of public bins) off load their used containers in Chief St resident's gardens.</p> <p>Chief St- the Plane trees are problematic and reinforce the inconsistent/poor planning for the street as a whole.</p> <p>Near the corner of Chief and Hawker there are a group of houses built within 3meters of the road (as it is now) the now widened carriageway of Chief St. The Plane trees should never have been planted so close to these buildings, Chief St is not Frome Road. Unlike Frome Rd the problem with the Plane tree planting is that these are old houses built at the turn of the 20th century (in this instance by Job Hallet for his workers at his brick works across the road on the corner of Chief St and Hawker) are not suited to have tall trees planted next to them. The foundations of these houses are marginal by today's standards, as these tree's mature over the next 40 years, they will eventually destroy the structural integrity of these buildings. This is also true of other early buildings further up Chief st, the decision to plant these trees was a very poor and should be addressed.</p> <p>Different planning/streetscapes at north and south ends. This is relatively recent in the history of the subdivision. The differing street tree plantings (Queensland Box Hawker to Torrens; Plane Trees that run from Hawker to Port) detract from the overall sense of the streets cohesion. That goes back to the days of the Hindmarsh Neighborhood Plan, which named the area south of Hawker St an Industry zone. Later when a suburb wide 40km speed limit was proclaimed, protuberances narrowing the street and a roundabout on Fifth st</p>	OTHER
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		<p>was constructed - but only on the northern end of the street. Unfortunately this process was not continued at the other end of the street, there was a decided opposition by industry to prevent any plan to increase the residential amenity of the street - not because it affected their ability to carry out their existing business. Rather, I would argue, because it ran the risk of affecting the future flexibility of their land holdings and limiting the arguments that could be raised about future rezoning. Specifically the protuberances on the northern end of the street need to be extended to southern and the perturbances need to be incorporated into the footpath design as has been done recently on Hill St North Adelaide.</p> <p>A similar problem is the height of the water table set when Chief Street was upgraded by Hindmarsh Council in the mid 1980's and Hawker St was upgraded in the early 1990. For instance there is a former shop on the corner of Chief and Hawker - 'Cradocks' - changes in the level of the roads mean that floor of the front room shares a level with that of the center of the road, another problem is that water from the intersection flows down away from the intersection to pool in front of peoples houses only to go away when it evaporates.</p> <p>The bikeway bridge (although functional) is very ugly. It was a pity that the historic former gasworks coal siding was removed to make way for the bikeway.</p> <p>Chief St once had signs that proclaimed "Local traffic only", but one day after many years, they just disappeared. No explanation to residents, just a unilateral act by someone... just another indication in my mind we are supposed to ignore Chief St being turned into an arterial rather than local collector.</p> <p>The current PAR is also problematic allowing overscale building on Chief St. The proposal for large 3 storey and higher buildings on Chief st is typical of the disregard our existing amenity is held. As is the proposal for commercial zoning. The planning for this area of Chief is so lax that any developer will be able to undertake any proposal they choose.</p>	
21	Survey response	Public areas are lacking in purpose. Spaces are often dark at night	OTHER
22	Survey response	safety at night. Delinquents at night	OTHER
23	Survey response	Speeding traffic. Rat runners on short cut. Little effort to maintain and enhance the old gasworks building	OTHER
24	Survey response	Not having a public toilet.	OTHER
25	Survey response	Safety Issue due to offenders aid and rehabilitation services on this street	OTHER
26	Yoursay	Safe places for pedestrians to cross and liveliness of business and cafe's. Lack of things to do for people on Chief Street, despite beautiful buildings - could include local arts and heritage of Bowden station as one of the original stations in Adelaide, and include a museum for families to access	OTHER
27	Survey response	vacant lots	OTHER
28	Survey response	so much vacant wasteland	OTHER
29	Survey response	Nothing to stop for	OTHER
30	Survey response	More bins as dogs are walked frequently, bins & poo bags (+ + +) are needed.	OTHER

31	Survey response	If it isn't broken don't waste money and change it! Keep our rates down. We are struggling at present. PLEASE!	OTHER
32	Survey response	change the name of the street to a local Guarna word or person from the Guarna community	OTHER
33	Survey response	It lacks commercial investment and retail investment as an attraction to residents	OTHER
34	19 on Green vision board	underpass too narrow + low. Could be capital works project?	OTHER
35	Yoursay	<p>7/. Council does not take care of the verges, so residents do it themselves (or else it gets a bi-yearly spray of poison), which makes a less standardised streetscape. This has always been a street that council has had little intervention so residents have a more resilient do it yourself attitude not like a standard Woodville/Charles Sturt dorm suburb.</p> <p>8/. There are many long term residents of Chief St with diverse ethnicity, that have lived on the street for long periods - perhaps longer than what is standard on other streets in other areas of the city. Good community with an air of acceptance and live and let live. - Maybe it would be an idea if your consultation was also more reflective of the NESB of fellow residents, across the street from me are people born in Cambodia, next to me are Sikhs, down the road Macedonians, Greeks and Italians, none of these households have English as their first language, what has the outreach been to these fellow residents? There is also a large elderly population a sizable first nations community and disabled community all living on Chief.</p>	OTHER

Number the following in order of importance to you, with 1 being most important and 8 being least important							
Trees, shade, greenery and colour	Convenient parking	Freight access to nearby business	Road Safety	Footpaths and pedestrian crossings	Vibrant and interesting public spaces and reserves	Safety during the day and night	Art, heritage and culture
2	6	8	1	3	5	4	7
3	7	8	1	4	6	2	5
3	7	8	2	1	6	4	5
3	6	8	7	5	2	4	1
3	5	8	7	4	1	6	2
3	6	8	2	4	5	1	7
2	8	7	6	4	3	5	1
1	6	7	2	3	4	5	8
5	1	6	4	3	7	2	8
5	7	8	6	2	4	1	3
3	6	8	7	4	2	5	1
1	7	8	6	5	4	3	2
1	8	7	6	3	2	4	5
3	5	8	4	6	2	1	7
1	8	6	5	2	7	3	4
4	3	7	2	6	8	1	5
4	7	8	6	5	2	3	1
2	7	8	6	5	1	4	3
3	4	6	7	8	2	5	1
2	8	7	5	4	3	6	1
7	1	2	6	3	4	5	8
1	7	8	6	5	2	4	3
1	7	8	6	5	2	4	3
5	4	8	3	2	6	1	7
1	2	8	7	5	4	3	6
3	8	7	6	2	1	5	4
2	8	3	4	1	6	5	7
1	7	8	6	2	3	4	5
4	1	7	5	3	6	2	8
2	7	8	5	6	3	4	1
1	6	8	7	2	3	5	4
1	6	8	7	3	4	2	5
3	7	8	5	2	4	1	6
5	3	8	7	6	2	4	1
1	8	2	7	3	4	5	6
3	5	8	4	2	6	1	7
2	3	7	5	6	1	8	4
2	3	8	6	1	5	4	7
2	8	7	6	3	1	4	5
4	8	7	1	2	5	6	3
4	5	8	2	3	6	1	7
3	7	8	5	2	4	1	6
1	6	8	5	2	3	4	7
1	8	7	6	3	4	5	2
4	7	8	6	5	2	3	1
1	5	8	4	5	7	3	2
1	7	8	6	3	2	5	4
1				4	3		2
1	8	7	6	5	2	4	3
2	7	8	6	5	1	4	3
2	6	7	3	4	8	5	
2	6	8	5	7	4	1	3
2	8	7	3	1	6	5	4
4	7	8	5	6	1	3	2
2	7	8	6	3	4	5	1
1	8	6	3	5	2	4	7
3	7	8	4	5	2	1	6
4	7	8	3	1	5	2	6
4	7	8	5	1	2	3	6
7	4	5	3	2	8	1	6
2	8	3	7	4	1	5	6
3	7	8	6	5	2	4	1
1	7	8	1	1	5	1	6
3	1	8	4	5	6	2	7
6	3	5	4	7	6	1	8
7	2	3	4	6	5	1	8
1	4	2	5	6	8	7	3
3	2	8	6	7	4	5	1
4	6	7	8	3	1	2	5
3	8	6	7	4	2	5	1
5	8	7	4	2	3	6	1
2	6	8	7	5	1	3	4
1	4	5	8	6	2	7	3
5	1	6	3	4	7	2	8
1	6	8	7	4	3	6	2

5	7	8	6	2	3	1	4
5	7	8	1	2	3	4	6
5	4	8	2	3	6	1	7
1	6	8	7	2	3	5	4
2	7	8	3	4	5	1	6
6	7	8	5	3	2	4	1
6	5	2	1	4	7	3	8
1	7	6	8	4	3	5	2
5	3	7	1	4	6	2	8
5	7	8	1	2	4	3	6
7	3	8	1	6	5	2	4
2	8	7	6	1	3	4	5
1	8	9	4	3	6	5	7
1	7	8	6	5	3	4	2
5	7	8	6	2	1	3	4
6	8	4	3	1	5	2	7
4	1	8	6	7	5	2	3
1	6	8	7	4	2	3	5
2	6	8	7	4	5	1	3
2	7	8	6	5	3	1	4
7	4	8	2	1	3	6	5
2	8	7	4	3	5	1	6
1	8	6	4	2	3	5	7
3	4	7	6	5	2	8	1
6	5	8	7	1	2	3	4
2	6	8	7	1	3	5	4
5	4	8	7	6	3	1	2
5	7	8	1	2	3	4	6
3	6	8	7	1	2	4	5
2	8	7	6	3	1	5	4
8	6	8	3	4	5	1	7
7	8	3	2	4	5	1	6
2	5	7	6	4	1	8	3
1	6	8	7	4	2	5	3
6	7	8	2	1	3	4	5
6	2	1	3	5	7	4	8
1	2	7	3	4	6	5	8
1	7	8	6	5	3	2	4
2	7	8	6	5	1	3	4
2	6	8	7	4	3	5	1
1	8	6	5	2	4	7	3
1	3	8	7	6	5	2	4
1	6	7	4	2	3	5	8
1	4	9	6	7	2	5	3
5	3	4	1	2	6	2	6
5	6	8	2	3	4	1	7
3	4	7	5	6	8	2	9
2	1	8	4	5	7	6	3
1	8	7	2	6	5	4	3
1	7	8	2	5	4	6	3
5	7	8	6	4	3	1	2
3	8	7	2	1	4	6	5
5	4	9	1	3	7	2	8
3	8	7	5	4	2	1	6
5	7	3	8	2	4	1	6
3	4	8	6	7	2	5	1
1	7	8	6	4	2	3	5
4	7	8	6	1	5	2	3
1	8	7	4	3	2	6	5
1	7	8	5	6	3	4	2
7	2	5	3	1	6	4	8
3	4	8	1	5	6	2	7
1	7	8	6	5	3	4	2
1	7	8	6	5	3	2	4
3	7	8	2	4	5	1	6
TOTALS							
3	812	992	656	518	528	483	627
RANKING							
1	7	8	6	3	4	2	5

## Appendix G – What’s our vision for Chief Street - Input received from community

	Source	Title	Description	Multimedia
1	Yoursay		<p>This street is VERY dark at night and currently has very poor cycling and pedestrian infrastructure.</p> <ul style="list-style-type: none"> <li>- Suggest engaging locals and regular users in a 'Crime Prevention Through Environmental Design' or similar exercise to further inform the design specifics before they are finalised. These detailed insights are important.</li> <li>- Pedestrian and cyclist safety, especially at night, needs to be prioritised in this work. With such a wide road, support a separated bicycle way (e.g. Frome Road, Adelaide).</li> <li>- Would support further physical traffic calming measures on this road. Most cars don't do 40km'h.</li> <li>- It would be good to see the whole of Chief Street considered in these works otherwise how will the approach be consistent?</li> </ul>	<p>Incorporate community feedback received already re area from Bowden Brompton Rezoning Proposal (<a href="https://www.yoursaycharlessturt.com.au/Bowden-Brompton-Rezoning-DPA">https://www.yoursaycharlessturt.com.au/Bowden-Brompton-Rezoning-DPA</a>). It's not clear how these works may or may not be impacted by this DPA as it is not yet resolved?</p>
2	Yoursay		<p>The Brompton Gasworks is a significant state heritage listed site that at the moment has almost no public signage and way finding information from street view. Investment by state govt to improve this alone will likely be insufficient. The council needs to be quite involved in connected these public spaces in the area and lifting the profile of such a significant site.</p> <p>One specific idea for this could be to incorporate into the surrounding areas a 'history trail' that tells of the history of the area and draws people to significant sites in the area e.g. Brompton Gasworks, Gaslight Tavern etc. Would be great for these to be lit up and/or interactive in some way.</p> <p>Would like to see more of the ideas from previous work re the initial cultural mapping exercises for the Brompton Gasworks site to be integrated into these scheduled works and related projects.</p>	<p>Cultural Mapping Survey 2011: <a href="https://lgasa-web.squiz.cloud/?a=158078">https://lgasa-web.squiz.cloud/?a=158078</a></p> <p>Re heritage trail - could expand on foundations laid in 'Digging up the Dirt': <a href="https://www.charlessturt.sa.gov.au/community/arts-culture-and-history/local-history/heritage-tours-and-walks">https://www.charlessturt.sa.gov.au/community/arts-culture-and-history/local-history/heritage-tours-and-walks</a></p>

3	Yoursay	Traffic calming - Bring back Chief St's "Local Traffic Only" signs.	<p>Although not a fan of speed humps, as someone who lives on the street I am now even in favour of measures such as these to calm the traffic of this street. Ethelbert Square should be reformed in such a way to create a slow point for traffic (and improve the square's amenity as a park). In 1998 there was a plan to completely enclose the square: this was tested with temporary closures of Chief St @ Ethelbert square . This was approved by emergency services and had been adopted by a meeting of full council 11/05/1998 (see attached), only later to be stopped by State government intervention when Origin, it was claimed, would not be able to get its long pipes down the street if the square was re-instated.</p> <p>Origin no longer has an interest, Detmold has announced it is leaving the neighbourhood, so it is time to dust off what can be salvaged of the original plan. Ethelbert square could be enclosed with a one way slow point through the centre of the square for traffic moving towards Torrens Rd. Traffic moving south towards Port Road should be forced to travel around the eastern circumference of Ethelbert Square's existing alignment.</p> <p>The existing protuberances on the northern end of Chief street should be extended south of Hawker: and the Chief narrowed to a more consistent width. Dual lanes at intersections should be removed. A consistent water-table along the street needs to be developed, with kerbing, incorporating the existing protuberances improved footpaths and pedestrian lighting.</p> <p>The New Bowden development should be expected to reinstate First St (between Chief and Drayton) rather than sacrifice the amenity of Second St Brompton to provide access to this new development. It is not fair to the existing businesses and residence on Second st to be expected to endure the massive planned increase in the new developments traffic.</p>	
4	Yoursay	Blah Blah Blah	<p>Chief street hasn't been touched in probably 50 years. Why should we, the residents of this 'could be' amazing suburb, believe anything The City of Charles Sturt Council says they will do? If there's no money in it for them, they ain't bothered. This would be the general consensus of 'most' Land Tax paying residents of these surrounding areas. How about instead of placing band aids on sections of the footpaths along Chief st, you could send a HSR along both sides of the road and mark hazardous sections of the path. Make sure they have several cans of spray paint. While they are monitoring this, ask them if they are able to walk two abreast all the way along, again, on both sides. Why don't you widen the paths. There is currently one to two feet of path, with stobie poles and trees all the way along. Make the paths eight feet wide. with the current said</p>	




			<p>features in the middle, all the way along.</p> <p>Positively the one good thing going for Chief st is the 40km/h speed limit.</p> <p>Unfortunately, this does not inhibit all drivers who use Chief st, even though an unmarked police speed radar frequents this street.</p> <p>If you could install speed humps, that would be great. The go slow type that are the length of a motor vehicle or slightly longer.</p> <p>Remove heavy haulage vehicles from Chief st. If you're interested at all that is? They have zero respect for the street furniture. There are islands outside the Gaslight Tavern on the intersection of Second and Chief that get driven over. The roundabout between Hawker and Torrens is not used as such. They just drive straight over that. The trees that have been placed in the middle of Sixth st would have been replaced since first planted.</p> <p>Smaller trucks or none at all.</p> <p>The bitumen on Chief street has never been re-laid.</p> <p>Fix up all guttering.</p> <p>Fix the flooding under the rail bridge. You could start by emptying the debris from the drains.</p> <p>Graffiti is a constant and even then it takes weeks if it is cleaned up at all.</p> <p>I could go on. But why?</p>	
5	Yoursay	Protected bikeway	<p>The opportunity for a protected bikeway on Chief St is too good to miss. The road is wide and limited to 40KPH and for motorists it is tempting to go faster. The bikeway should also be linked in to the Outer Harbor Greenway where possible including a link on south of railway behind Anglicare. The road access onto West Street could be improved or moved to access at Chief Street. Turning the Gas Light Hotel into a bike riders favourite might win over a local business.</p>	
6	Yoursay	More nature	<p>I would like to see more trees and flowers. Less boring grass. Perhaps more native trees of different kinds to attract bees. Ethelbert square would be a good location for this.</p> <p>More greenery in/around the footpaths too.</p>	
7	Yoursay	Reimagine Chief Street	<p>As a long term resident on Chief Street I see so much pressure being put onto this area from both overpasses on Torrens to residential developments at the other end primarily because the infrastructure to support these developments never seems to follow and the residents are expected to live with it. The sheer volume of cars these developments are bringing in to the area isn't sustainable now let alone when they're finished. The streets are just not big enough to support it, including Chief Street. In reimagining Chief Street I see priority given to residents over cars through the introduction of serious physical traffic calming measures along the ENTIRE length of Chief Street not just a part of it, multiple pedestrian crossings, Ethelbert Square undivided, better greening. It really is time to get this area right.</p>	

8	Yoursay	Ethelbert Park	Would love to see Ethelbert Square turned into a more attractive park. Garden beds, some shade structures, bins on both sides of the square.	
9	Survey response	Integrated	Integrated with Plant 4, Hawker Street and Port Road. Well lit, safer, wider paths, artwork. To be alike to Queen Street.	
10	Survey response	Traffic calming	Turn Ethelbert Square into one big green square, divert traffic around southern industrial side. Traffic calming in Western end needed	
11	Survey response	Beautiful Uber-friendly environment	Beautiful Uber-friendly environment	
12	Survey response	Accessibility	More art, communal spaces, bicycle and accessibility needs considered. Cafes, communal garden, nature, more art	
13	Survey response	Safe Access for pedestrians	Access to local residence only. Lots of parks, trees & art. Safe access for pedestrians	
14	Survey response	Colour	Ornamental tree lined street. Colour via vegetation	
15	Survey response	Safe at night	Vibrant art + culture atmosphere. Safe at night with more eateries	
16	Survey response	Amenity improvements	Overall usual amenity improvements	
17	Survey response	Inner city vibrancy	Remove industrial use. Increase residential use. Meet inner city vibrancy + cultural plans for SA Renewal. Increase vibrant public spaces/gardens/trees etc	
18	Survey response	Gardens, art and wide paths	Reduce on street parking and convert to gardens/art/wider footpaths	
19	Survey response	Speed limit 30	Tree lights, street bins, public toilets, road humps, path footpaths on each side, round about at Gas Light hotel, speed limit 30, wheel chair ramps rails, pooh bags dogs, on walking pedestrian crossings	
20	Survey response	More attractive and usable space	No huge trucks, nicer plantings, more greenery, Ethelbert sq to be more attractive and usable. KEEP 40km speed limit	
21	Survey response	Housing	all commercial activity to be converted to housing. The streetscape also need much improvement	
22	Survey response	Link to Bowden and Port Road	The section between Hawker and Port needs improving with paths and bikeways to link to Bowden and Port Road. Reinstate a railway stop in Brompton	

23	Survey response	Green in colour and energy	Small local bakery, cafe, restaurant strip. Green in colour and energy	
24	Survey response	Cafes and herb gardens	<ul style="list-style-type: none"> <li>- Cafes</li> <li>- Better footpaths with gardens</li> <li>- Parks (Ethelbert Sq) for picnic-ing</li> <li>- Planter boxes with herbs (like Melbourne Street)</li> </ul>	
25	Survey response	Tree and Greenery	Tree and Greenery	
26	Yoursay	Opportunity to create a green, safe, inviting, inclusive boulevard	<p>The bare bones, and mature trees, are already there...we need to now make it a great place for people. Creating a true green boulevard for the community and visitors, the safe centre of our shared space and lives that provides both a visual and real-life connection. Linking east and west, north and south - people, transportation &amp; activities.</p> <p>Spaces to stop a while and be. Slow down. Safe spaces, passage, to walk day and night. Spaces for all ages to play and be active. Comfortable spaces to meet and connect.</p> <p>We want to use the space and we want to feel safe whilst doing so, both in the current ways that it is used and in yet unimagined ways.</p> <p>[Please be brave, be creative but please do not remove any of the maturing Plane trees].</p>	
27	Yoursay	A few ideas	<p>Brompton is a suburb that is in desperate need of re-imagination. No one doubts the potential of the area, particularly with its close proximity to the city and numerous public transport options, as well as the pubs and surrounding venues that make it an epicentre of the arts in Adelaide.</p> <p>In order for Brompton to ride the coat tails of Bowden as a fresh suburb with new life there needs to be more art installations, particularly on the bare walls on the south of Chief Street. Additionally there needs to be greater community focus on cleaning up rubbish on the street. Rubbish has been known to sit idle on the street for months at a time which is not a great look, particularly when Chief street is the window to the rest of the suburb.</p>	

			In addition to this, the 40km/hr speed limit is absolutely ridiculous. There is no need for it to be that slow, given there are no schools in the area (and not many children for that matter), and the street is partially industrial. Police will park strategically on Chief street every couple of days because they know how under calculated the speed limit is, and you'd be lucky to find a local that hasn't fallen victim.	
28	Yoursay	Chief st for community and business	Chief street is an important road in the area for both community and business, it keeps a lot of traffic off the smaller streets which is important. I see Chief street needing to maintain the green aspect of it and the 40km speed limit. Improving the footpaths is a must, flatter and wider if possible but no removal of trees. lighting needs an upgrade to make for safer pedestrian traffic after sunset. It is important that the width of the road is maintained with no further choke points added as it is one of the only roads in the area for larger vehicle business traffic to access customers across the area "business is important too" cafe's, pubs, local Manufacturing and restaurants need good access and if we reduce Chief street we force more traffic to the smaller streets. If at all possible enhancing the existing green spaces with shelters, paths or facilities that promote use would be great. Adding and or improving pedestrian crossing points along the streets southern end may be important for the future as development of the old gas works site continues and hopefully drives more foot traffic in the area. It is a good road that can be made a fantastic key aspect of the area with a solid upgrade, maintaining its green feel and improving pedestrian and cycle able aspects. Finally more clarity on parking areas and nominated cycle lanes should also be considered.	
29	Email Submission	Thriving Residential Street	My vision of Chief street is a well designed, pleasing to look at and walk down/cycle along street that benefits. MAINLY RESIDENTS. That has NO industry around it and is part of a thriving RESIDENTIAL area. And connects to new cafes/restaurants etc around the new Bowden/Brompton developments. It COULD be a Victoria Avenue of the Western suburbs!	
30	Survey response	Space for kids and residents	Make space for kid's playground and for residents walking and relaxing	
31	Yoursay	Recycle Hub	I would like to see the expansion of the Hindmarsh Disposals corner into a community space with warehouse spaces given over to community organisations that are interested in recycling and repurposing, complimenting the already fabulous Hindmarsh Disposals, and providing a drop off centre for goods to be sold on and raise money to run the recycling hub, hold classes to show people how to fix broken goods rather than throw them out. A garden and plant swap and shop centre. The bicycle kitchen could be part of this hub. If you've been to the Addison Road precinct in Marrickville, Sydney, you would get the idea. Move the airport shuttle service and storage units somewhere else and create a hub for people to congregate on weekends. Have food trucks and the like on the weekends and live music and performances, make it a festival feel every weekend.	

32	Survey response	Gardens on verges	Cycle path, gardens on verges, vibrant park, narrower street	
33	Yoursay	Reduce focus on cars	I'm in favour of increasing the space for walking and cycling. Widen the footpaths, remove the space for parking, and provide a separated bike lane. Safe access for bikes and pedestrians to Port Rd would also be needed. This would increase the amenity of the street for travellers and residents.	
34	Yoursay	Inclusive, Vibrant + Informative	Ethelbert Square as a focal point with more trees and greening to be a great place to gather when it's warm and to attract more birds, insects etc. A place designed for all abilities including equipment such as the Liberty Swing: <a href="http://www.libertyswing.com.au/index.php/home/find-a-swing-near-you">http://www.libertyswing.com.au/index.php/home/find-a-swing-near-you</a> and a space for a small café (please see photo example) or food vans. The street connected to the Renewal SA Bowden Heritage Precinct and to include wayfinding signage in particular for public transport and walking. Increase walkability through creating a heritage and art walk with information about the industrial, people and housing heritage of the area along with work by contemporary artists. A showcase for recycled roads, WSUD and greening.	
35	Yoursay	Safe and inviting	Flatter and wider footpaths the entire way down Chief street, including much better lighting. Many people in the area walk down this street at night, coming from the tram or the Entertainment centre and it is very dangerous. Make use of the park area and include a playground for the kids or a small enclosed dog park on one side.	
36	Yoursay	Vision of a Chief Street resident	Resurfaced road; wider FLAT footpaths, mature trees maintained especially their roots which are a safety hazard; turning lanes from Chief Street in to Hawker Street; Ethelbert Square a space for residents of Ashman Grove and their families/carers to get out and in to nature (shade, seating, tables, BBQ, maybe a water feature, safe crossing); paths under rail line wider if possible; better drainage on road under rail line to eliminate/reduce those huge puddles; slow points to reduce amount of traffic using Chief Street as a speedway shortcut between Torrens Rd and Port Rd (even if that means a fixed speed camera!); BUT increase speed limit to 50km/hr.  With the Gas Works redevelopment and the increase to traffic due to that, there needs to be an effort to reduce the amount of non-residential traffic down Chief Street. I live on Chief Street between 5th and Hawker, and some mornings/evenings it can take more than 10 minutes just to get out of my driveway.	

37	Survey response	Inviting and Connected	A street that encourages you to walk, ride, stay and play. Footpaths are continuous. Cycling is invited and is comfortable. convenient and connected. There is a green shady/cool feel.	
38	Survey response	Integrated	Integration between business and residential needs but green and welcoming at the same time.	
39	Survey response	Entertainment	Retain live music the area is known for! Go the Gaslight!	
40	Survey response	People first	Wide footpath, Separated bikeway. Slow movement. A place for locals. Shade. Plants. People first.	
41	Survey response	Places to go	Cafes. Eateries.	
42	Survey response	Community Focused	Strong community focus with resident happy to live, walk and play. Unique spaces with great amenity so we can walk every where admiring beautiful art and greenery.	
43	Survey response	Green, Cool, Arty!	Active transport focused. Green. Cool. Arty! Awarded for Sustainable Construction processes used by City of Charles Sturt!!!	
44	Survey response	Cool Place	Known in Adelaide as a cool place to visit that reflects an authentic local culture.	
45	Survey response		- Gasworks heritage them. Housing no greater than 3 stories. Less industry. Keep all old buildings. Urban winery or brewery. Wider paths	
46	Survey response		Cosmopolitan green street that environmentally friendly and easy to walk/ride on	
47	Email Submission		My first question is what is planned for the section of Chief Street between Torrens Road and Hawker Street? Being a long-term Chief Street resident in this section I believe strong consideration should be given to the re-surfacing of the whole of the street. The roundabout at Fifth Street needs a revamp as it's currently an eyesore. The existing beautiful stobie artwork along Hawker Street should continue along Chief Street. The top priority for Chief Street is to divert the trucks and through traffic and compel them to use the main roads, i.e. Port, Torrens, South and Park Terrace. Further, the green turn-left arrows at both Torrens and Port Roads leading into Chief Street should be removed. Chief Street should be upgraded as a whole, not in part. A reminder that Chief Street is mainly residential.	
48	Twitter		It would be fantastic if trams were to travel along Torrens Road and Chief Street from North Adelaide to Entertainment centre	

49	Email Submission		<p>This area has the potential to be a world leader in urban community design and living. It's not just about cramming in as many people as possible which is what is happening. What is the point if all it achieves is to make existing problems worse; if all it does is clog the streets with cars, of not being able to get out of a driveway because a line of cars cuts off access, of not being able to open windows and doors to let fresh air in because of car noise, of not being able to sleep because of car noise, of not being able to cross the street because of endless cars.</p> <p>It really is time to get this area right. My vision of Chief Street is to finally put residents first - existing and new. It's primarily a residential street with houses set very close to the road. Whilst it's likely that Chief will be a local area collector road there is no logical argument to support it as part of the surrounding arterial network. Chief Street needs to be rezoned back to local status; traffic needs to be significantly reduced through installation of serious traffic calming measures (multiple along its entire length, not just that between Hawker and Port Road (and across the area as a whole); 40 km/h speed limits need to be retained; footpaths need a major upgrade; multiple pedestrian crossings and bike lanes need to be introduced; the width of the street needs to be reduced; parking spots for motorists who drive in from outer suburbs to leave their car and catch the tram need to be reduced; Ethelbert Square needs to be re-joined; large trucks and semis need to be kept out.</p> <p>This can be a great suburb that attracts people who WANT to stay and who want to be part of the community. I really want to see it return to being a great place to live. That won't happen if traffic is allowed to increase unabated - Chief and the area simply cannot take more traffic. I have no inherent objection to higher density housing BUT it must come with adequate infrastructure to mitigate its negative effects - it impacts everyone if it's not done properly. I fear this area is heading towards becoming an inner suburban slum because of poor and haphazard planning and a lack of interest by Council and Government to get it right. It wouldn't happen in the eastern suburbs. Please show me that I'm wrong.</p>	
50	Survey response		Reimagining an important connection between Port Road and Torrens Road but becoming a centre of developing Bowden - Brompton residential and commercial community as industry continues in its plans to relocate	
51	Survey response		Protected bike path - connects to Port Road and goes on to the river bike path to start creating an inner-north bike network	
52	Survey response		Greener, more art, less industrial look. Quieter. More trees and Park	
53	Survey response		Well-managed traffic in a walkable, shaded environment. Wheelchair accessibility, cycle safety. Tram down Chief street to give access to North Adelaide and City	
54	Survey response		Highlight strip in the middle of the suburb	

55	Survey response		Vibrant and active street with parks, cafes, shops, public space for the local community whilst serving business	
56	Survey response		Less through traffic: make Chief Street a real distributor road for local residents and businesses. Designated bike lanes separate from vehicles; improve footpaths and renew road surface to reduce traffic noise	
57	Survey response		Cycling paths, revamped reserve	
58	Survey response		Keep it wide. Better lighting. Smooth, level footpaths	
59	Survey response		Traffic calmed. Variety of businesses and outdoor spaces	
60	Survey response		Less bare dirt on sides of footpaths and more green, preferably succulents and other hardy plants. Street art with culturally significant content by Kaurua people	
61	Survey response		Add a planted median strip with native plants like James Congdon Drive. Graffiti monitoring on fences and stobie poles. Speed humps	
62	Survey response		Extension of Plan 4 Bowden area. Linkage to Plan 4 area	
63	Survey response		It's perfectly fine now and won't need any attention for some years	
64	Survey response		A better streetscape with good flow of traffic in both directions. Keep the same road surface material being bitumen.	
65	Survey response		Free flowing traffic. Safe access to residential: parking, noise restrictions, Gasworks &/or Detmold -> Parklands. Traffic for BIG TRUCKS via Chief Street and 2nd Streets -> Bowden development	
66	Survey response		Wider footpaths	
67	Survey response		Main Street in Brompton	
68	Survey response		A vibrant street with a slight alternate vibe. Being safe for the public day and night	
69	Survey response		Need cafes, bars, shops etc.	
70	Survey response		Vibrant area when Gasworks site is completed	
71	Survey response		"High" Street area, Foodland in heritage precinct along with public space + picnic space on Ethelbert square	
72	Survey response		With the closure of many side streets Chief Street is a main thoroughfare to access western suburbs etc. Please keep this in mind (e.g. if you live in Gibson Street - look how we get out. Choice is limited)	
73	Survey response		Greening of the area. Community activity. NOT high density	





74	Survey response		Wider road parking that will not interrupt traffic. Smaller footpaths	
75	Survey response		Move greenery. A sensible balance for use by pedestrians, cyclists + cars. This road need to remain a useful link between Torrens + Port Roads	
76	Survey response		Better park with more shading. Better landscaping and public art to create a bit more ambiance. Night time light sculptures would be great	
77	Survey response		It is just a street and thoroughfare, do not make is a feature or spend money recklessly	
78	Survey response		Much more of that Plant 4 vibe rather than a construction site feel. Roads to be wider and better lighting and safety	
79	Survey response		Wide footpaths. Parking and access to Plant 4 from Chief Street with retail and eating facilities	
80	Survey response		No power lines, no ugly industries -> more residential no high rise but heritage designed houses. Businesses required to have "Arty" facades with minimal advertising/heritage uniform signage	
81	Survey response		due to narrow streets in Bowden/Brompton there are a few shade trees and radian heat is a problem. Increase trees/gardens would help	
82	Survey response		Integrate it with Renewal SA's gasworks development and Plant 4. A street party (once Covid is over & Gasworks development is completed - like Prospect Street Party)	
83	Survey response		More trees, larger footpaths.	
84	Survey response		Remains tree lined as is	
85	Survey response		More consideration to suitability of trees planted., Current ones leave nuts on the footpath + in our yards creating hazards to slip + trip easily	
86	Survey response		Proper management of traffic in a high density neighbourhood. Currently, it's out of control, dangerous and unfair to the residents	
87	Survey response		Adopt an environmentally friendly/community orientated/ family friendly environment/community art cafes. Use local artists. Artistic/Retro old world charm character kept.	

88	Survey response		Safer, better for cyclists/pedestrians. More biodiversity/shape etc. (including within Ethelbert square). Retained plane trees. Less bitumen/hard surfaces & more green space. Improved access to greenway and other facs. Better/safer lighting	
89	Survey response		That it connects to the new developments* providing access to much sought after green space, art + heritage * e.g. Bowden	
90	Survey response		Pedestrian crossing. Vibrant, green spaces. Art/mural pieces. Well-lit. Even, flat footpaths	
91	Survey response		Plaza where people can set up weekend shops, fruit, veg, crafts, food	
92	Survey response		Increase speed limit to at least 50km	
93	Survey response		I would like to see the old & iconic factory building remain. Having a park made around it would be awesome, & gives it a cooler feel, similar to Port Adelaide area. Also, a water tap if possible to refill bike riders' bottles & for the dogs	
94	Survey response		Something matching Bowden square - a seamless getaway	
95	Survey response		Better integrated and the rejuvenated Brompton/Bowden. Signs for Oddio, Plant 4, the Hawker Street retail/restaurant precinct, more character, more pedestrian friendly	
96	Survey response		A space which feels safe and encourages outdoor activities	
97	Survey response		More endemic street & Park trees, bird + animal baths/fountains/street rain gardens, Maintain industrial heritage. Gentrification should embrace industrial history of the suburb.	
98	Survey response		Chief Street has a lot of potential. It requires some planning into the future so that industrial sights which still remain can be part of the design	
99	Survey response		Open space area near old Gasworks. Detmold sold and low rise townhouses or apartments there with open space park -> Gutters + road fixed.	
100	Survey response		Restaurant café + funky shopping strip like Brunswick Street Melbourne. Or close off half street one Sun in month for market stalls like Stirling	

101	Survey response		Historical relevance + sense of place + history. Recognition of indigenous + industrial history. Vibrant Art spaces. Pedestrian friendly + parking that service the area no just parking for those commuting to town	
102	Survey response		Return Ethelbert square to a square over Chief Street (Like Wellington square). More street appeal, decreased HEAVY traffic (once crossing removed from Torrens Road)	
103	Survey response		More mixed housing instead of more apartments. * ENOUGH apartment PLEASE! More green space. Mixed retail - less industry. Street art, creative planting. Seating and outdoor areas. More cafes and bars	
104	Survey response		Outdoor useable space, preferably allowing sports. Commercial spaces (any type of smaller business). No more townhouses/apartments	
105	Survey response		Art work. High lighting the history of Bowden. Gasworks, Forelianni bros marble + cement, Kiln	
106	Survey response		Vibrant, Safe, Provides something to the community - reserves, bike paths, cafes etc.	
107	Survey response		Keep wide. Avoid over engineered traffic calming expensive furniture. More or less leave it as is!	
108	Survey response		Maintain heritage walls. Brick footpaths each side. Tree lined. Open space for sports. New businesses to draw people. No high rise please	
109	Survey response		cafes, shops, greenery, art, wide footpaths. I'd like it to look like Plant 4 area	
110	Survey response		A 50 km/h speed limit	
111	Survey response		light, trees, arty, bikes, pedestrian safe, connection to city	
112	Survey response		an effective roadway	
113	Survey response		Good stormwater drainage. Parking availability. Family friendly. Better lighting	
114	Survey response		Space that vibrant and green - The area is gentrifying and Chief Street is a main road that can aid the feel of the greater area	
115	Survey response		cafes, restaurants, playgrounds, BBQ. Trees and artwork	
116	Survey response		A boutique arty and botanic landscape including past generations of ethnics and factory workers somehow showcased with sculptures and mosaic	
117	Survey response		TREES. ART	
118	Survey response		Make it the best st in Adelaide. Put trees down the middle - make it a shaded avenue like Alexandra Avenue Rose Park	

119	Survey response		Upgrade Drayton Street + West Street. Drayton Street too narrow for large transport. Needs some slow point. Most cars + large transport especially Conroy trucks use street like a speedway it is dangerous. They take no notice of the 40 signs	
120	Survey response		Embracement of THE WALL	
121	Survey response		To become an extension of the beautiful development of spaces around Plant 4 Bowden... a continuation which celebrates the history and green spaces. Pop up coffee/food trucks in Square	
122	Survey response		Too many narrow roads already (makes for congestions of traffic and dangerous situations in emergencies. Keep it free moving!!! Just add more shady trees for our hot climate	
123	Survey response		Large green area with mixed density housing with more carpark (i.e. Carpark building multistorey of even underground). Bike access and more art. Playground on Ethelbert square or even in the Gasworks area	
124	Survey response		More intimate street with lots of art + less fences. More lively street with retail. More pedestrian crossing with incentives to walk/ride. Fun place like Plant 4	
125	Survey response		Funky areas for walkers	
126	Survey response		safer/more pedestrian crossing. Separate bike paths would be great	
127	Survey response		Link with Bowden Precinct with pathway. Make more attractive for small businesses to open	
128	Survey response		Improved road safety. Restricted access to heavy vehicles. Improved footpaths and pedestrian crossings	
129	Survey response		Allocate community spaces at the Brompton Gasworks sites to not for profit community based organisations	
130	Survey response		Cafes, parks, playground, market. Trees and gardens	
131	Survey response		Add parking to Chief Street since its so wide. Plus trees & landscaping. Get the scary section fixed.	
132	Survey response		To have commercial investment and still maintain easy access off Port Road	
133	Survey response		Something to bring people into the greater Bowden area to eat and drink at Plant 3/4	
134	Survey response		My vision for Chief Street would interpret and respond to the heritage of the area, providing safe travel options for pedestrians and cyclists from suburbs to CBD	
135	Survey response		Better footpaths more greenery	

136	Survey response		Like Plant 4, extend the streetscaping and parks to attract people. Link St with wider streets to Drayton & East to access new housing planned. Supermarket	
137	Survey response		LEAVE IT ALONE. We don't want to be like Bowden	
138	Survey response		Less trucks. Decent footpath to walk on. No bicycles	
139	Survey response		A wonderful replanting and landscaping of Ethelbert square. Medium street planting (PLEASE no more plane trees). ART and sculpture throughout	
140	Survey response		a greener, "pedestrian friendly boulevard" style street with a sympathetic redevelopment. At the Gasworks site (retaining its façade). Resident-friendly, but retaining its working class roots	
141	Email Submission		<p>I'd like to add my comments to the discussion regarding Chief Street. I am excited that after 30 years living in Chief Street the council has decided to do something about the street.</p> <p>I would dearly love for green space to be added to the street which lead a pathway through to the green space at plant 4 and also to Ethelbert Square and to the Gasworks site.</p> <p>Wider foot paths are needed and in fact these once existed in the street and residents would put chairs out and sit and watch life go by and say hello to neighbours.</p> <p>Wider footpaths would allow walking so we would also need some seating for the older and youngest generations to rest their feet whilst moving between the spaces.</p> <p>Old brick pavers should be used for the footpaths which would help to connect the heritage and join the wall at the top of the street to Ethelbert Square and to Hawker Street.</p> <p>Coach lamp lighting should be used to acknowledge the Gasworks heritage.</p> <p>There needs to be less parking on the street and less traffic so that the safety of walkers and bike riders and residents is protected.</p>	 
142	Survey response		<p>With respect to Art Heritage and culture. There will be future consultation and engagement on the Brompton Gasworks State Heritage Place. Within consultation is focus on heritage buildings and design plans to blending heritage and open space with modern buildings, density and space and where there are ideas on what makes culture. Heres another factor that can be introduced to heritage and culture that isn't mentioned often with respect to heritage, history and culture and I wish to introduce the idea here. I'd like to introduce the idea of a culture of awareness and appreciation in Understanding the acquifers and the transformation of the aquifers in this zone as the groundwater becomes de-polluted and we should record this data as part of cultural appreciation, now and in future years. Part of this area is part of the ground</p>	
143				

		<p>water exclusion zone as these aquifers were heavily polluted due to industry that commenced here in Brompton. In past years we have questioned Renewal SA with respect to the Brompton Gasworks State Heritage Place of the Bowden TOD development. Their response is whilst these aquifers in the exclusion zone (the ground water exclusion zone extends to West street Brompton) were more heavily polluted in past decades, they are also naturally replenishing with heavy industry leaving the area. We have lived through industry with the remnants of the industrial age still in the aquifers. At the ground level, we have watched the greening and housing developments in Bowden/Brompton without understanding the transformation that is happening under the earth. Historical data should be collected and displayed with current data like rainfall charts to show the transformation that is happening with the groundwater where one day in the future that water may be clean enough to extract for a fountain/water feature in the zone's public garden square. A fountain that one day will be used when the aquifers are clean enough to directly extract water which later may lead to new designs in landscaping. While the topic of groundwater contamination in the past has been contentious, I think it's an important aspect to the whole story of industrial history as we complete the cycle of environmental degradation from the industrial revolution here in Brompton to environmental recovery, and we are living this. As the industrial sky replenished to clear skies, we witnessed this and replenish, as the earth replenishes we replenish, as neighbourhoods were rebuilt and restored and empty fenced off industrial sites became unfenced redeveloped open spaces we live this, and as the groundwater replenishes we need to appreciate this replenishing. It's an interesting realization that we're living the process to environment recovery from industry. Understanding the acquifers as they replenish is an opportunity to collectively respect with a foreseeable aspirational goal and commitment of the aquifers being clean enough to one day extract water for a fountain/water feature and commit to a long term vision commitment in this suburb for future decades to clean water as part of restoring respect to universal cultural traditions. With respect to Tree, Greening and Colour and Footpaths and pedestrian crossings Enact the Garden City Principles; see page 4 and 5 Draft Bowden-Brompton Mixed Use (Residential and Commercial) DPA Rina Russo Submission to Council Assessment Panel <a href="https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.ccsyoursay.files/5115/6876/5539/Written_submissions_received_during_consultation_period_redacted.pdf">https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.ccsyoursay.files/5115/6876/5539/Written_submissions_received_during_consultation_period_redacted.pdf</a> Extend the Florence Crescent Green Belt With respect to Convenient Car Parking • In terms of the Bowden Brompton Mixed Use DPA and Bowden TOD and the Brompton GasWorks State Heritage Place being Renewal SA's heritage and cultural precinct, more carpark spaces need to be factored in to re-imagining Chief Street. With an existing car park allotment on Chief Street, we need to look at other ways of building carparks so they are not these concrete spaces and instead Green carpark spaces that also follow guidelines for disability access. Long concrete or paved driveways are part of these new allotment developments and for the sake of mental health we need to start</p>	
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			looking at different materials and ways in designing these driveways that possibly will use Chief Street as their entrance way. These new developments need greening for the sake of residents mental wellbeing and I've raised the positive benefits of greening environment to mental health on page 5 of my Draft Bowden-Brompton Mixed Use (Residential and Commercial) DPA Submission to Council Assessment Panel. I've added photos for council with its resources to find more examples and ideas on green carparking and driveways that also follow guidelines for disability access. Green Carparking Green driveways	
144	19 On Green vision board		History. Plaques & images of Old buildings	
145	19 On Green vision board		Pedestrians, bikes, buses given priority	
146	19 On Green vision board		Replace road surface with plastic road (recycled) surface. Light in colour	
147	19 On Green vision board		Mre planting and greening at Ethelbert Square. Bee & butterfly gardens, seating, bird baths	
148	19 On Green vision board		Retaining trees. Putting in verges & raingardens	
149	19 On Green vision board		Understory planting of natives under trees	
150	19 On Green vision board		Sculpture & art at Ethelbert square	
151	19 On Green vision board		A destination for feet, not just a port to Torrens car link	
152	19 On Green vision board		Café strip	
153	19 On Green vision board		Way finding for vehicles to destinations in Bowden/Brompton	
154	19 On Green vision board		Safe bike paths w improved visibility for both cyclists + pedestrians	
155	19 On Green vision board		Upgrades are successful. Personally like the outdoor food vendors	
156	Hindmarsh library vision board		Having a café on Chief Street	
157	Hindmarsh library vision board		Parks need more development. A playground would be great	
158	Hindmarsh library vision board		Better rubbish removal on walkways & kerbs	

159	Hindmarsh library vision board		community garden patches	
160	Hindmarsh library vision board		More trees, keep beautiful old Gasworks building. Pedestrian/cycle and safe access under subway to Port Road	
161	Hindmarsh library vision board		Need colourful plantings - not just green graces (e.g. Grevillea, Erimophola)	
162	Hindmarsh library vision board		Encourage businesses and residents to beautify streetscape/verge plantings	
163	Hindmarsh library vision board		Toy shop. 5 year old Oscar ;-)	
164	Hindmarsh library vision board		Waterwise trees and plants	
165	Hindmarsh library vision board		Grand gracious boulevard	
166	Hindmarsh library vision board		More greenery, not just trees, understory plantings	
167	Hindmarsh library vision board		Some kids may like speed humps at the library back street	
168	Hindmarsh library vision board		Retention of plane trees, Biodiversity. Improved Ethelbert Square (landscaping, facilities etc.)	
169	Hindmarsh library vision board		Introduce speed humps. Too many speeders	
170	Hindmarsh library vision board		Better cyclist/pedestrian connection to greenway & Bowden development (RSA site)	
171	Hindmarsh library vision board		Better cyclists environment & linkages. Better pavement for pedestrian, better landscape (trees, biodiversity)	



172	Hindmarsh library vision board		Keeping Heritage Gasworks walls	
173	Hindmarsh library vision board		Make Chief Street have colour as in flowers in right side of street in garden beds :-)	
174	Hindmarsh library vision board		2 traffic lights	
175	Hindmarsh library vision board		Less hard surfaces & more "green space" around Ethelbert Square	
176	Hindmarsh library vision board		Paint stobie poles + install mosaic pots along the street - street art	
177	Hindmarsh library vision board		More local businesses (e.g. cafes). More greeneries, plants/flowers on verges	