



Henley Transport and Parking Plan (HTPP)

Issues Paper

aurecon
 Leading. Vibrant. Global.
www.aurecongroup.com



15 November 2012



Introduction to the Henley Transport and Parking Plan

Aurecon has been engaged by the City of Charles Sturt to prepare a Henley Transport and Parking Plan (HTPP) for the Henley Beach study area. This Issues Paper forms the first component of the HTPP and provides a summary of existing issues within the study area.

Study Area

The study area for the HTPP includes the Henley Square Precinct boarded by North Street, East Terrace, South Street and the coast and the wider Henley Beach area between Grange Road, Cudmore Terrace, Henley Beach Road and the coast. Refer to **the next page** for a map of the Study Area.

What Will the Plan Look Like?

The HTPP will be a plan about transport and parking in the Henley Beach study area, with a focus on the Henley Square Precinct. It will contain specific actions to improve transport and parking as well as concept designs for key streets. The HTPP will look at the following themes:

- Walking and Pedestrians.
- Cycling.
- Traffic Management.
- Car Parking and Loading Facilities.
- Public Transport.
- Urban Design and Amenity.

The Coast Park Bikeway upgrades and the urban design redevelopment of Henley Square are separate projects and therefore are not a focus of the HTPP.

The timeframe for improvements recommended in the HTPP is not specifically defined; however, the HTPP will generally focus on short to medium term solutions, and will prioritise actions and improvements to assist Council in allocating budgets.

What are the Objectives of the HTPP?

- To better align transport with other aspects of a prosperous, socially and culturally cohesive community.
- To promote healthy active and sustainable lifestyles and transport choices.
- To plan for the future demand of streets and public places in response to the changing needs and expectations of people living in the precinct, foreseeable changing land uses and increasing urban densities.

What are the Next Steps?

- To confirm that the issues within this paper, that were raised by the community and other stakeholders have been properly understood and accurately captured.
- To respond to matters identified in the Issues Paper, including possible draft treatment options, in a Discussion Paper.
- To invite community and stakeholder comment on the Discussion Paper.
- To conduct a second Community Workshop to discuss the Discussion Paper and preferred actions and treatments (likely date - February 2013).

HTPP Study Area



Community Consultation to Date

The following consultation has been undertaken and informs the known issues presented in this Issues Paper:

- Community workshops facilitated by the City of Charles Sturt were held in September and November 2011.
- A Stakeholder Workshop held with members of the following organisations on Friday 5 October 2012:
 - Public Transport Services Division, Office of Cycling and Walking and Metro Region of the Department of Planning Transport, and Infrastructure (DPTI).
 - The South Australian Police (SAPOL).
 - Taxi Council.
 - Urban Design Institute of Australia (UDIA).
 - Australian Institute of Urban Studies (AIUS).
- A Community Workshop was held at the Henley and Grange Memorial Oval on Wednesday 10 October 2012.
- A feedback form was posted to 2,450 residents throughout the study area. 172 completed forms were received and the comments reviewed.

Issues presented in this paper have been summarised from all of the various consultation inputs. Raw data from the Community Workshop held in October 2012 can be viewed at the City of Charles Sturt website via the following link: <http://www.charlessturt.sa.gov.au>. Under the yellow 'Community Engagement' tab, click on 'Current Community Engagement' on the left hand side and scroll down to the Henley Transport and Parking Plan.

Existing Data

The City of Charles Sturt and Aurecon have collected data as background information to assist in development of the HTPP. The following information is presented **at the end of the document**:

- The existing transport network which includes the key bus routes and cycling routes (where there are both formal and informal marked on-road bicycle lanes or off-road bicycle paths).
- Traffic volumes and speed where available, and crash history for the 5 year period between 2007 and 2011:
 - Traffic volumes are represented by the average number of vehicles per day over the 7 day count period. It is noted that further traffic counts are to be undertaken throughout the duration of the project to capture differences during hotter months and help respond to specific issues raised.
 - Speed data is represented as the speed that 85% of vehicles are travelling at or below. This represents the speed that the majority of drivers are currently adhering to, and is a commonly used statistic for traffic analysis.
 - Crash history is represented as the total number of crashes at a certain location, and is broken down by crash type (injury or property damage only).



Issues

This section provides an overview of the issues identified to date within the Henley Beach study area. A variety of issues are presented and it should be noted that some issues may have a positive or negative impact on people or the environment, and involve competing views of different people.

Issues will be explored further in the Discussion Paper that will follow this Issues Paper. Issues have been grouped by the following themes:

- Walking and Pedestrians, Traffic Management, Car parking and Loading Facilities, Cycling, Public Transport and Urban Design and Amenity.

Theme 1 - Walking and Pedestrians

Issues	Considerations
1. Improve pedestrian safety on Seaview Road	<ul style="list-style-type: none">• Seaview Road is difficult for pedestrians to cross, especially between North Street and South Street as there is only one signalised crossing facility adjacent to Henley Square• Pedestrian safety is an issue at the intersection of Seaview Road and South Street• Poor quality of pedestrian refuges at the Seaview Road and North Street intersection
2. Improve pedestrian safety on Military Road	<ul style="list-style-type: none">• It is difficult for pedestrians to cross Military Road to access Henley Square• There is no pedestrian footpath provided along the western side of Military Road between Grange Road and Reedie Street. The footpath on the eastern side is of poor quality
3. Improve pedestrian safety on Grange Road	<ul style="list-style-type: none">• It is difficult for pedestrians to cross Grange Road to access shops and services between Military Road and Anthony Street• There is no formal pedestrian crossing between Grange Lakes (Kirkcaldy Park) and the open space corridor across Grange Road (between Wright Street and Cudmore Terrace)
4. Ensure footpaths comply with the Disability Discrimination Act (DDA)1992	<ul style="list-style-type: none">• Pedestrian footpaths should meet DDA requirements
5. Look at innovative, alternative pedestrian crossing solutions	<ul style="list-style-type: none">• Investigate overseas pedestrian crossing solutions
6. Improve pedestrian accessibility	<ul style="list-style-type: none">• Maintain public access to all sections of the Esplanade in the Study Area for vehicles, pedestrians and cyclists• Improve footpath quality throughout the Study Area. Some plants have overgrown the footpath in some areas, which compromises pedestrian access particularly for people with prams, mobility devices, visibility impairments and the elderly• High cyclist speeds through Henley Square and along the Coast Park shared use paths are a concern for pedestrian safety• Pedestrian paths and public lighting along the coast are insufficient



Theme 2 - Traffic Management

Issues	Considerations
1. Current speed limits on Seaview Road are too high	<ul style="list-style-type: none"> The existing speed limit is considered to be too high adjacent Henley Square (between North Street and South Street) Investigation of a 25km/hr shared zone between North Street and South Street is required to improve pedestrian access and safety Seaview Road has some characteristics inconsistent with an arterial road, e.g. narrow cross section, lots of driveways and some indented parking bays Safety for all road users north of Marlborough Street is a concern (relatively narrow roadway) Find right balance between maintaining the arterial road network, local area traffic management and safety
2. Improve traffic management within the Study Area	<ul style="list-style-type: none"> Perception there is an increasing number of vehicles driving through the Study Area as a result of general traffic growth and increasing attractiveness of the area Some local roads in the study area are used as a 'thoroughfare' for drivers who are avoiding the arterial road network Existing noise impacts of traffic e.g. from speeding vehicles and drivers returning to cars late at night Provision of speed signs within the Study Area to stipulate speed limits and manage speed of vehicles Queuing of vehicles on the Esplanade between North Street and Henley Square in busy periods (e.g. sunny, warm and hot days which attract relatively high number of visitors), due to the interaction of vehicle movement / parking, pedestrians crossing and cyclist movement
3. Improve safety by implementing a lower precinct speed limit	<ul style="list-style-type: none"> Traffic calming would be required on wide roads Difficult for SAPOL to 'enforce' Improve pedestrian and cyclist safety



Issues

Considerations

4. Speeding drivers within Study Area	<ul style="list-style-type: none"> Perception that there are drivers speeding in the Study Area Reports of 'Hoon' driving within the Study Area High vehicle speeds along Wright Street adjacent reserve – 2010 data indicates the 85th percentile speed is 57.2 km/hr along Wright Street between Henley Avenue and Barry Street, indicating that some drivers are travelling above the posted speed limit (50 km/hr) High vehicle speeds along Cudmore Terrace and adjacent Henley High School crossings. 2011 data indicates the 85th percentile speed is 56.7 km/hr along Cudmore Terrace between Park Lane and Atkin Street, indicating that some drivers are travelling above the posted speed limit (50 km/hr) Vehicle speeds between roundabouts on East Terrace. The following 2012 85th percentile speed data along East Terrace indicates some drivers are travelling above the posted speed limit (50 km/hr): <ul style="list-style-type: none"> 54.3 km/hr between Franklin Street and Chester Street 53.5 km/hr between York Street and Raymond Street 51.1 km/hr between Main Street and Sussex Street Perception of high vehicle speeds on Atkin Street and White Street - generally drivers accessing the Henley and Grange Memorial Oval. 2010 data indicates the 85th percentile speed is 47.2 km/hr on White Street between Raymond Street and Atkin Street, adjacent Henley High School (posted speed limit – 50km/hr) Perception of high vehicle speeds on both one-way sections of the Esplanade. 2010 data indicates the 85th percentile speed of vehicles is 39.2 km/hr for the section of the Esplanade between South Street and Henley Beach Road
5. Improve pedestrian safety at roundabouts	<ul style="list-style-type: none"> Pedestrians currently find it difficult to cross near free flowing traffic at roundabout intersections The location of pedestrian refuges is too close to or at existing roundabouts
6. Service delivery vehicles accessing local roads	<ul style="list-style-type: none"> Service delivery vehicle movements / times to be arranged to avoid pedestrian conflict in peak periods Service delivery movements through local streets have increased due to new development in the Study Area
7. Improve emergency vehicle access	<ul style="list-style-type: none"> Review of access to Henley Square required
8. Improve vehicle sight distance at corner blocks	<ul style="list-style-type: none"> Fencing heights or signs restricting sightline at T-intersections within the Study Area, particularly Marlborough Street and Seaview Road intersection On-street parking on narrow streets affecting sightline and driver confidence at T intersections e.g. White Street and Henley Beach Road intersection and Esplanade and Marlborough Street intersection Delineation of 'no entry' for one way on the Esplanade between Marlborough Street and North Street – vehicles have been observed entering and travelling the wrong way (southbound)



Theme 3 - Car Parking and Loading Facilities

Issues	Considerations
1. Car parking surrounding Henley Square	<ul style="list-style-type: none"> Car parking is at capacity during peak times (during sunny, warm and hot days) There is an increase in demand for car parking close to the beach during the warmer months and during events at Henley Square There are no dedicated family drop-off points near the beach Beach visitors require car parks close to the beach Should metered car parking adjacent the beach be implemented to ensure parks are available, or should free car parking be retained? Lack of car parking for popular areas (e.g. for beach, shopping, local business and restaurant activities) Limited provision of car parking for persons with a disability adjacent to Henley Square Must ensure the sufficient provision of car parking for any future development
2. Foodland Parking/Baju/H2O car park underutilised	<ul style="list-style-type: none"> There is little public awareness about the public parking that is available within the Pavillion car park
3. Conflict between Foodland loading zone and bus stop / layover on Military Road	<ul style="list-style-type: none"> Sight distance reduced from car park entry / exit when buses are parked at existing layover stop Pedestrian safety is a concern with vehicles overhanging footpaths Height of delivery trucks can result in them reversing on Military Road if they are unable to access loading bay Cars park on footpaths during loading zone closure Congestion at entry / exit point on Seaview Road
4. Land currently underutilised or requiring additional off -street car parking	<ul style="list-style-type: none"> Henley and Grange Memorial Oval (underutilised) on non-event days Council Depot (underutilised) Seaside Tennis Club (requires off-street parking)



Issues

Considerations

5. Bin collection clashes with peak Sunday night car parking	<ul style="list-style-type: none">• Bins subject to vandalism• Bins a traffic and parking hazard
6. Overspill of car parking into residential areas	<ul style="list-style-type: none">• Review locations and timing of existing parking controls e.g. existing 1am to 5am restriction during daylight saving• Limited existing provision of residential permit parking only outside of dwellings• Reduction of residential amenity associated with overspill
7. Additional car parking required to cater for demand	<ul style="list-style-type: none">• Review suitable locations for additional on-street parking• Suitable locations for off-street parking (including the potential for an underground car park)• Type of parking control e.g. free / regulated• The provision of more car parking may result in increases in vehicle traffic in the Study Area
8. Vehicles parking illegally in residential areas	<ul style="list-style-type: none">• Blocks resident access or through traffic in access lanes• Illegally parked vehicles in peak times e.g. across driveways or blocking residential lane access
9. Noise impacts associated with late night parking	<ul style="list-style-type: none">• Car parking for late night activates spills into adjacent residential areas
10. Improve school traffic and parking at the Star of the Sea School	<ul style="list-style-type: none">• There is limited off-street car parking for staff, parents and visitors• Non-compliance with road rules at existing pickup /drop off zone creates a pedestrian and traffic safety concern
11. Retain / improve car parking for local business and community facilities	<ul style="list-style-type: none">• Overspill of parking during peak periods from beach / shopping activities results in vehicles parking in local church off-street car park.• Henley Square car park located on prime coastal land – potential to explore a better use



Theme 4 - Cycling

Issues	Considerations
1. No Exclusive Bicycle Lanes provided on Seaview Road	<ul style="list-style-type: none"> Unsafe for cyclists on the narrow Seaview Road section where verges are wider (north of Marlborough Street) Competing issues between vehicles and cyclists on Seaview Road Perception that cyclists riding in groups present a safety concern on Seaview Road
2. Improve Cyclist safety on Military Road	<ul style="list-style-type: none"> Improved facilities for safety such as bicycle lanes and separation between vehicles and pedestrians Safety concerns at roundabout intersections on Military Road where they are generally a squeeze point for cyclists and motor vehicles, requiring one to give way to the other
3. Limited bicycle parking and facilities within the Study Area e.g. lockable storage units, bike racks and cyclist front storage 'boxes'	<ul style="list-style-type: none"> Limited bicycle parking facilities provided within Henley Square Limited provision of bicycle parking facilities outside local businesses in the Henley Square Precinct or Grange Shops Cyclist front storage 'boxes' which provide head start storage areas are generally not provided at signalised pedestrian crossings
4. Cyclists have different needs, at different times	<ul style="list-style-type: none"> Cyclists have different demands and travel at various speeds (e.g. commuter, recreational and school student cyclists). It may be necessary to provide facilities considering the different characteristics of all cyclists.
5. Improve cyclist accessibility / safety throughout the study area	<ul style="list-style-type: none"> Improvements to cycle paths / connections and provision of exclusive on road bicycle lanes, subject to the road being wide enough to still provide on-street parking where required Improve pedestrian / cyclist separation along the Coast Park Path Improve east / west bicycle lanes connecting the open space corridor and the residential areas to the Coast Park Path Upgrades to the path required for cycling along the coast and for connections to other areas



Theme 5 - Public Transport

Issues	Considerations
1. Review existing bus routes*	<ul style="list-style-type: none"> Advocate for the provision of late night bus services Consider the provision of shuttle buses from outside of the Study Area to reduce parking demand in the Henley Square Precinct Advocate for improved <ul style="list-style-type: none"> Links to Grange Train Station / park and ride facilities Links to CBD Weekend and late night services Frequency of services
2. There is no official Taxi rank provided near Henley Square	<ul style="list-style-type: none"> A 24hr taxi rank in close proximity to Henley Square and Ramsgate Hotel is required Parallel taxi parking is required, as angled parking is not as safe and doesn't enable taxi's to queue.
3. Improve bus wayfinding	<ul style="list-style-type: none"> Provision of signage and paths
4. There is no existing bus stop / route to Western Community Hospital	<ul style="list-style-type: none"> Advocate for a public bus service along Cudmore Terrace
5. The bus stops at Henley Square are poorly located.	<ul style="list-style-type: none"> Community input is required to better locate required bus stops. An iconic bus stop should be provided at Henley Square
6. Improve bus stop locations and quality	<ul style="list-style-type: none"> Review appropriate locations of bus stops along Seaview Road Ensure DDA compliance Provide improved bus shelters Safety for passengers waiting at bus stops is a key driver
7. No provision of light rail or train services	<ul style="list-style-type: none"> Consider if these services would be feasible

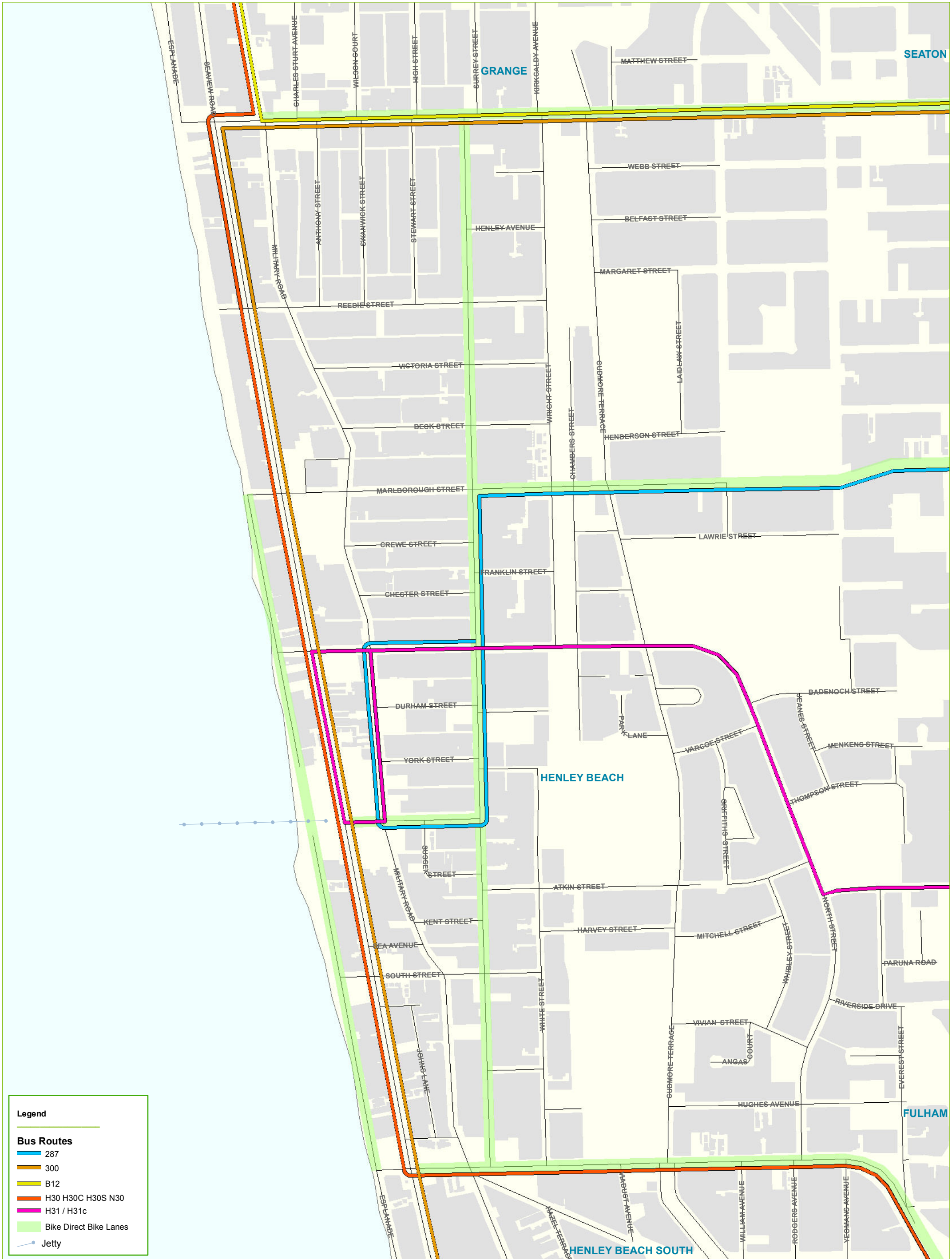
**Jurisdiction of Public Transport Services*



Theme 6 - Urban Design and Amenity

Issues	Considerations
1. Close or partly close Main Street between Seaview Road and Military Road to create a shared use area with priority for pedestrians and cyclists, with outdoor dining opportunities	<ul style="list-style-type: none"> Currently a bus route Potential loss of (some) angled car parking Existing shopping centre car park is accessed from this section of Main Street Possible location for an official Taxi rank Maintain cycle access
2. Improve streetscape along Seaview Road	<ul style="list-style-type: none"> Pedestrian / cyclist and local business friendly environment to improve amenity Design improvements to calm traffic
3. Improve streetscape along main roads – Military Road, Grange Road, Henley Beach Road	<ul style="list-style-type: none"> Improve amenity along entry to the Study Area Roundabouts are currently visually unattractive
4. Take 'pressures' of demand off Henley Square	<ul style="list-style-type: none"> Recognition and improvement of other public spaces in the Study Area
5. Replace trees lost to natural attrition	<ul style="list-style-type: none"> Investigate locations for green landscaping and natural vegetation
6. Ensure open space is retained	<ul style="list-style-type: none"> No loss of open space for new car parking areas or transport solutions
7. Improve amenity adjacent the coast	<ul style="list-style-type: none"> Improve public lighting Improve footpath width and quality

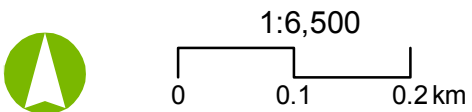


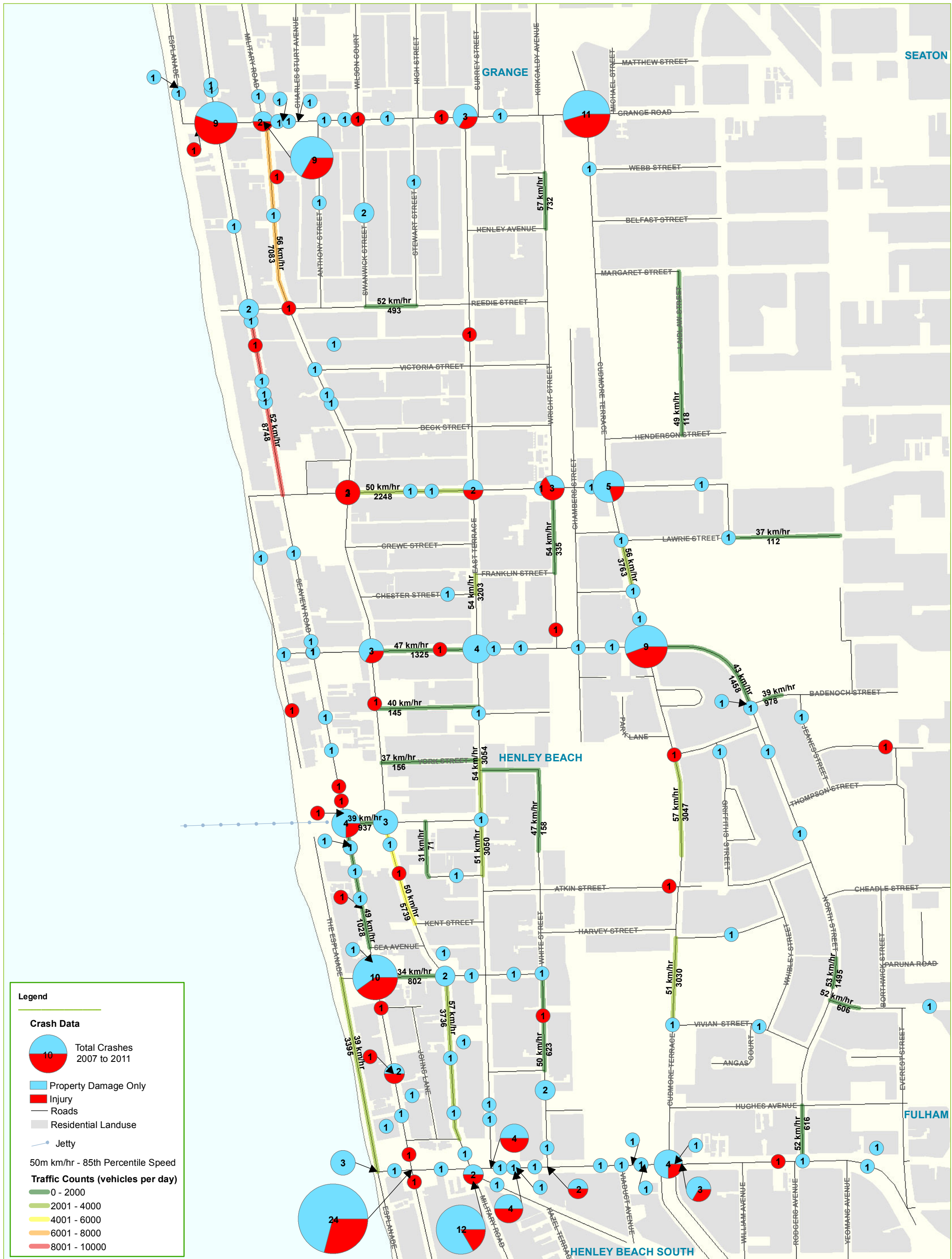


Legend

Bus Routes

- 287
- 300
- B12
- H30 H30C H30S N30
- H31 / H31c
- Bike Direct Bike Lanes
- Jetty







Aurecon Australia Pty Ltd

ABN 54 005 139 873

55 Grenfell Street
Adelaide SA 5000
Australia

T +61 8 8237 9777

F +61 8 8237 9778

E adelaide@aurecongroup.com

W aurecongroup.com

Aurecon offices are located in:

Angola, Australia, Botswana, China,
Ethiopia, Hong Kong, Indonesia,
Lesotho, Libya, Malawi, Mozambique,
Namibia, New Zealand, Nigeria,
Philippines, Singapore, South Africa,
Swaziland, Tanzania, Thailand, Uganda,
United Arab Emirates, Vietnam.