

Henley Beach Road Visioning

Investigations Report



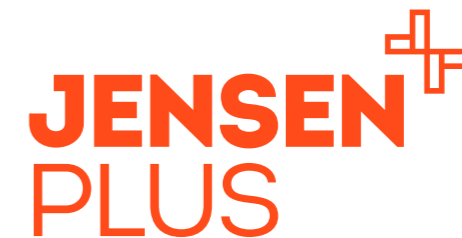
Prepared for the City of West Torrens

+ Jensen PLUS

+ David Snoswell Property Advisory

+ Premier Retail Marketing

+ Complete Streets



Planning
Landscape Architecture
Urban Design
Social Planning

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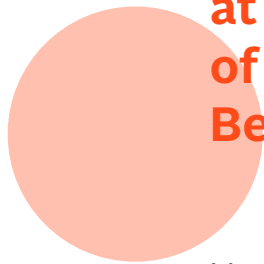
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This section introduces the study area and project outcomes



1. Introduction

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1.1 Aim + Objectives

Jensen PLUS was engaged by City of West Torrens to help prepare a vision for Henley Beach Road, working collaboratively with the stakeholders and the community.

The visioning is the start of a process to renew the Henley Beach Road experience, particularly as a shopping and cultural precinct.

Objectives

1. Gather, analyse and report on the current state of Henley Beach Road, **including land uses, business activity, movement networks, street amenity etc.**
2. **Identify unique precincts** within the study area.
3. Formulate a **vision and guiding principles in collaboration with stakeholders and the community** on their aspirations for Henley Beach Road.
4. Prepare a **list of recommendations** for next steps e.g Master Plan, public realm improvements, placemaking ideas, land use changes, formalisation of a local business group etc.

Investigation methods

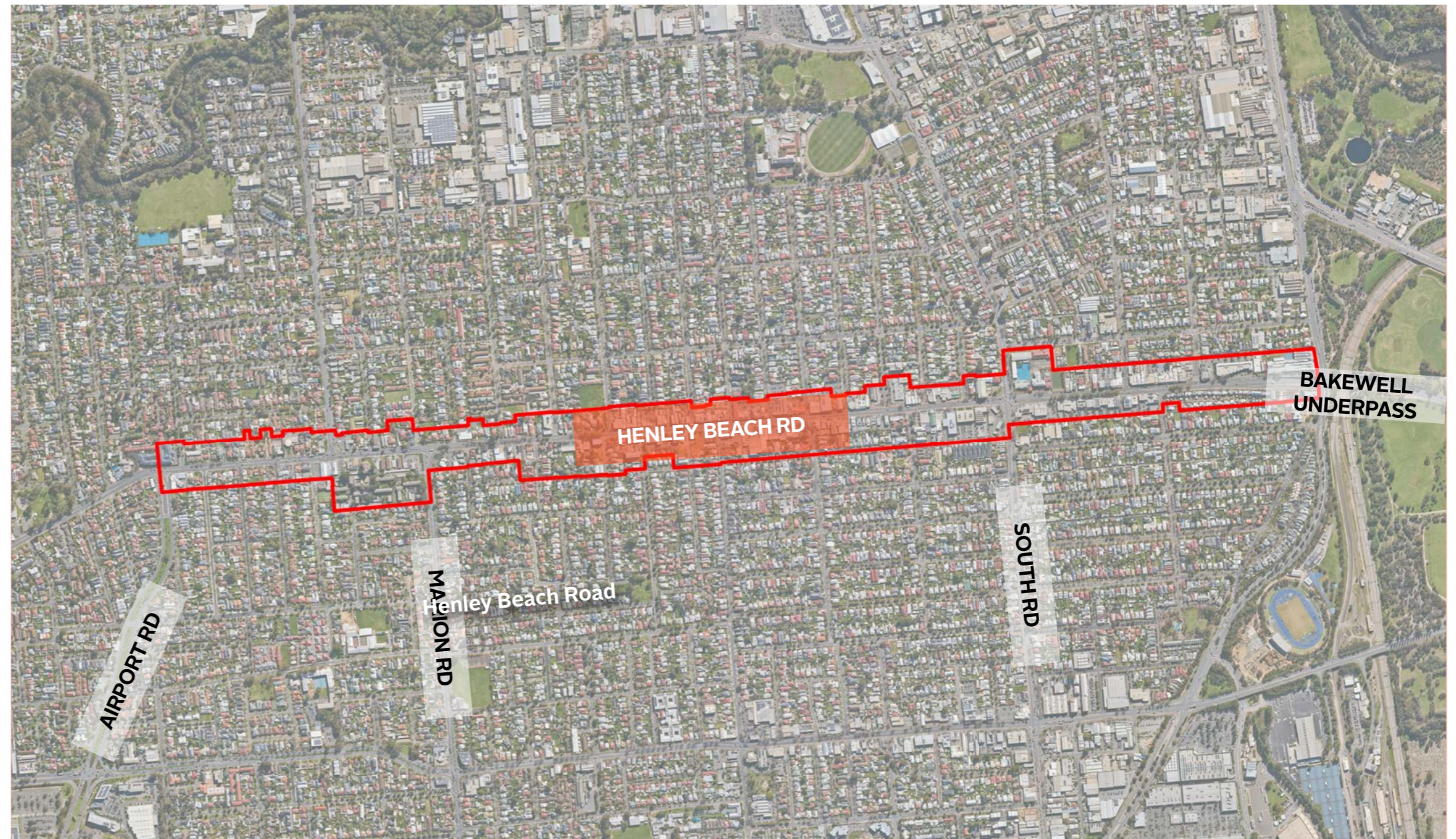
- **Early engagement** with key stakeholders including Elected Members, local business and commercial property owners
- **"Placecheck"** tool to analyse placemaking and urban design elements
- **Benchmarking** against other streets including those which have undergone major transformation
- **Land use audit** by David Snoswell Property Advisory
- **Business survey + "Retail Report Card"** by Premier Retail Marketing
- **Transport Assessment** by Complete Streets



1.2 The Study Area

The study area is the urban corridor of Henley Beach Road from Airport Road in the west, to the Bakewell underpass and Adelaide Parklands in the east, and is about 3km in length.

Properties fronting Henley Beach Road (commercial and mixed use) are included.



1.3 History of Henley Beach Road

Much of the area now known as the western suburbs of Adelaide, was an ephemeral wetland system fed by Karrawirraparri, River Torrens, lying between the coastal dunes and a system of red sand dunes to the east.

Source: Telfer & Malone 2012



Kurna Land

Since the 1950s South Australia has benefited from Federal policies to attract migrants from other countries, including England and Europe. Many ethnic communities found homes in Adelaide's western suburbs and continue to shape the offerings along Henley Beach Road, making it a richly multicultural place.



A multicultural melting pot



1837-1885 Survey and settlement

Following Colonel Light's survey in 1837 and the laying out of the Adelaide Plains road grid, European settlement and expansion into the area surrounding the City quickly occurred.

This led to the formation of villages and suburbs such as Thebarton and Hindmarsh.

Source: Adelaide Western Region Heritage Study
Image: State Library of South Australia



Henley Beach Road built 1874

After construction, Henley Beach Road regularly flooded, especially areas closer to the sea. It became the main access to important Torrens River-fronting farm allotments and the primary commercial road of the district. The junction of Henley Beach Road and South Road were the most heavily populated part of the district during the early years of settlement.

Source: National Library of Australia and State Library of South Australia
Image: State Library of South Australia



1883-1957 Tramway along Henley Beach Road

The Henley Beach Tramway along Henley Beach Road played an important role in promoting the more settlement of the western areas of Adelaide. It was replaced by bus services in 1957.

Source: State Library of South Australia
Image: State Library of South Australia



Henley Beach Road traffic has long been a challenge

Newspaper reports from 1916 identified traffic on Henley Beach Road as being frequently the subject of complaint with fears of excessive speeds and pedestrian safety. Cars have always been a primary figure on Henley Beach Road.

Source: National Library of Australia
Image: State Library of South Australia

1.4 West Torrens Snapshot

Melting pot of cultures

West Torrens is home to a diverse population, with **31.7%** of people born overseas.

This is a relatively large figure compared to other inner ring councils. It is also higher than the Greater Adelaide average of 27.6%.

The suburbs around Henley Beach Road like Torrensville and Mile End have a long- held association with the Greek and Italian communities, most of whom settled during earlier waves of migration.

Their legacy still remains, attested to by the large proportion of residents in these suburbs who still have Greek and Italian ancestry.

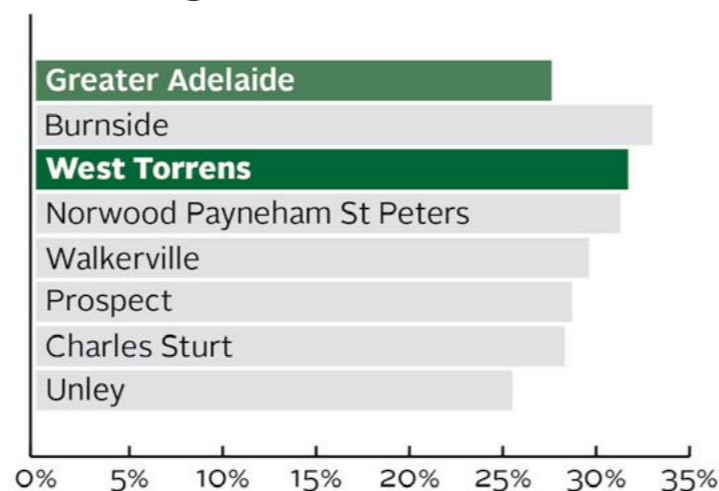
They are being met with a new wave of migration, particularly from the Indian subcontinent. Between 2016 and 2021, the largest increases in birthplace of the population in CWT were for those born in India and Nepal.

Within West Torrens, the percentage of people born in these countries is also significantly higher than that of Greater

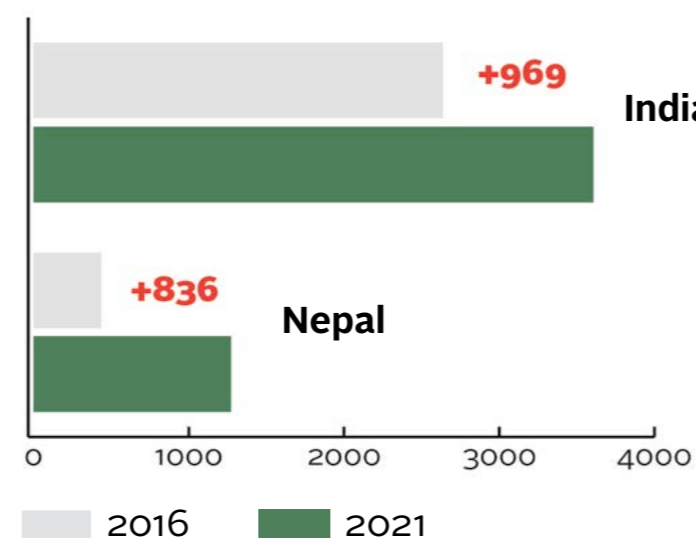
CWT Population



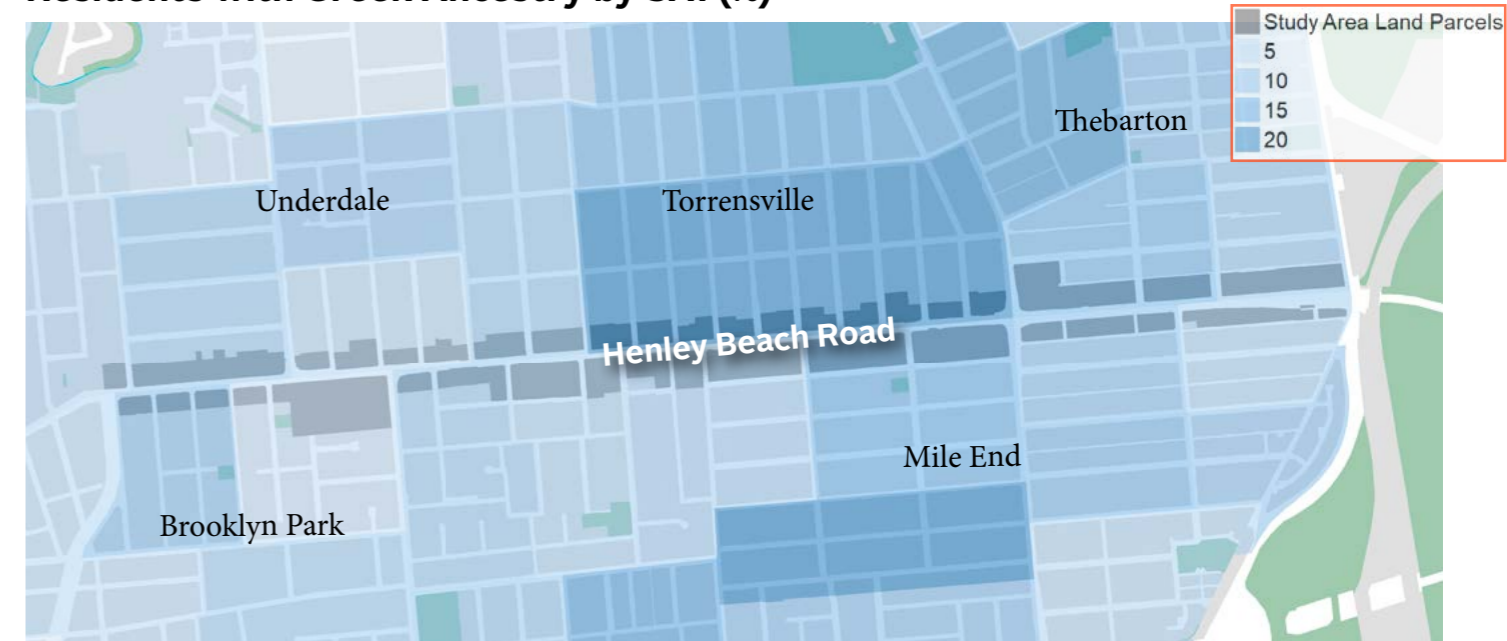
Percentage born overseas



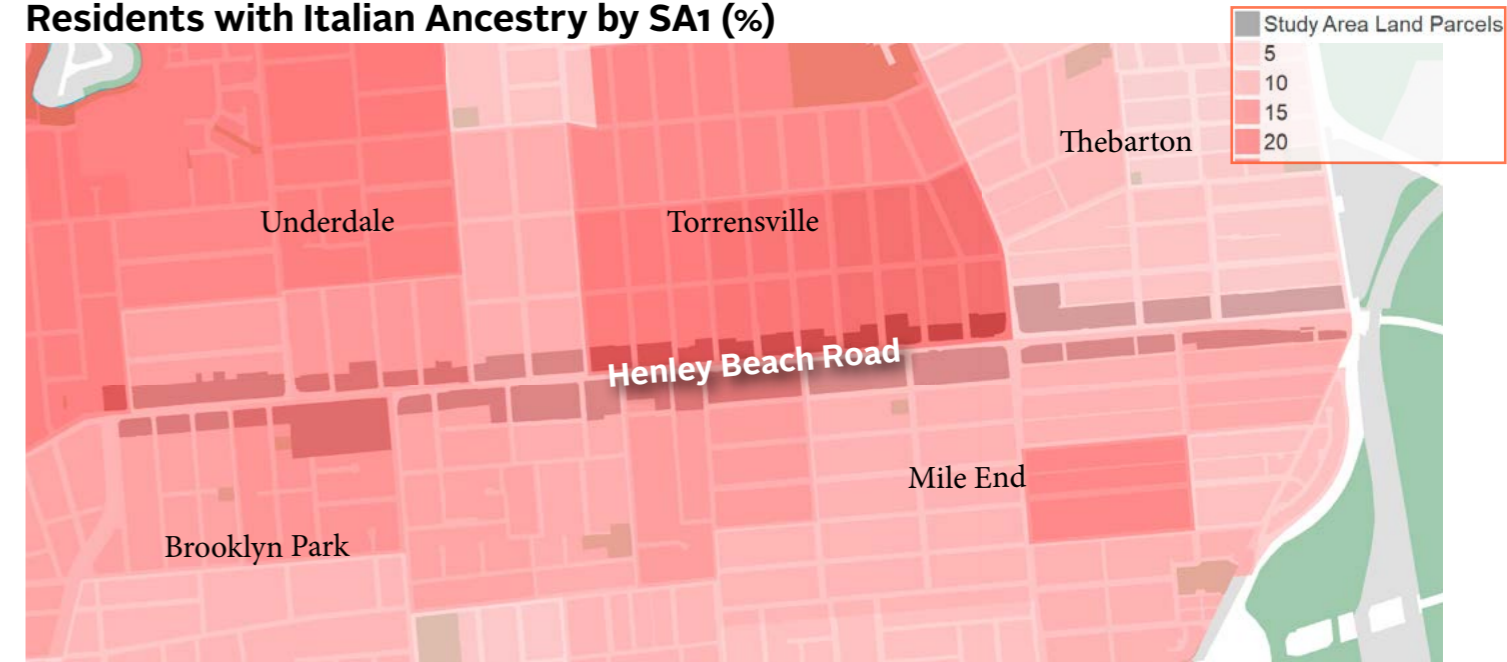
Largest changes in birthplace countries



Residents with Greek Ancestry by SA1 (%)



Residents with Italian Ancestry by SA1 (%)



Sources: ABS Census Data

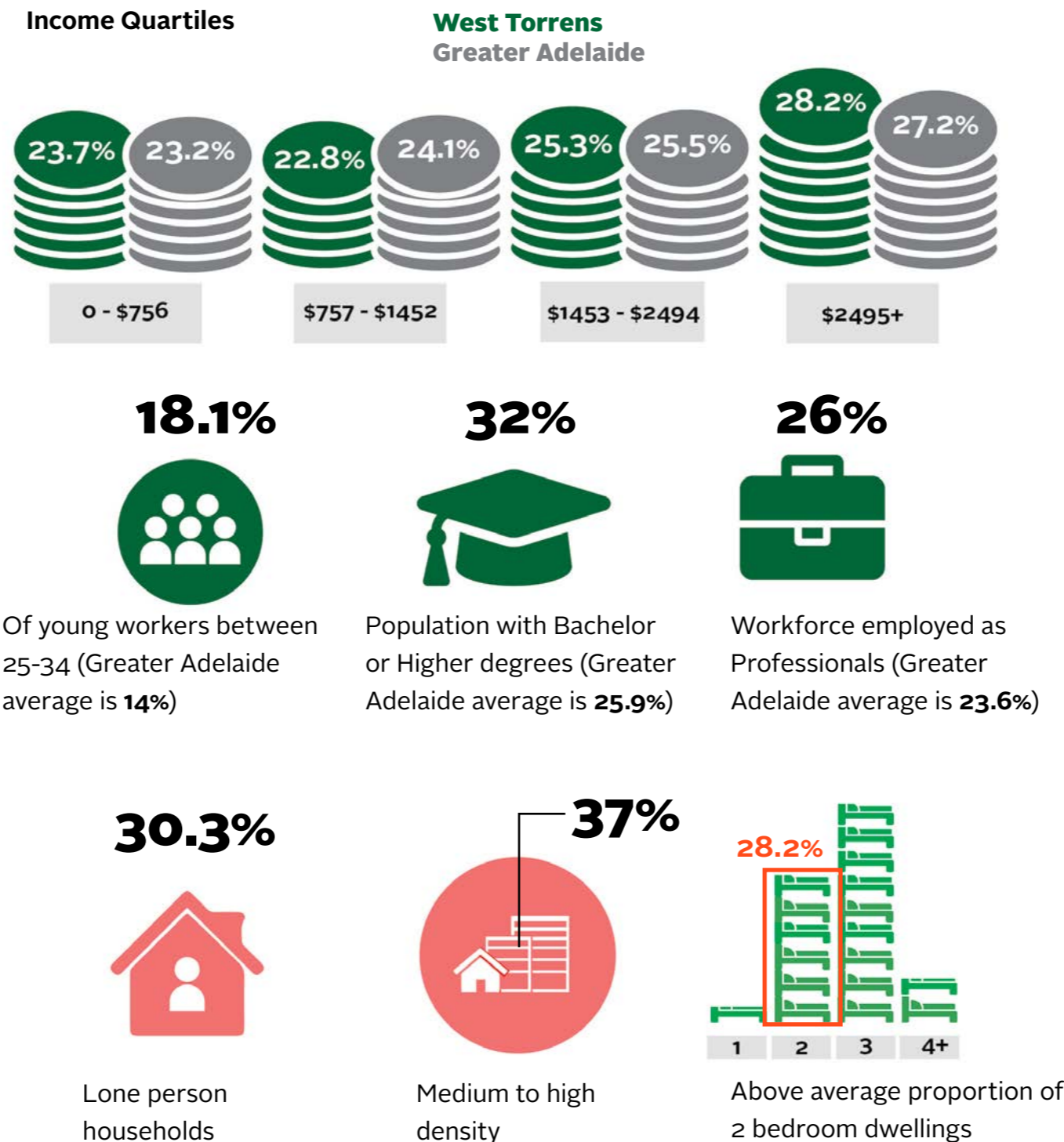
1.4 Demographic Snapshot (continued)

A young and increasingly affluent workforce

Like other areas in close proximity to the CBD, West Torrens saw a large increase in its highest income households between 2016 and 2021. This group now represents 28.2% of households in West Torrens, surpassing the Greater Adelaide average of 27.2%.

The main driver of this could be the emergence of younger and more educated professionals in the area who tend to prefer living closer to the city centre.

A sizeable proportion of local residents also work within West Torrens itself (15.2%). In 2021, the total number of workers within the City was estimated to be 46,664.



Smaller dwellings and smaller households

There could be a correlation between the increasing number of young workers in the area and the prevalence of smaller houses which suit their needs.

28.2% of dwellings have 2 bedrooms, which is significantly higher than the Greater Adelaide average of 18.3%. There is also a high proportion of medium to high density units in the area, resulting in a population density of 1701.3 persons per square km.

In 2021, The largest household type in West Torrens was lone person households, which accounted for 30.3%.

There is also a large proportion of young couples without children, making up 10.5% of total households in West Torrens.

1.5 Conceptual framework _ Applying a place-based approach to main streets and urban corridors

The Place Plan approach allows for strategic planning to be realised through implementable projects that are targeted, staged and achievable.

Place Plan approach: going beyond the master plan

Our "Place Plan" approach combines traditional master planning and urban design concepts with place-making and governance strategies, to make successful implementation more likely in the short and medium-term timeframe in which the plan is likely to remain current.

It is not a "comprehensive" master plan where all land, streets and spaces are proposed for long term change. Rather **it is the places of opportunity and need that are subject to most planning.**

Beyond physical elements like streetscape infrastructure, there is a focus on the potential for locally-led implementation, economic development opportunities, visioning that is supported by community.

This is especially important for main streets and urban corridors as they are made up of a multitude of different owners and businesses, each of whom contributes to the street/corridor in one way or another.

Jensen PLUS "Place Plan" approach



Why? do we need a plan

What? Where? will change occur

How? When? How much will it cost?

Conceptual framework and key inclusions in the Place Plan. This Investigations Report sits within the "Strategic Analysis Phase" of the approach.



1.5 Conceptual framework _ Applying a place-based approach to main streets and urban corridors (continued)

Movement: A key concept to consider for long urban corridors

Integral to the success of a "Place Plan" approach for long urban corridors like Henley Beach Road is the application of the "Movement and Place" tool.

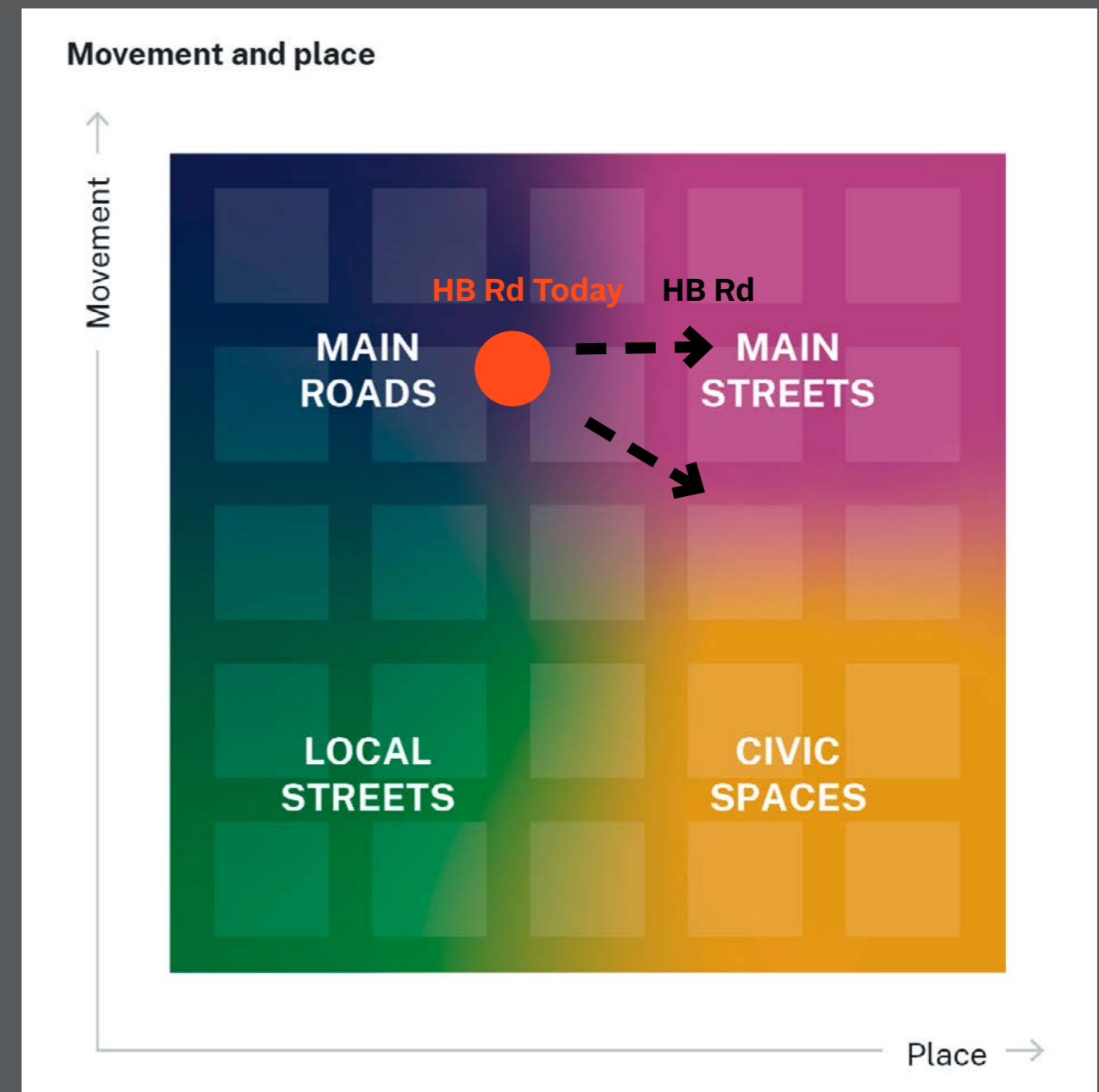
The tool recognises that each street / road has both movement functions (moving vehicles and people) as well as a place function (encouraging people to stay) which are closely intertwined.

Typically, improving the place qualities of a road will come at the expense of some movement function. Common examples include reducing road space to make way for wider footpaths and public seating, or slowing down traffic.

It is possible to maintain the movement function of a road while increasing its place quality (e.g. introducing high capacity public transport) but this comes at a greater expense.

All of these opportunities are real possibilities for Henley Beach Road, and so the Movement and Place tool is useful in making assessments between the various options, before working towards a common vision.

More information on movement and place is contained within the Transport Assessment Report.



Base diagram from Network Planning and Precincts Guide, NSW Government 2022



2. Early Engagement Summary

- 2.1 Elected Members Briefing
- 2.2 Business Launch Event
- 2.3 Additional engagement

What we heard
during early
engagement



2.1 Elected Members' Briefing

The purpose of the workshop was to provide an overview of the project and understand the Elected Members' level of support for the project.

Elected Member and Staff Briefing

On November 9th 2023, a presentation and workshop was held with City of West Torrens Elected Members and staff.

The presentation shared the methodology for the project including urban design analysis, Business Needs Survey, Land Use Audit and early observations identified in the study area. These early observations included a preliminary understanding of the business mix, the amenity of the area, pedestrian patterns and character elements including development pattern and street trees.

Elected Members and staff were encouraged to participate and provide their local insights about Henley Beach Road.

Attendees were asked to answer questions and to share their experience and ideas for the street.

Responses were supportive of the project and explained some of the challenges and potential of the street.

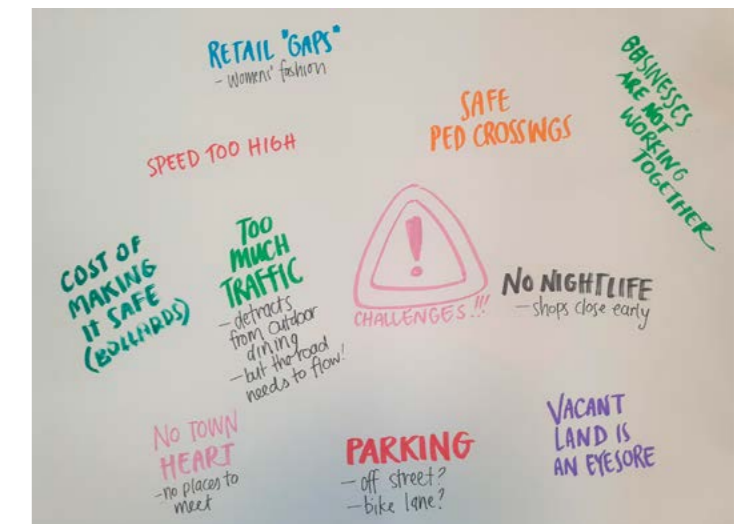
1. What do you love most about Henley Beach Road?



Responses to this question emphasised the importance of Henley Beach Road's identity and role as a place to visit. Feedback identified positive values as:

- its food places, cafes and restaurants, especially when there is outdoor dining.
- the history of the area reflected in the buildings which hold memories.
- a gateway into Adelaide's CBD.
- the retail shops.
- the Thebarton Theatre.

2. What is not working well?



Responses to this question identified some of the issues facing Henley Beach Road, which included:

- challenge attracting people at different times of the day.
- managing traffic appropriately to encourage people to feel comfortable.
- some areas of lower amenity.
- a lack of business cohesion to address opportunities.
- a lack of a "village heart".

2.1 Elected Members' Briefing

Workshop feedback like this offers great local insights which can work to ensure the future planning is relevant and reflective of community needs.

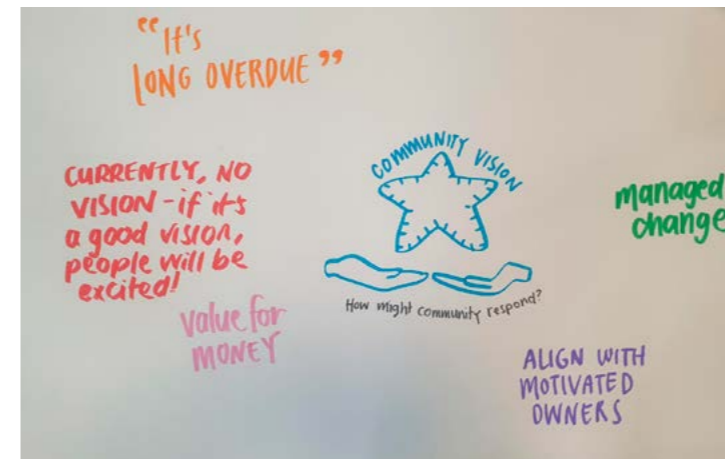
3. What is your one BIG IDEA for Henley Beach Road?



There were plenty of big ideas for Henley Beach Road and excitement associated with maximising the street's potential, including:

- Amenity improvements to attract businesses and people including a meeting place and more outdoor dining.
- Improved pedestrian experience.
- Traffic calming and opportunities to improve the accessibility and use of car parking and public/active transport.
- Mix of land uses to include residences and more uses after office hours.

4. How might community respond to a new vision for Henley Beach Road?



Most people thought community members would respond well to the visioning project and that the business community would be additionally supportive of a managed approach to guide the change along the street (to avoid too much disruption).

- Being guided by the insights and the energy of motivated business owners was considered a good strategy to build momentum in the project.

Key feedback topics:

- Identity and history
- Diversity and multiculturalism
- Community and people
- Village heart
- Traffic / experience balance

2.2 Business Launch event

This event was an opportunity to include stakeholders, businesses and landowners in the Henley Beach Road visioning project, and to build energy, interest and participation in the survey and visioning work to come.



The Business Launch event was held at the newly renovated Hotel Royal, on December 4th, 2023.

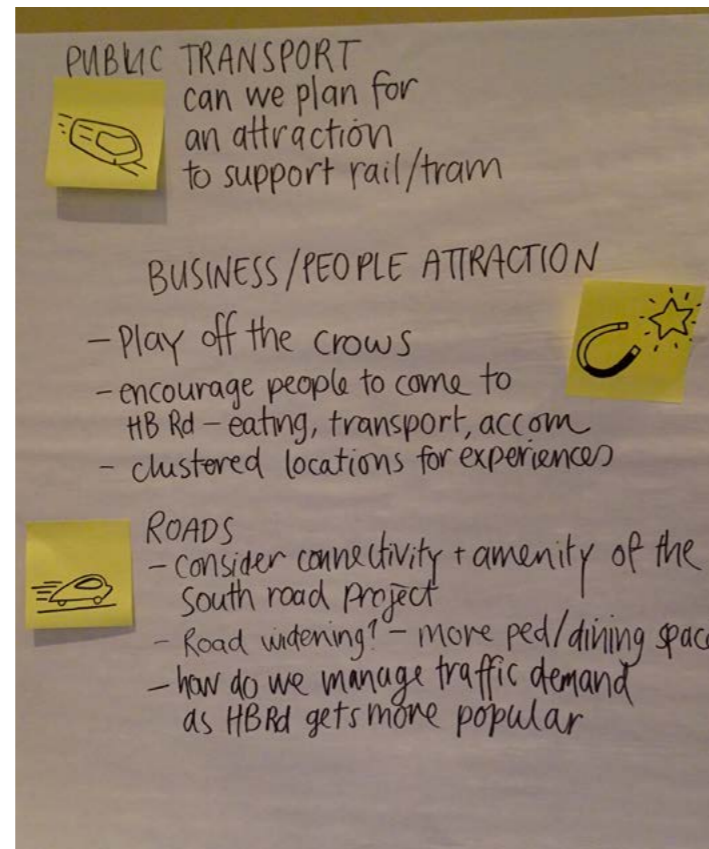
Council staff Emceed the event and the Mayor welcomed guests to the newly renovated space; providing a humorous walk down memory lane and a snapshot of how the Hotel Royal and Drakes Supermarket had evolved over time, yet have remained constants in the area.

A presentation about the initial observations of Henley Beach Road and examples of the elements of other successful streets was shared along with the outcomes of feedback received from the Business Needs Survey so far.

At the end of the presentation, there was opportunity for attendees to ask questions about the project. Please see the next page for a record of these questions and the discussions which eventuated.

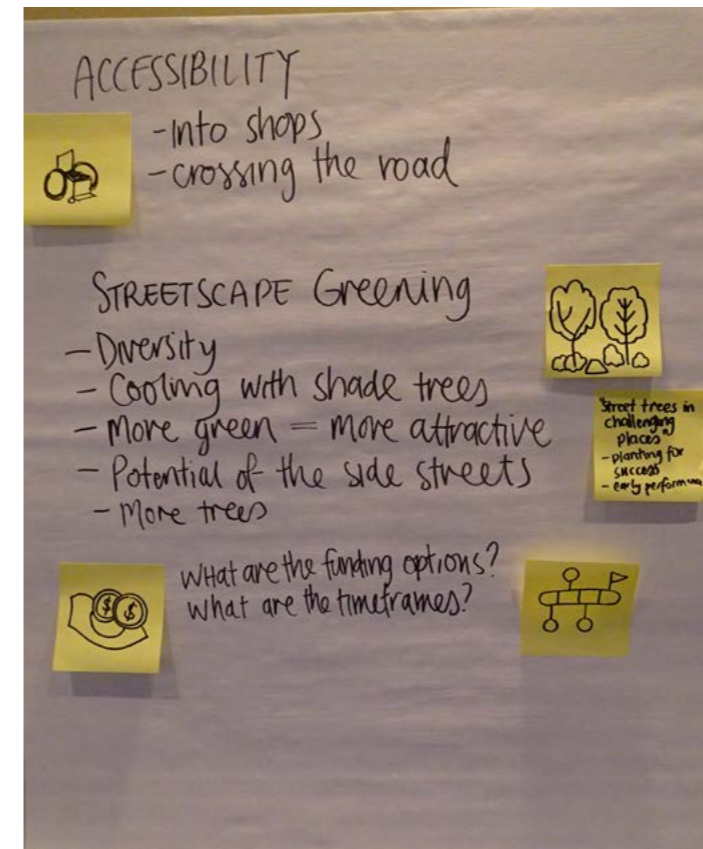
2.2 Business Launch event

Comments from attendees of the Business Launch event were supportive and detailed, identifying where investigations will need to focus attention as the project progresses.



Comments raised the question of **different public transport opportunities for Henley Beach Road** or **changes to the road to improve amenity** as well as help calm the street's traffic and **attract people and businesses to the area**.

The proposed relocation of the Adelaide Football Club close to Henley Beach Road and the changes associated with the South Road upgrade were raised as opportunities to build upon.



An **inclusive place** which is accessible for everyone and an 8-80 Cities approach for places comfortable for all ages.

Greening and trees in the street for shade and amenity was a popular topic of conversation and indicated the potential of **using the side streets** to their maximum potential to include more greening and dining.

Attendees were also interested in project time frames and funding options.



Attendees wanted the future Henley Beach Road to **reflect its character, identity and history**.

The role of **governance and planning** was discussed as a way to **encourage businesses to the area** and respond to gaps identified in the Business Needs Survey.

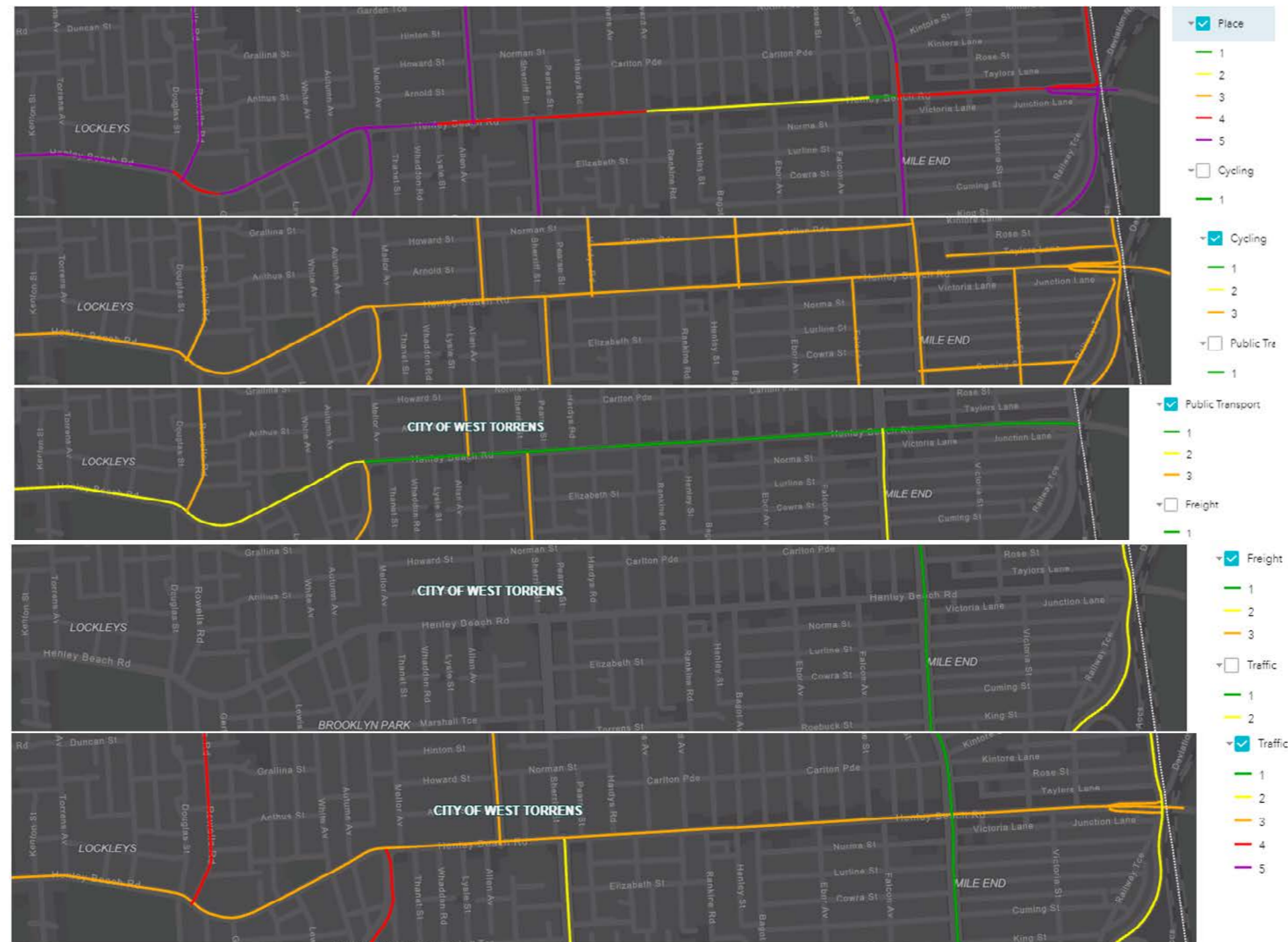


2.3 Early engagement with DIT 3 November 2023

A meeting with the Department for Infrastructure and Transport (DIT) and the project team was held to learn about the functional hierarchy and movement and place classification for Henley Beach Road to better understand DIT's approach to management and planning for the road's future.

Henley Beach Road has an M3 (medium) level of Movement significance while some sections of the road (adjacent the Thebarton Theatre and the Torrensville Plaza) have very high levels of Place significance. This indicates that while maintaining movement is important, the roles that Henley Beach Road plays in providing a cultural, economic and people-friendly place is an even higher priority in many parts of the study area.

Henley Beach Road is a key bus route and Public Transport use and accessibility is important along the study area's section of Henley Beach Road. The highest functionality level for public transport applied to Henley Beach Road, east of Airport Road.



2.4 Staff Guiding Principles workshop 20 February 2024

A workshop to collaboratively inform an overall vision and guiding principles for Henley Beach Road.

Top Guiding Principles from the staff

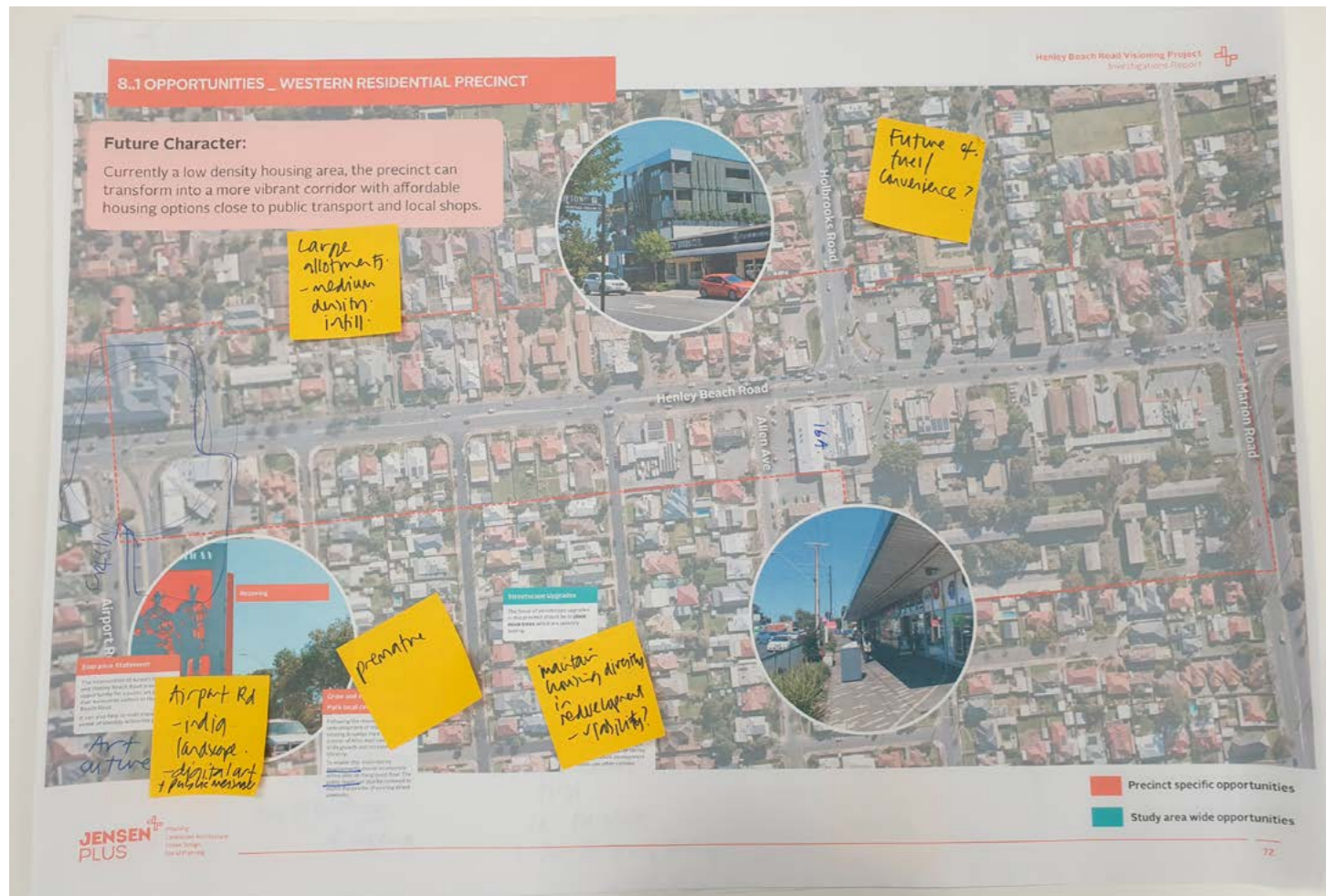
- 1. Accessible for people**
- 2. Organic growth which maintains character and improves what is there already**
- 3. Sustainable**
- 4. Place-making**
- 5. Community cohesion**
- 6. Multicultural**
- 7. Creating destination/s**

A Vision for Henley Beach Rd should include:

- Diversity: a place for everyone
- Experience: a place to spend time and enjoy yourself
- Lifestyle: a village, a place to meeting and gather



2.4 Staff Guiding Principles workshop 20 February 2024



Comments on opportunities by Precinct: Western Residential Precinct

Housing

- Large allotments could be best utilised for medium density infill
- Maintain housing diversity

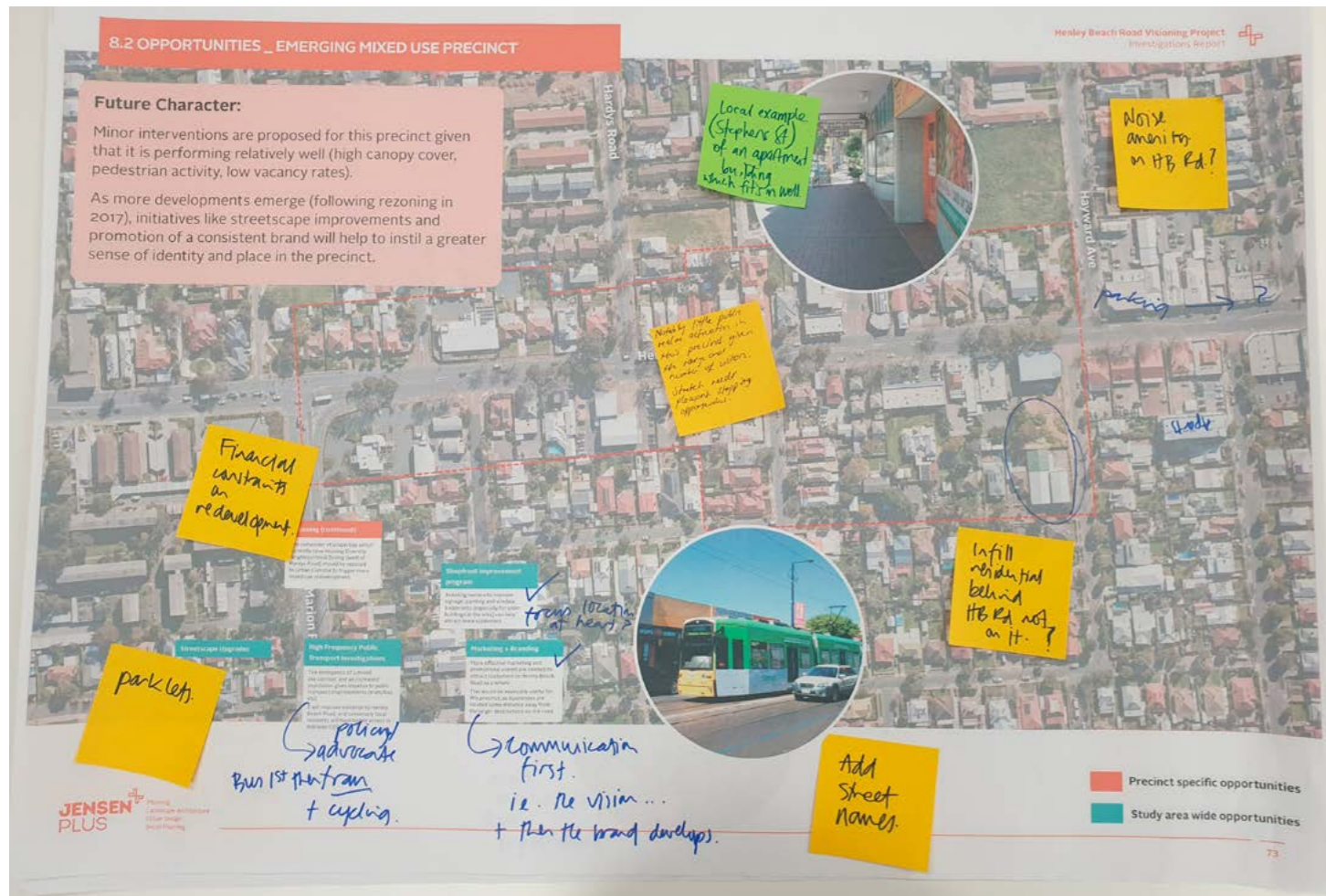
Experience / Attraction

- Sense of arrival at Airport Road- include Indigenous landscape, digital art and public messages

Economy

- May be premature to grow the Brooklyn Park local centre
- Consider the future of fuel and convenience outlets

2.4 Staff Guiding Principles workshop 20 February 2024



Comments on opportunities by Precinct: Emerging Mixed-Use Precinct

Housing

- _ Infill residential behind HB Rd as alternative to "on" it

- _ Noise + amenity on HB Rd

Experience / Attraction

- _ Public realm needs to be improved to make it more pleasant and support activation

- _ Parklets could be used

- _ Marketing + Branding: Communicate first about the project then focus on a brand for the street

- _ Shopfront improvement program

Economy

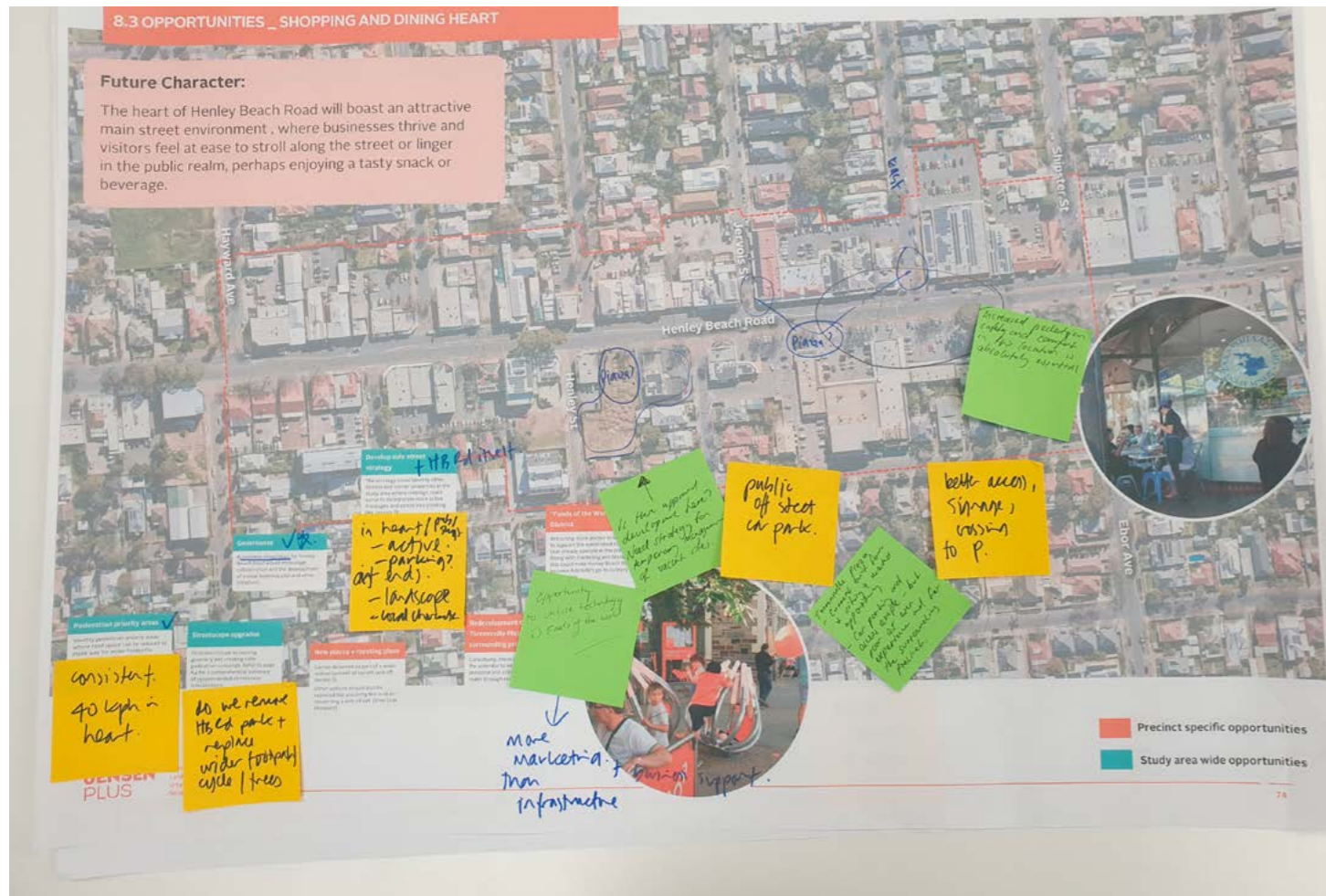
- _ Financial constraints on redevelopment

Access + parking

- _ Advocate first for better bus environment, bike riding and then trams

- _ High frequency PT: Support tram- located at the heart?

2.4 Staff Guiding Principles workshop 20 February 2024



Comments on opportunities by Precinct: Shopping and Dining Heart

Experience / Attraction

- _ Develop a side street strategy and for HB Rd itself
- _ Piazza / Plateia: Jervois and East Streets. 179 HB Rd and Torrensville Plaza.
- _ Pedestrian priority areas (at Torrensville Plaza) and streetscape upgrades
- _ Utilise technology
- _ Foods of the World

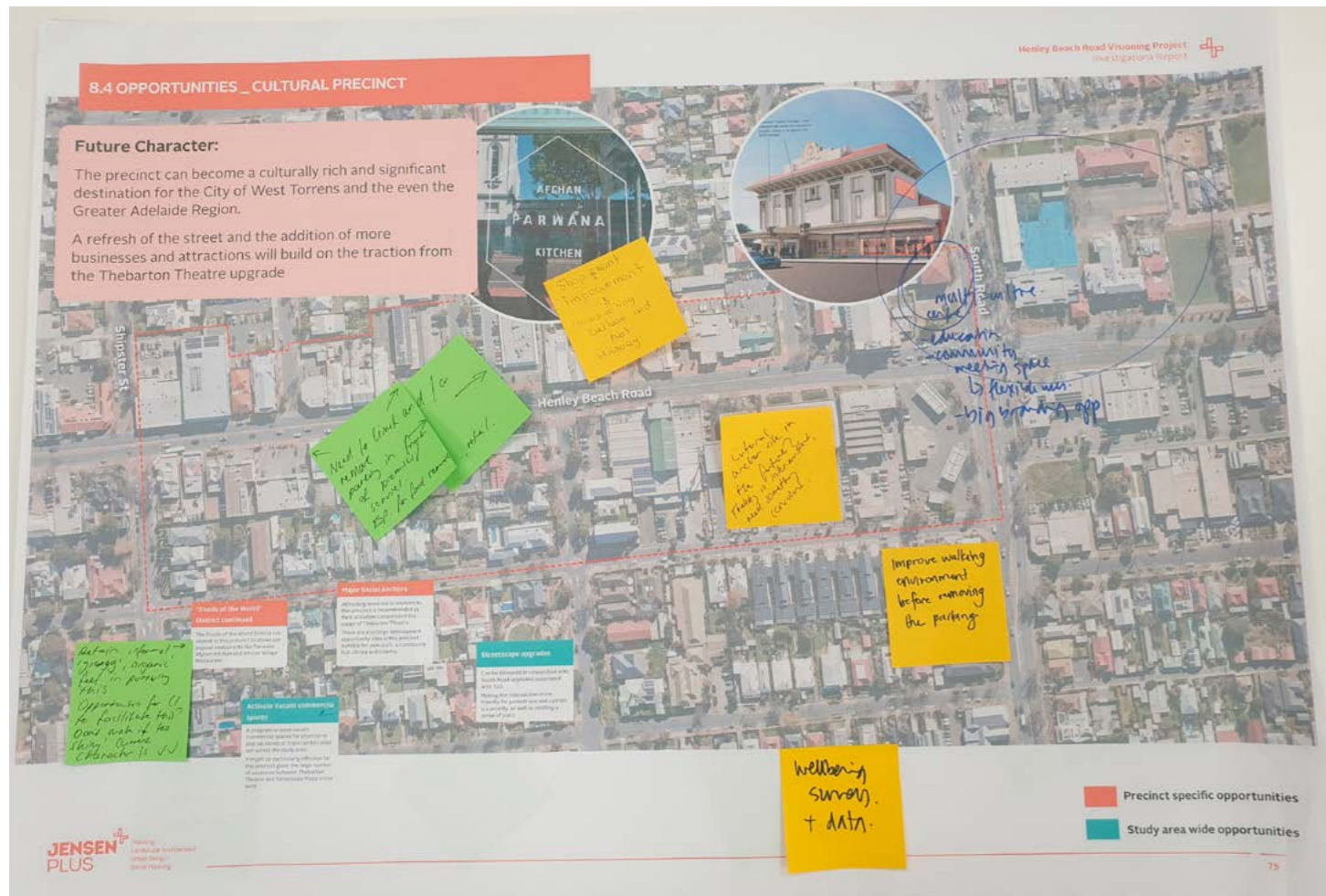
Governance

- _ A Business Association has merit
- _ More marketing for business support, then infrastructure

Access + parking

- _ 40km/ph zone in the heart
- _ remove on-street parking and replace with wider footpaths, bike lanes and trees?
- _ Create a public off street carpark
- _ Better access, signage and crossing to Parking areas

2.4 Staff Guiding Principles workshop 20 February 2024



Comments on opportunities by Precinct: Cultural Precinct

Experience / Attraction

- _ Shopfront improvements
- _ Incorporate culture, art and history
- _ Maintain the informal / grungy / organic feel
- _ A cultural anchor site at 101 - 103 HB Rd to offer regular cultural offering (when Thebarton Theatre is not open)
- _ Multicultural centre around Thebarton Theatre and St George College as a meeting place with flexible uses- an important branding opportunity
- _ Activate vacant commercial spaces

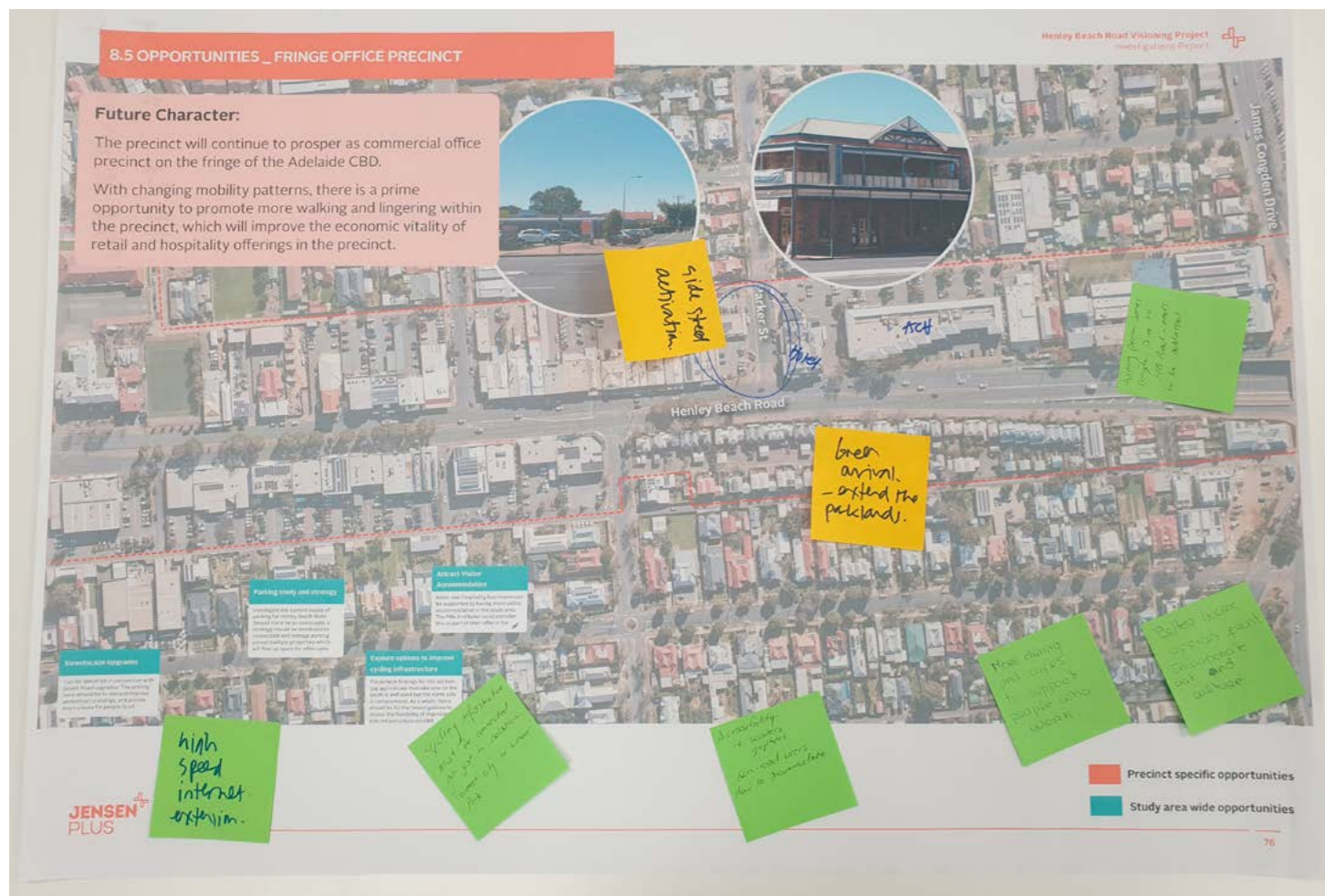
Governance

- _ Council's role in supporting improvements while maintaining character

Access + parking

- _ Improve the walking environment before removing parking so visitors aren't deterred
- _ Limit / remove parking in front of retail/food premises especially associated with 137-139 HB Rd and The Services Australia premises.

2.4 Staff Guiding Principles workshop 20 February 2024



Comments on opportunities by Precinct: Fringe Office Precinct

Experience / Attraction

- _ Side street activation at Parker St
- _ "Green Arrival" extend the Parklands
- _ More dining and cafes here to support nearby workers / residents
- _ Attract visitor accommodation
- _ Incorporate art and culture

Access + parking

- _ High speed internet extension
- _ Turning off James Congden Drive needs improvement
- _ Consider and refer to the needs of mobility aids and accommodating non-road users
- _ Bike infrastructure must be a connected network



2.5 Elected Members' Guiding Principles workshop 29 February 2024

A collaborative workshop with staff and Elected Members to inform an overall vision and guiding principles for Henley Beach Road.

Top Guiding Principles from Elected Members

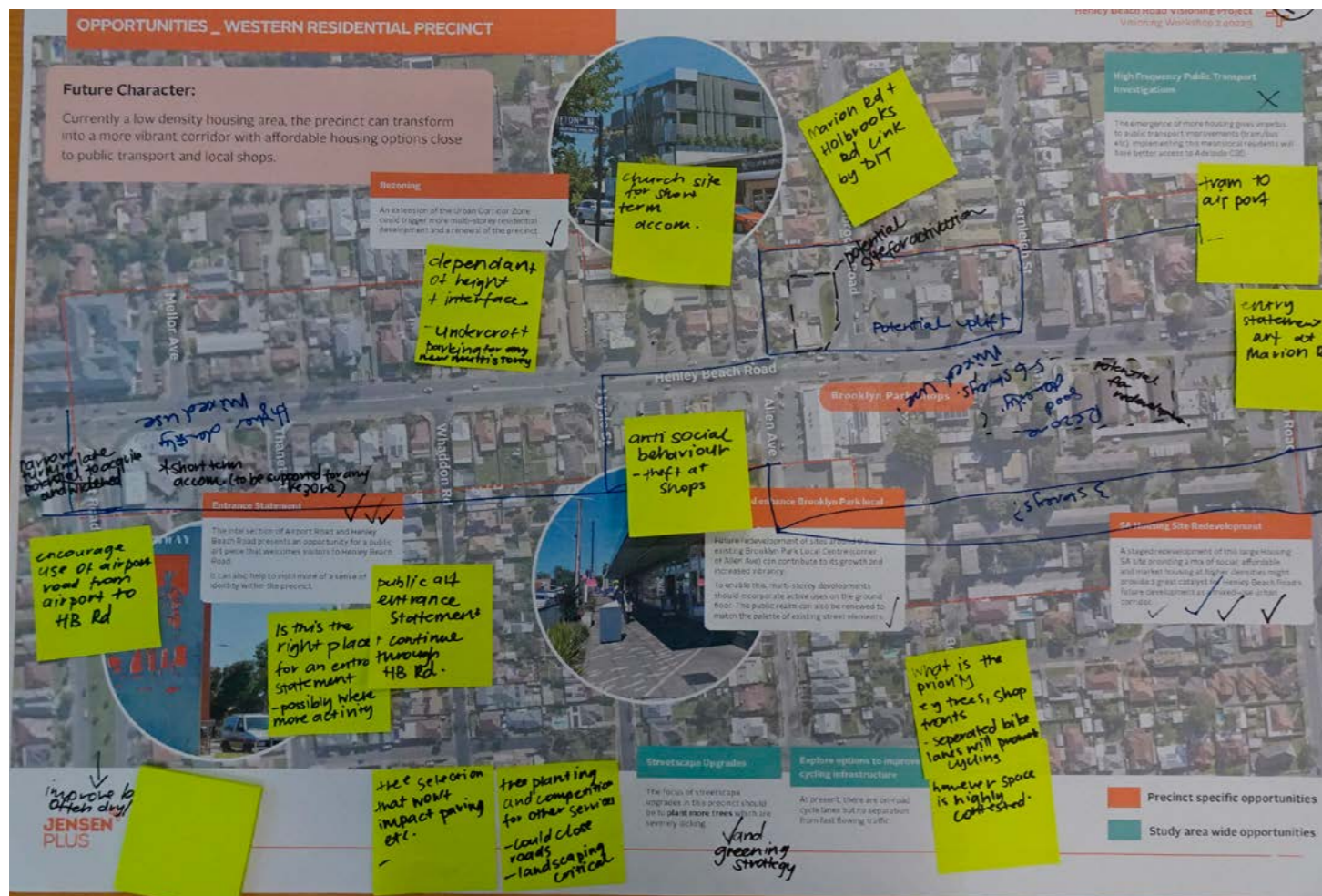
1. Foster community
2. Inclusive place for people
3. Share culture + history- Kaurna + migrants
4. Highly accessible / walkable
5. Attractive + welcoming
6. Cohesive look + unique gritty identity
7. Green environment
8. Mixed use + Tourism
9. Sustainable

A Vision for Henley Beach Rd should include:

- _ A cosmopolitan boulevard/ high street
- _ The West End place to meet!
- _ Family friendly, Thriving local community place
- _ Celebrate the Mediterranean of the south, between the city and the sea
- _ Culturally diverse
- _ Celebrates its past and embraces a new future
- _ Experience Henley Beach Road - a destination neighbourhood
- _ A new name for Henley Beach Road?



2.5 Elected Members' Guiding Principles workshop 29 February 2024



Comments on opportunities by Precinct: Western Residential Precinct

Land use

- Need undercroft parking with all new developments
- Rezoning supported with appropriate height/interface
- Church site short term accom
- NW corner HB Rd + Holbrooks potential site for activation
- uplift/mixed use both sides HB Rd, Holbrooks to east
- SAHA site redevelopment supported
- Enhance Brooklyn Park Local Centre supported

Experience / Attraction

- Entrance statement/s generally supported in active locations. Include public art.

- Consistent identity through whole of HB Rd

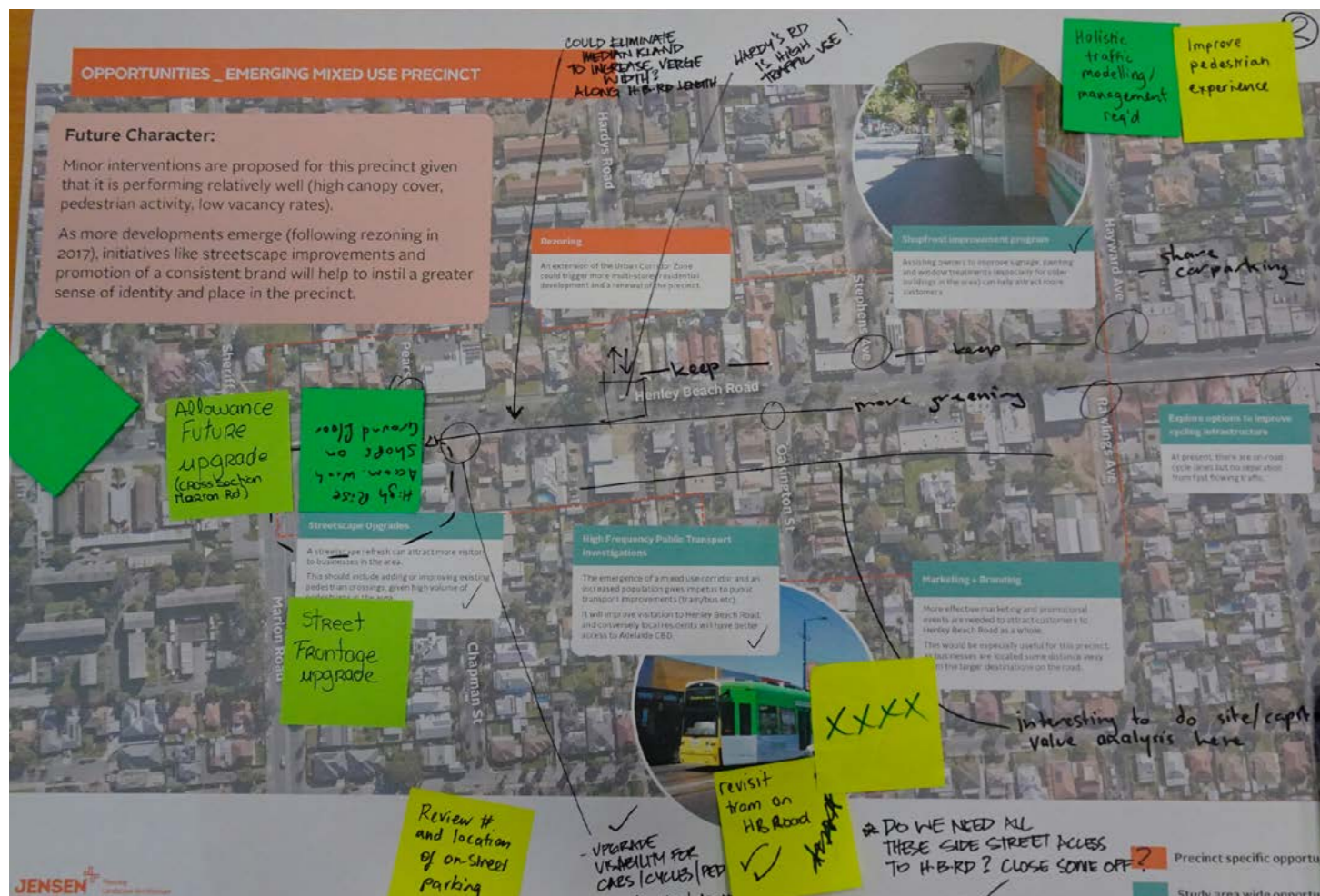
Connectivity

- Encourage use of Airport Road to HB Rd
- Right arrow turning lane at Airport and HB Rds?
- Bike lanes would promote cycling.
- Space is congested.
- Marion + Holbrooks DIT link.
- Tram to airport

Landscaping

- Streetscape upgrades important and a greening strategy.
- Low-impact tree species
- Landscaping is critical and is in competition with other services, could close roads to make space.

2.5 Elected Members' Guiding Principles workshop 29 February 2024



Comments on opportunities by Precinct: Emerging Mixed-Use Precinct

Land use

- Hardys Rd is high traffic
- Shops could share carparking
- Holistic traffic modelling and management needed
- High-rise accom with retail ground floor near Marion Road
- Review number and location of on street car parks

Connectivity + parking

- Close off some side street access to HB Rd
- HB Rd tram supported
- Need better visibility at Chapman x HB Rd
- Remove median to increase footpath width

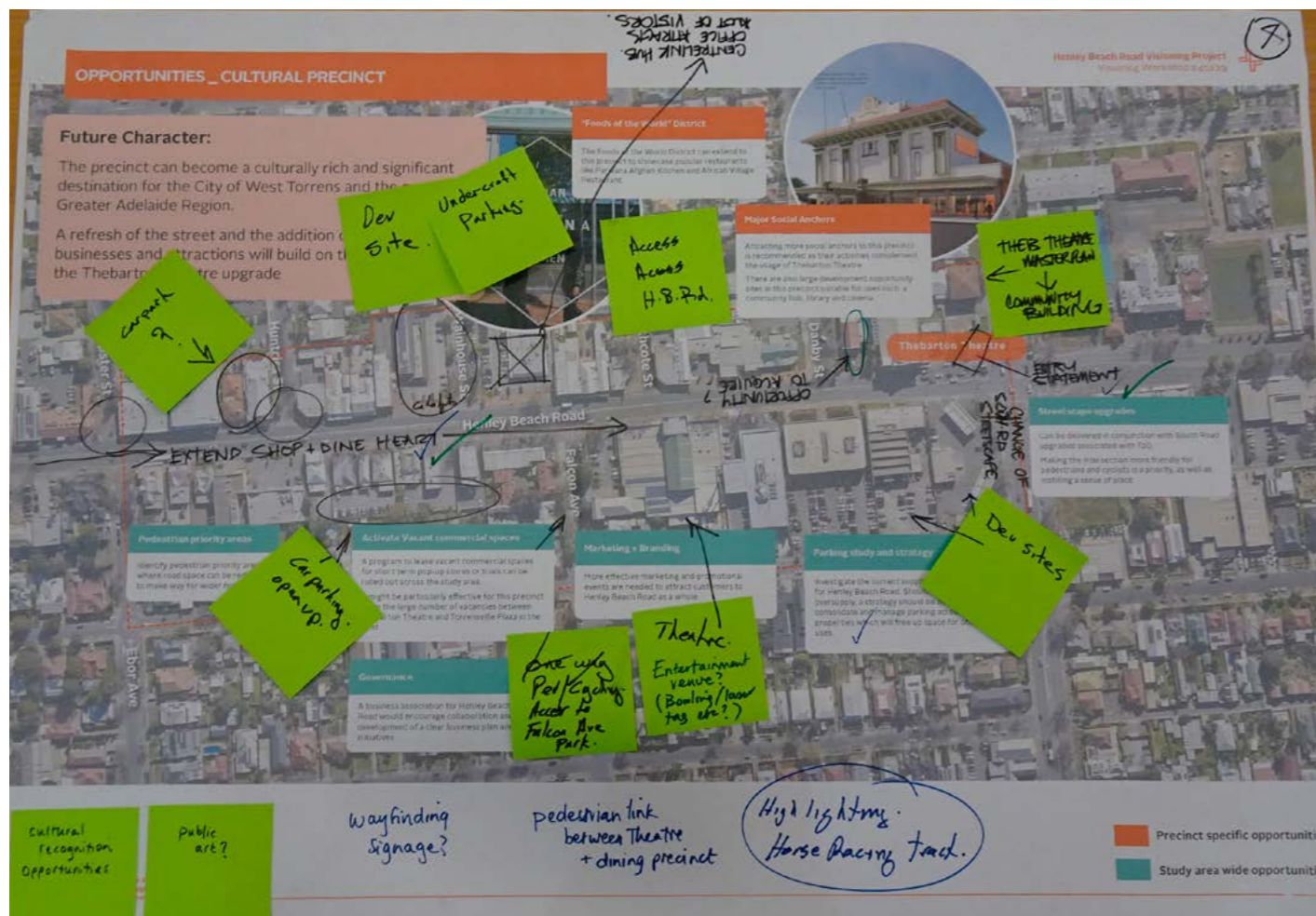
Landscaping

- More greening of footpaths
- Public realm and shopfront upgrades supported

Experience / Attraction

- Improve pedestrian environment

2.5 Elected Members' Guiding Principles workshop 29 February 2024



Comments on opportunities by Precinct: Cultural Precinct

Experience / Attraction

- More public art and representation of culture, history (e.g. old race track)
- Better wayfinding signage
- Entrance statement at Thebby Theatre corner

Land Use

- Development site + parking under at Wainhouse St
- Entertainment venue at old Theatre (105 HB Rd)? Other activities e.g. bowling/laser tag?
- Opportunity sites west of South Rd (south side HB Rd)

Connectivity + parking

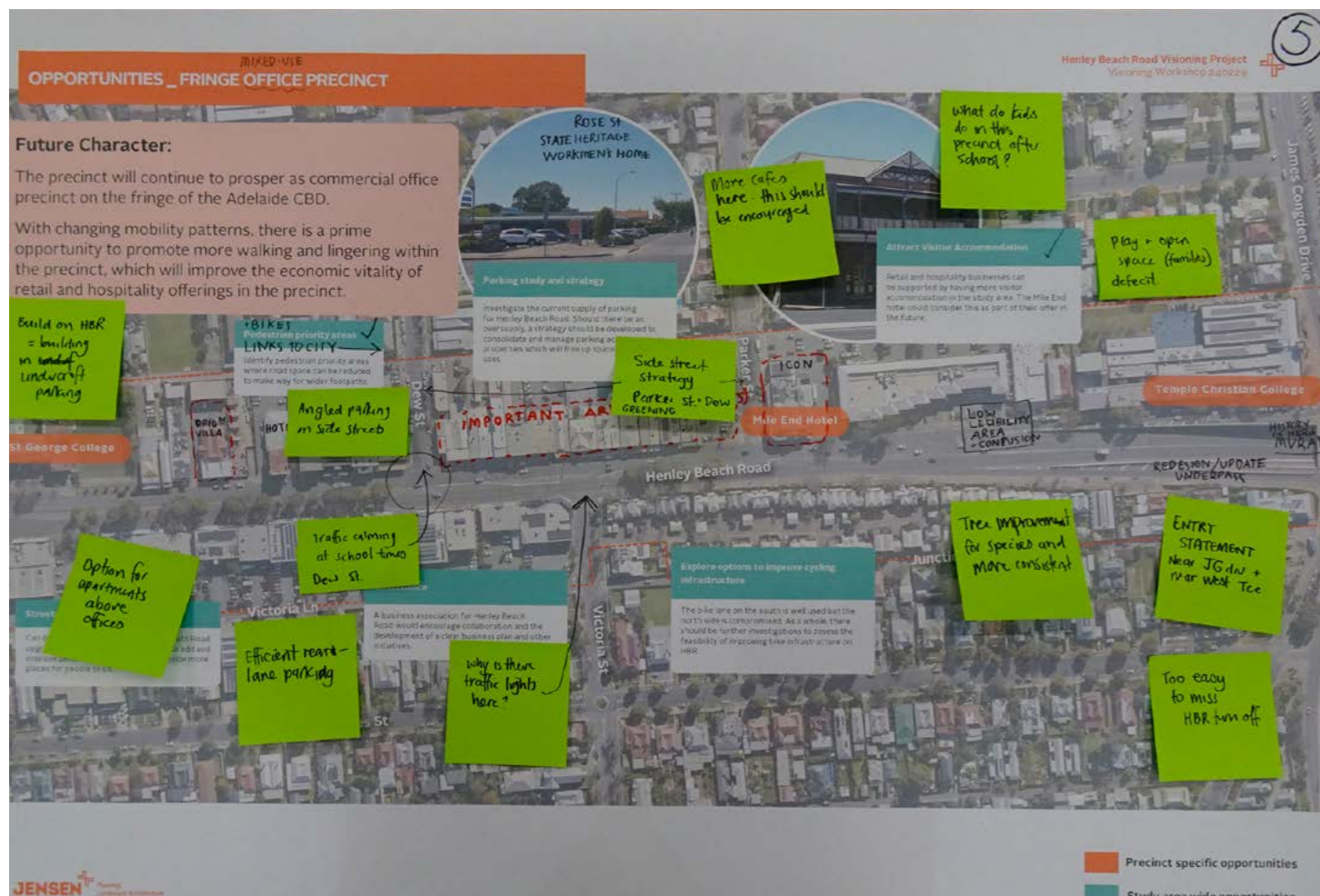
- Improve access across HB Rd
- Carpark at Huntriss x HB Rd and behind buildings on southern side of HB Rd (west of Falcon)

Governance

- Thebarton Theatre Masterplan, encourage community building
- Better pedestrian link between Theatre and dining precinct
- Parking study and strategy supported



2.5 Elected Members' Guiding Principles workshop 29 February 2024



Comments on opportunities by Precinct: Fringe Office Precinct

Land use

- Undercroft parking needed with all new buildings on HB Rd
- Apartments above office buildings on HB Rd south side
- Encourage more cafes in historic section of shops

Access + parking

- Support for pedestrian priority areas and bike links to city
- Traffic calming needed at Dew at school times
- Angle parking on side streets
- Redesign and update the underpass (include art/history mural)

Experience / Attraction

- Deficit of open space and play in this area
- Entry statement near James Congdon Drv and West Tce (it's too easy to miss the turn)
- Need things for kids to do here after school
- Side street strategy Parker and Dew Streets
- Historic shops are important
- Mile End Hotel is an icon

Landscaping

- Consistent tree species

2.6 Draft Guiding Principles



Based on the early engagement, workshops undertaken and feedback received, themes to inform a set of guiding principles have started to form.

These include:

Making Henley Beach Road a great place for people

- _ Place Making
- _ Public realm improvements
- _ Foster community connection
- _ Meeting place
- _ A destination

Enhancing the public realm to celebrate Henley Beach Road's multicultural story

- _ Kaurua
- _ Migration

An inclusive and accessible place

- _ Walkability
- _ Accessible design
- _ Traffic calming

An attractive and welcoming destination

- _ Greening
- _ Wayfinding
- _ Amenity improvements
- _ Business attraction

Remain true to Henley Beach Road's identity.

- _ Grow organically
- _ "Gritty" character
- _ A place for local businesses to thrive

Greener and more sustainable

- _ More trees and landscaping
- _ Biodiversity
- _ Water Sensitive Urban Design
- _ Attractive, cooler place

**This section
summarises
the strategies,
policies and
drivers for
change**

3. Strategic Context

- 3.1 State Level Strategic Plans
- 3.2 Local Plans and Policies
- 3.3 Catalyst Projects
- 3.4 Planning and Design Code



3.1 State Level Strategic Plans and Policies

Greater Adelaide Regional Plan Discussion Paper (2023)

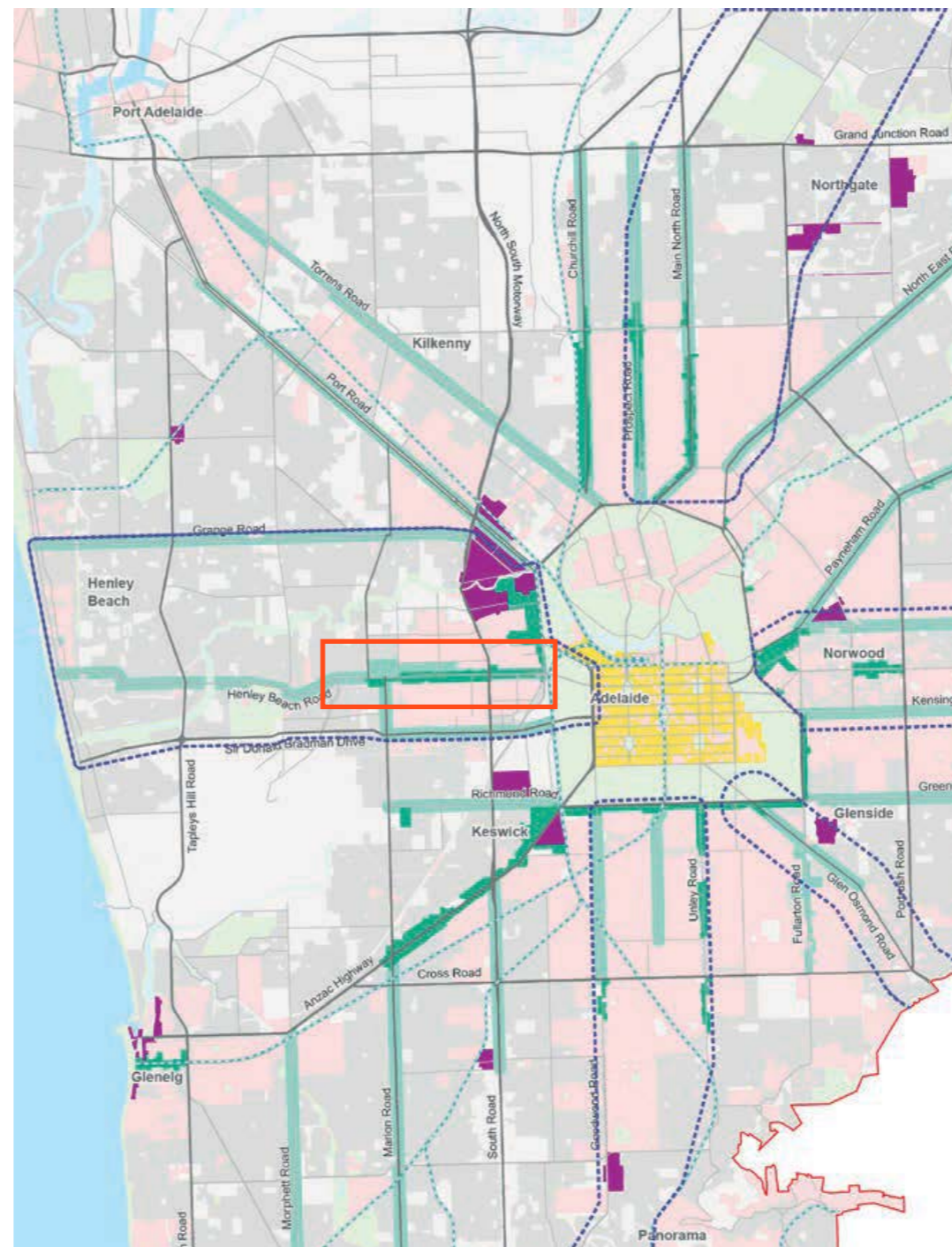
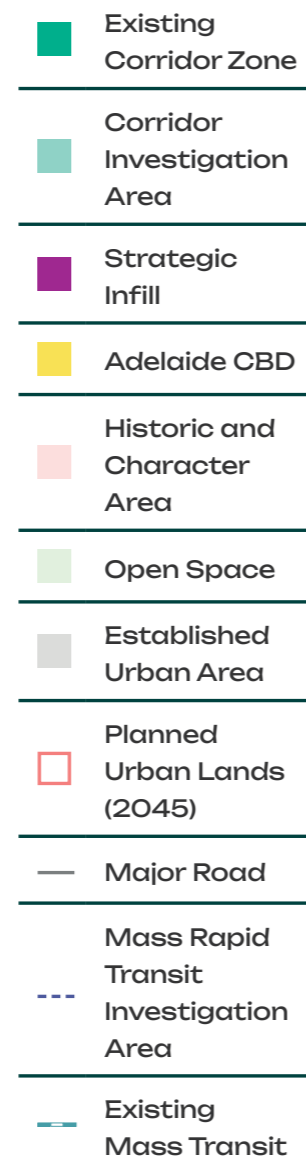
One of the key questions that the discussion paper asks is: "How should Greater Adelaide grow?"

The answer is that there needs to be a multi-pronged approach to providing more land for housing and employment.

One of these approaches is urban corridor development, which locates more medium to high density homes near high-frequency public transport routes. This form of development has the potential to provide more affordable and diverse living configurations close to jobs and services.

Existing Urban Corridor Zones are already present along the Henley Beach Road study area, from James Congden Dr to Holbrooks Rd. The map in the discussion paper shows additional corridor investigation for the remainder of Henley Beach Rd, including up to Airport Rd.

Henley Beach Road is also within a Mass Rapid Transit Investigation Area.



Overall, the implication is that Henley Beach Road has capacity for its residential and commercial land uses to be intensified.

One key challenge will be to sensitively integrate new developments with existing built form, particularly heritage and character suburbs

A positive case study that is mentioned in the paper is Prospect Road Village Heart, which has supported 120 new homes in a safer and more vibrant retail precinct, while maintaining the functionality of the transit corridor for road users and public transport.

Key Opportunities

- _ The project should consider the possibility and impacts of more residential density directly on Henley Beach Road or on adjacent side streets. **A mixed use urban form could develop over time**
- _ Higher densities **can support more commercial land uses and activity, including the night time economy**



3.1 State Level Strategic Plans and Policies (continued)

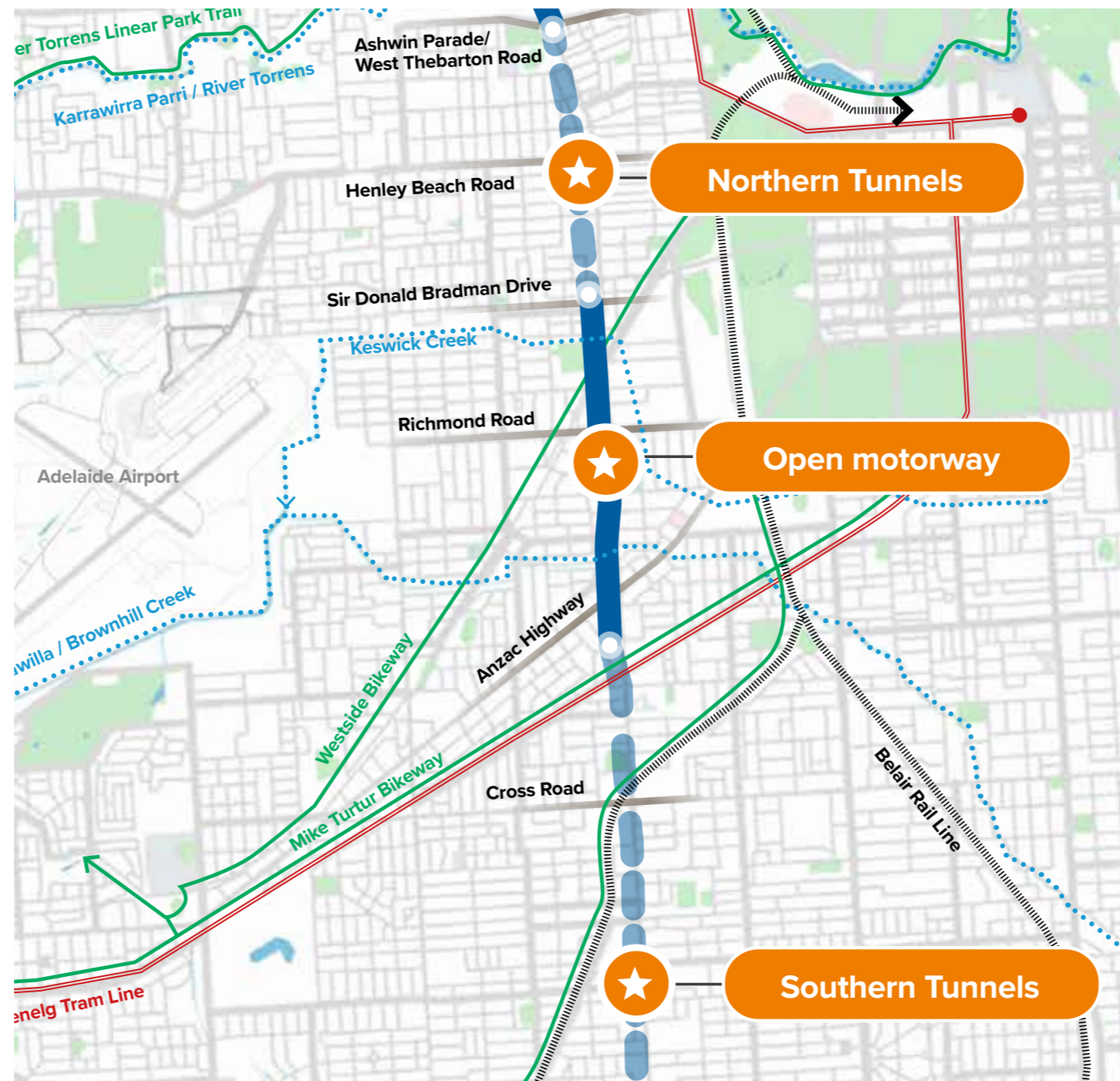
T2D_Urban Design Strategy 2023

The River Torrens to Darlington Project consists of two separate tunnels and an open motorway. The urban design vision for the project is **"More than a motorway"** which reflects the goal of improving connectivity for all travel modes. There are also opportunities for the project to create new green community spaces. The urban design principles are:

- _ Connect people and place
- _ Support great journeys
- _ Create greener, resilient places
- _ Enable opportunities
- _ Celebrate culture and place

These principles will mainly apply to the main project areas.

- _ The northern tunnel entry around Grange Road
- _ The open motorway section between Sir Donald Bradman Drive and Glengarry Avenue
- _ The southern tunnel entry around Tonsley Boulevard



While these principles primarily apply to the project areas where major works will be undertaken, the strategy should also be used to guide the design and adjacent or interfacing works in the surrounding areas.

This includes the **intersection of South Road and Henley Beach Road**, which will be bypassed by the T2D northern tunnel.

Future works undertaken by the state government in conjunction with council could potentially include **improvement to the intersection, to facilitate smoother active travel connections.**

Key Opportunities

- _ Reduced importance of South Road and Henley Beach Road intersection from a traffic standpoint
- _ Urban design improvements can be partly funded by State Government
- _ Might enable new land uses around the intersection



3.1 State Level Strategic Plans and Policies (continued)

AdeLINK MCA Summary Report

Analysis was undertaken for several route options of the future AdeLINK Tram Network. The network contains a loop within the city, as well as five routes that connect the city to the surrounding suburbs.

One of these routes is WestLINK which is envisaged to connect the city to the airport through the City of West Torrens.

This route identification process is the first step in achieving the tram network.

For WestLINK, two options were considered:

- _ A: Henley Beach Road (via West Tce and Glover Ave) including Airport spur via Airport Road. This option eventually came on top with a higher score.
- _ B: Sir Donald Bradman Drive (via Grote St) terminating at Airport.



One of the goals of AdeLINK is for trams to activate emerging and existing high streets which can in turn, achieve greater community and economic benefit. Hence, the corridors with robust high street ingredients were scored favourably.

In this regard, Henley Beach Road fared well and received positive scores attributed to factors such as:

- _ High number of high street compatible businesses (115) and high proportion 61% (1,251m) of active frontages
- _ Transit supportive land use mix (predominantly residential) beyond the high St.
- _ Other attractors such as public institutions
- _ Quality of main streets were deemed to be medium to high.

Key Opportunities

- _ The Visioning Project should consider the possibility of a tram and how it would complement the 'high street' function of Henley Beach Road

3.2 Local Government Plans and Policies

CWT Public Realm Design Manual (2019)

The manual provides guidance for the development of high quality streetscapes and public open space that responds to the needs of the local community.

The following principles guide public realm management decisions:

- _ Environmental Sustainability
- _ Comfort, Aesthetics & Amenity
- _ Durability & Robustness
- _ Management & Maintenance
- _ Identity & Sense of Place
- _ Functional & Adaptable
- _ Health, Well-being & Safety
- _ Connectivity & Integration

Parts of the Henley Beach Road Visioning Project study area have been identified as 'Main Streets' and 'Retail Streets', subject to the guidance in the cross section shown on the right

Example Retail Street



Footpath Parking Cycle + Vehicle Lanes Median Cycle + Vehicle Lanes Parking Footpath

Key Considerations:

<p>01 Street trees for visual scale, amenity and shade.</p>	<p>02 Consistent wide footpaths with higher quality paving. Paved thresholds at side streets</p>	<p>03 Landscaped medians and verges reduce the scale of the street and hard paved areas.</p>	<p>04 LED lighting on urban poles including pedestrian lighting.</p>
<p>05 Higher quality urban public realm furnishings to ensure a comfortable pedestrian</p>	<p>06 Active frontages and increased densities. Controlled outdoor dining.</p>	<p>07 Shade and amenity around bus stops. Opportunities for public art & interpretation</p>	<p>08 Slower vehicle speed environment, consolidated carparking and regular</p>

It does already exhibit some elements of the character that is required of high quality retail streets, such as active frontages, landscaped medians (at certain segments) and cycle lanes.

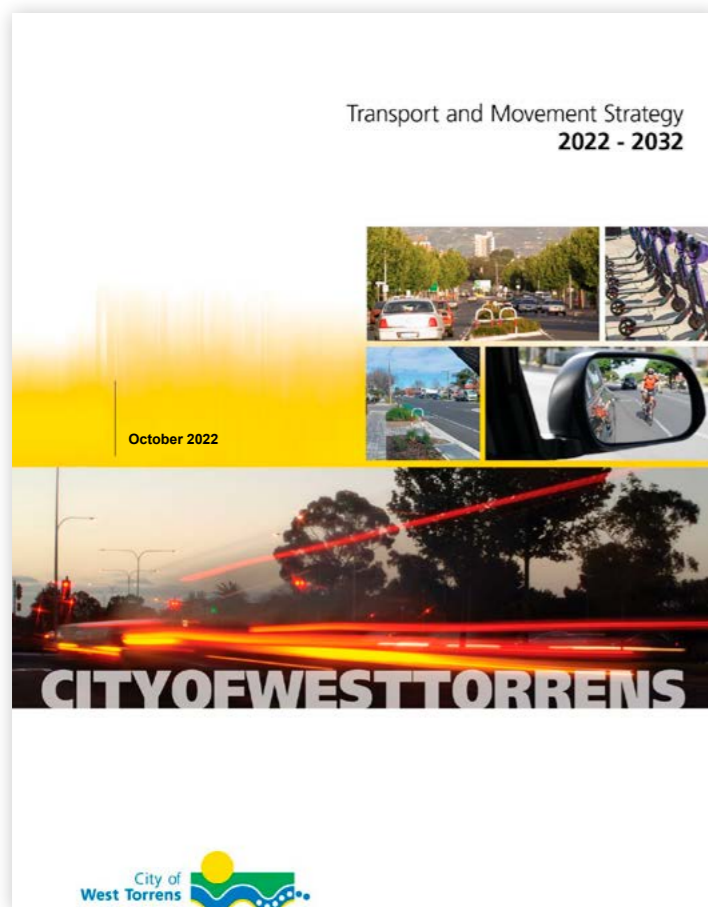
While the cross section provides a good vision, it should be noted that Henley Beach Road is not wide enough accommodate all of the elements shown.

Key Opportunities

- _ The manual states that the desired character for such retail streets is for them to **become destinations in themselves**
- _ Retain and enhance high quality street elements like mature trees.
- _ Investigate the potential of achieving street trees and active frontages on **both sides**.
- _ Consider strategies like widening footpaths, more street furniture and slowing vehicles to support pedestrian comfort.



3.2 Local Government Plans and Policies



CWT Transport and Movement Strategy (2022)

Some of the guiding principles of the plan include safety, accessibility, environmental sustainability and healthy communities.

One of the key aims of the Transport Strategy is to design streets for people and not just vehicles. The Strategy promotes the 'Link' and 'Place' approach (predecessor to Movement and Place which is the more commonly used term today) for road improvement projects. There is a desire for movement corridors to also be safe places which are attractive and comfortable to spend time in.

Enhancing roads and streets as places for people can also increase their tourism appeal, which is an opportunity given the proximity to the airport and the CBD.

There is a strong emphasis on promoting active transport including walking and cycling. Priorities include the expansion of the shared use path network as well as creating walkable neighbourhoods around activity nodes like shopping precincts.

It is recognised that infill along and around urban corridors will lead to higher parking demands. To address this, the strategy proposes measures such as developing guidelines for parking management, facilitating a car sharing program and reducing dependence on private vehicles.

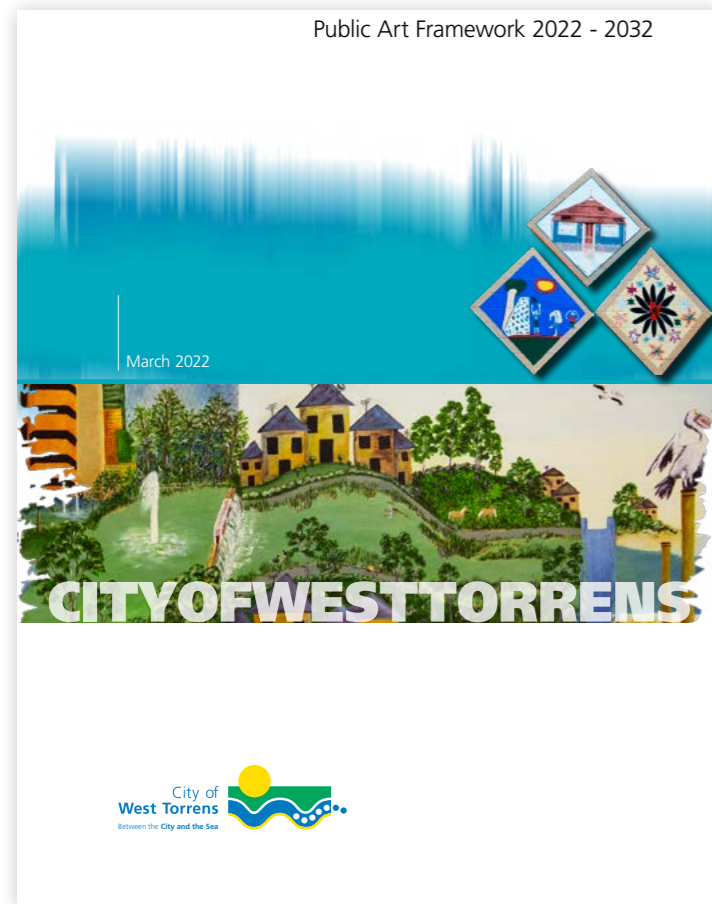
Public transport plays a key role in reducing this demand. Henley Beach Road is one of several Department for Infrastructure and Transport (DIT)-controlled roads where public transport improvements will be prioritised. A Tram extension from the CBD, or more frequent bus services are just some of the possibilities listed.

Key Opportunities

- _ Using the **movement and place approach** to identify sections of Henley Beach Road **where place qualities can be enhanced.**
- _ Encouraging active transport around retail sections of Henley Beach Road.
- _ Develop a parking management strategy
- _ Consider public transport options



3.2 Local Government Plans and Policies



CWT Public Art Framework (2022)

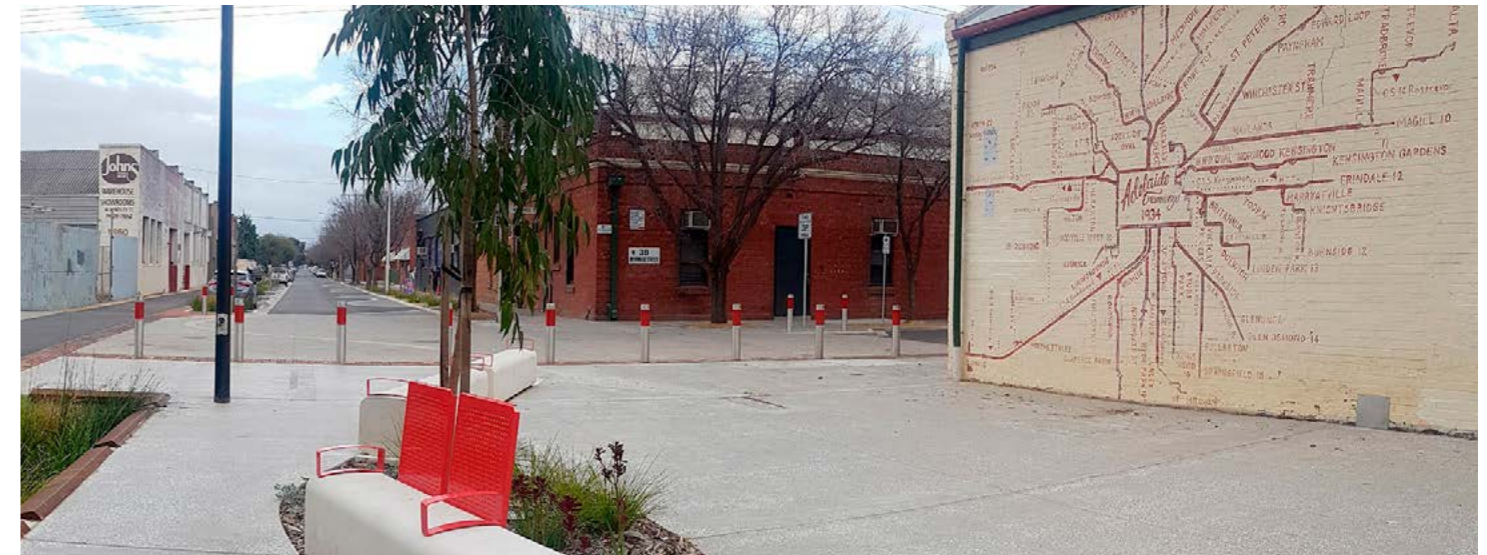
The framework adopts a thematic approach to ensure artworks are curated in a way which suits their context, ensuring that artworks are relevant and relate to the people who live, work and visit there.

The five themes include:

- _ First Nations
- _ History of Industry and Innovation,
- _ Multiculturalism,
- _ Natural environment
- _ Infill Modern Urbanism.

The framework then identifies the themes which are appropriate for different types of places. Places listed which are relevant to Henley Beach Road include

- _ Retail Strips
- _ Major transport corridors and key intersections.



For Retail Strips, the appropriate themes listed include History of Industry and Innovation and Multiculturalism. Artwork can be functional in the form of bollards, street furniture, bins etc.

For Major transport corridors and key intersections, the appropriate themes listed are History of Industry and Innovation, the Natural Environment and Infill Modern Urbanism. Art is usually in the form of entrance statements.

Key Opportunities

_ **The Multiculturalism theme** would mesh well with the retail strips along Henley Beach Road since the shops already speak to the cultural diversity of the area. **Migrant stories can also be celebrated through art.**

_ Explore opportunities for public art in street elements and furniture

_ Key intersections along Henley Beach Road **could also have art in the form of gateway entrance statements.**

3.2 City of West Torrens Plans and Policies



Economic Development Plan

- _ A key strategy is developing 'A thriving business environment' in which **local businesses** are supported.
- _ Creating a vibrant city is also prioritised. This involves developing the visitor experience and increasing cultural activities and events.



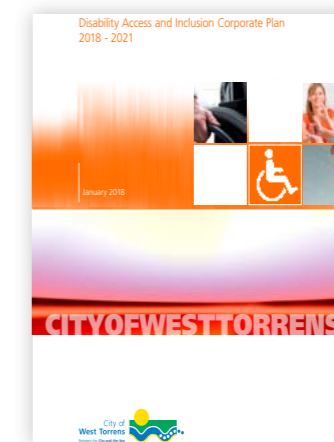
Tree Strategy

- _ The overarching theme of this strategy is 'Towards a sustainable forest'.
- _ This involves protecting and expanding canopy cover.
- _ Key actions include planting more trees in areas with low canopy coverage and incorporating additional street planting in street upgrade initiatives.



Waste and Resource Recovery Strategy

- _ The strategy guides the future of waste and resource recovery over the next ten years.
- _ Priorities include the Circular Economy and Innovation.
- _ Council is exploring alternative or tailored kerbside collection systems to meet the varying needs of the community.



Disability Access and Inclusion

- _ The plan facilitates opportunities for people with disability to participate in community life.
- _ The built environment is a prominent component of the plan. A key initiative is to improve the provision of universal design in public spaces.
- _ Providing continuous paths to local destinations is also key.

3.3 Catalyst Projects

Thebarton Theatre Complex Redevelopment Master Plan & Stage 1 Design Concept

One of the most prominent buildings on Henley Beach Road, the Thebarton Theatre is a State Heritage Place which turns 100 years old in 2028.

This Master Plan outlines the first stage of works including:

- _ New entry building
- _ Upgraded front of house
- _ Relocation of parking, delivery access and loading areas
- _ Improved Theatre Plaza and event courtyard

Funding has been secured from the State Government for these works.



The Master Plan also outlines work that can be delivered in future stages of redevelopment, including upgrades to more front-of-house spaces and delivering a bar space in Thebby Lane.

Key Opportunities

- _ The Master Plan prioritises pedestrian circulation in the front of the complex, along Henley Beach Road, while vehicle access is located at the rear.
- _ The improvements, such as the plaza and future laneway upgrades allow for everyday activation of the theatre complex. People can use these spaces even when they are not attending shows.

3.4 Planning and Design Code _ Zones

The majority of the study area has Urban Corridor Zoning which encourages medium - high scale mixed use development.

Urban Corridor (Main Street)

This zone applies to the entire eastern portion of the study area, from Hayward Ave to James Congden Drive in the east. It supports main street qualities and should provide both daytime and night-time activation, with a focus on retail and commercial.

A shorter row of properties with this zoning is located at Brooklyn Park near Allen Avenue.

Urban Corridor (Living)

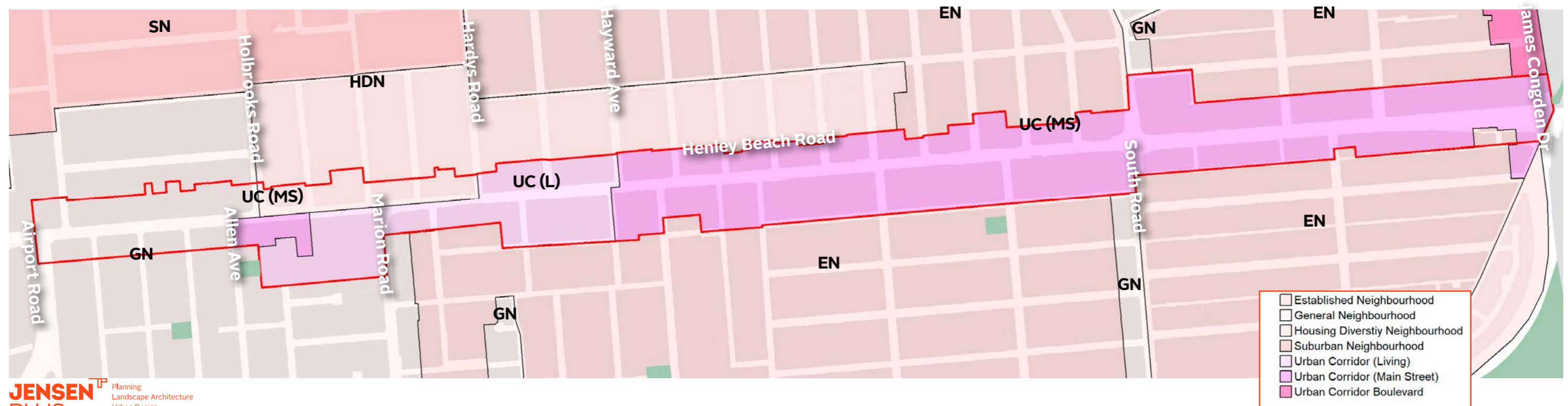
Similar to the Main Street zone, this zone encourages high-intensity mixed use development but with a greater proportion of housing. Retail and commercial activities should be located on ground and lower levels.

Within the study area, this zone is located around Marion Road. There is capacity for uplift as most the current properties have not yet been redeveloped to their maximum capability.

General Neighbourhood and Housing Diversity Neighbourhood

These neighbourhood zones are located in the western extent of the study area.

The General Neighbourhood Zone is located between Airport Road and Holbrooks Road while the Housing Diversity Neighbourhood Zone is located between Holbrooks and Hardys Roads on the north side. Both of these zones encourage medium density dwellings.

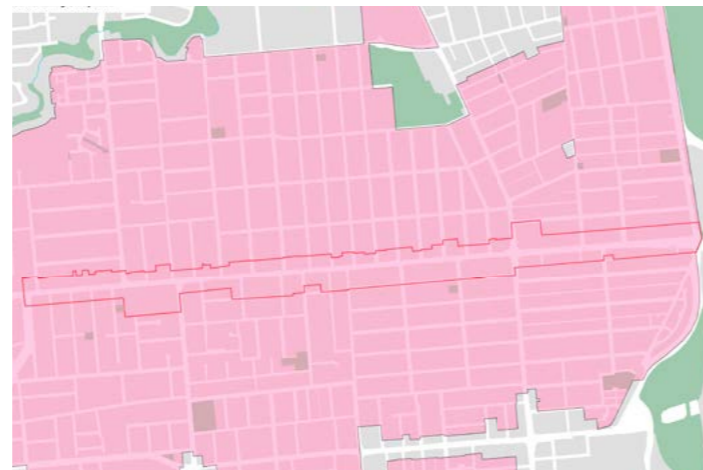


3.4 Planning and Design Code_Overlays

Overlays

The Study Area has the following Overlays applied:

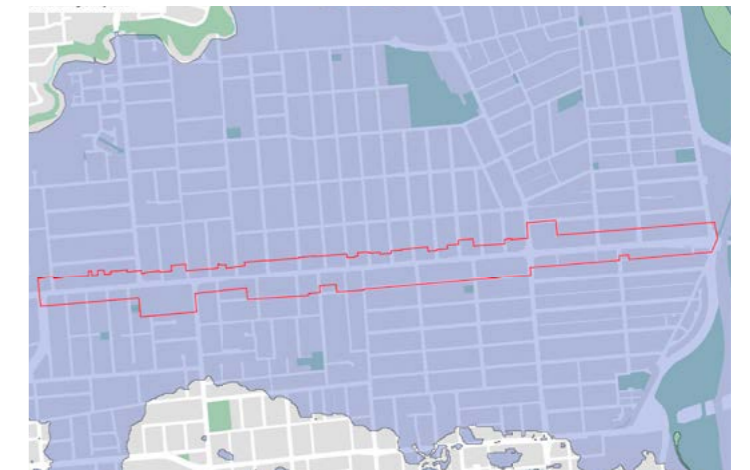
1. Affordable Housing
2. Aircraft Noise Exposure (20 and 25)
3. Airport Building Heights (Regulated)
4. Advertising Near Signalised Intersections
5. Affordable Housing
6. Building Near Airfields
7. Design
8. Future Road Widening
9. Hazards (Flooding - Evidence Required)
10. Historic Area Overlay
11. Major Urban Transport Routes
12. Noise and Air Emissions
13. Prescribed Wells Area
14. Regulated and Significant Tree
15. Stormwater Management
16. Traffic Generating Development
17. Tunnel Protection
18. Urban Transport Routes
19. Urban Tree Canopy



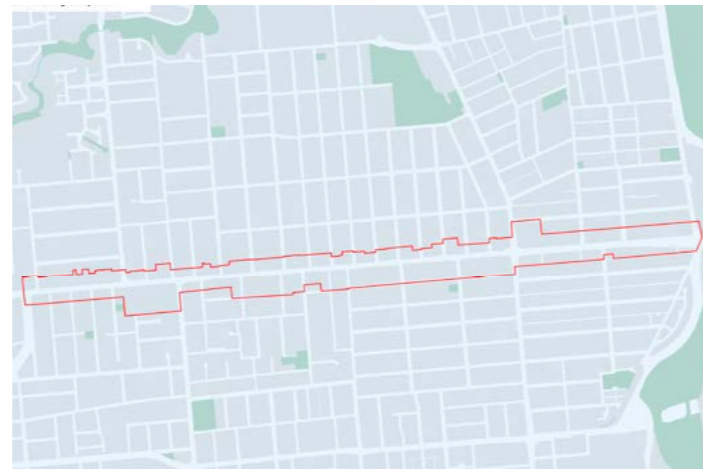
Affordable Housing



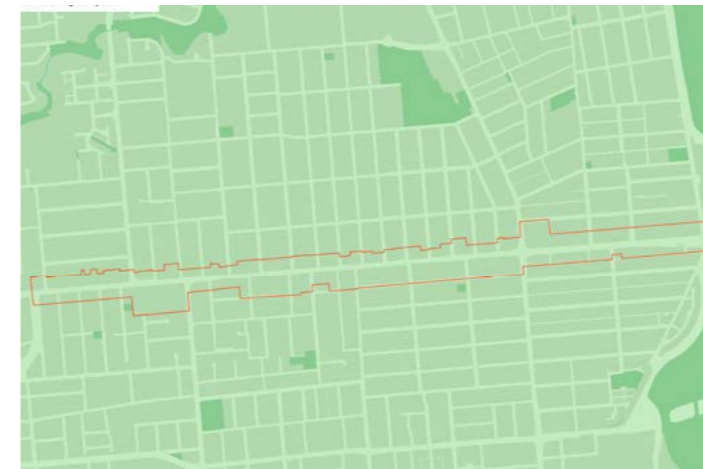
Design



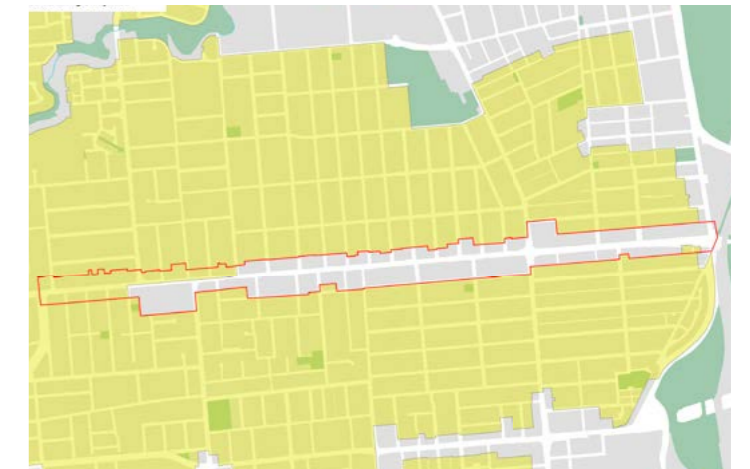
Flooding



Prescribed Wells Area



Regulated and Significant Tree



Urban Tree Canopy



3.4 Planning and Design Code_Overlays (continued)

State Heritage Places

A number of State Heritage places can be found within the study area in its eastern extent.

Along Henley Beach Road, this includes the Thebarton Theatre, the former Bank SA near Parker St (current Hellenic Macedonian Cultural Centre) and part of Temple Christian College.

The Former St James' Anglican Church School along Falcon Ave is also a state heritage place.

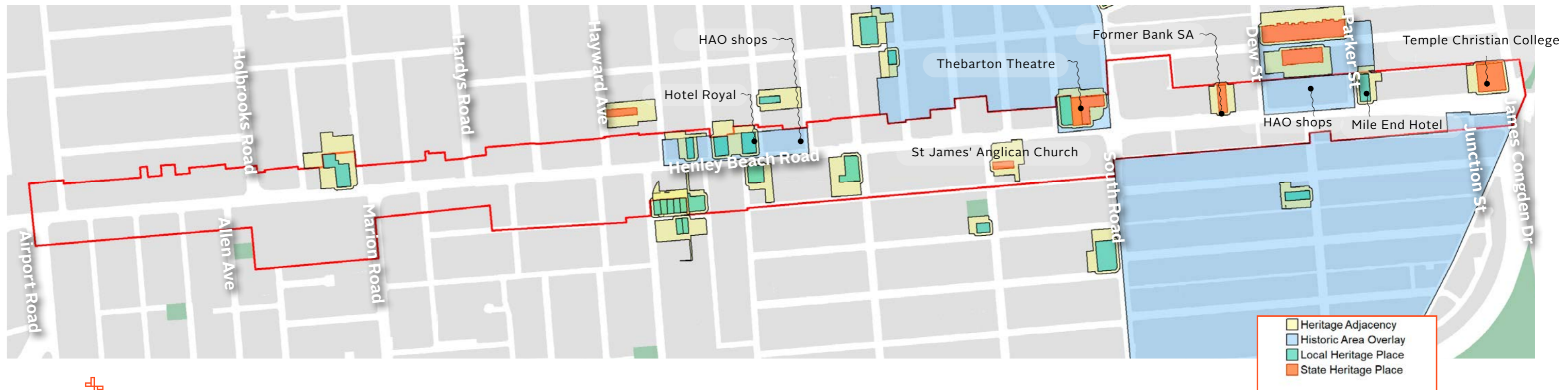
Local Heritage Places

There are 15 Local Heritage Places (LHP) in this section of the Henley Beach Road study area. Some are residential in nature, but the majority of the LHPs are buildings which currently, or once, served a civic function, including public houses, churches and halls.

Historic Area Overlay (HAO)

These overlays are applied to areas which exhibit discernible historic character worthy of retention.

In the Henley Beach Rd context, sections of narrow shopfronts are included in HAOs providing demolition control to areas which are considered positive contributions to the historic character of the area.

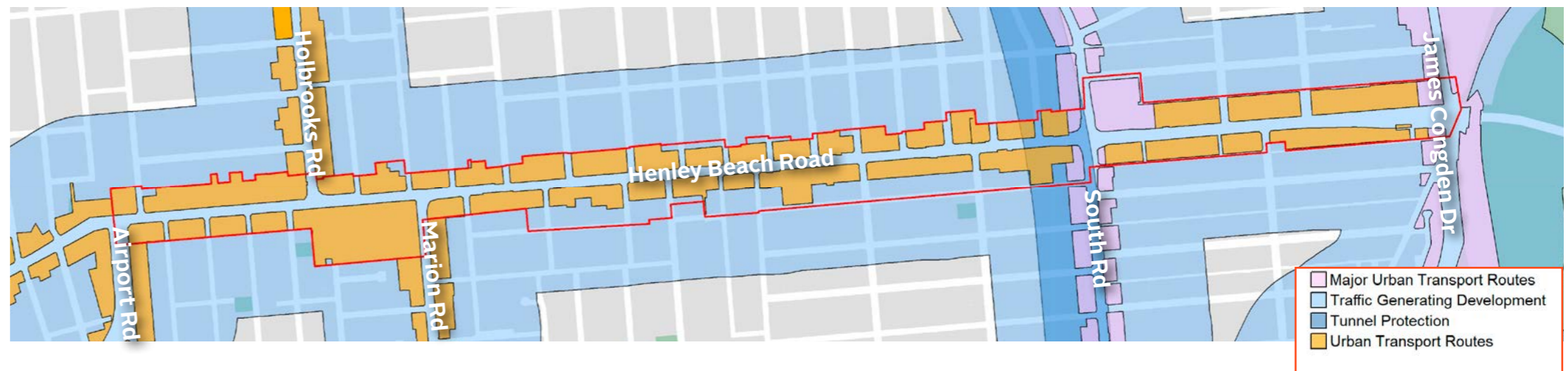




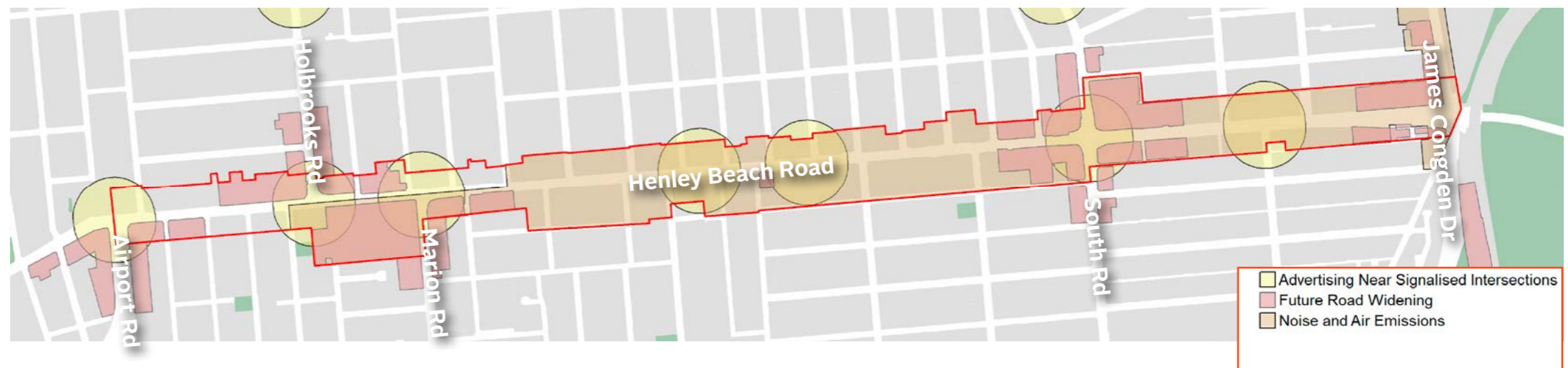
3.4 Planning and Design Code_Overlays (continued)

Road and Rail Overlays

The **Major Urban Transport Route**, **Traffic Generating Development**, **Urban Transport Routes**, **Tunnel Protection**, and **Advertising Near Signalised Intersections** Overlays seek to ensure development will not compromise the safety and efficiency of vehicle movement or pedestrian safety in the surrounding area or impact unreasonably on infrastructure.



The **Future Road Widening** and **Noise and Air Emissions** Overlays seek to ensure development will not compromise efficient delivery of future road widening requirements and provide controls on development which may be sensitive to noise and air emissions, respectively.



If road widenings materialise, they might further compromise the place quality of Henley Beach Road

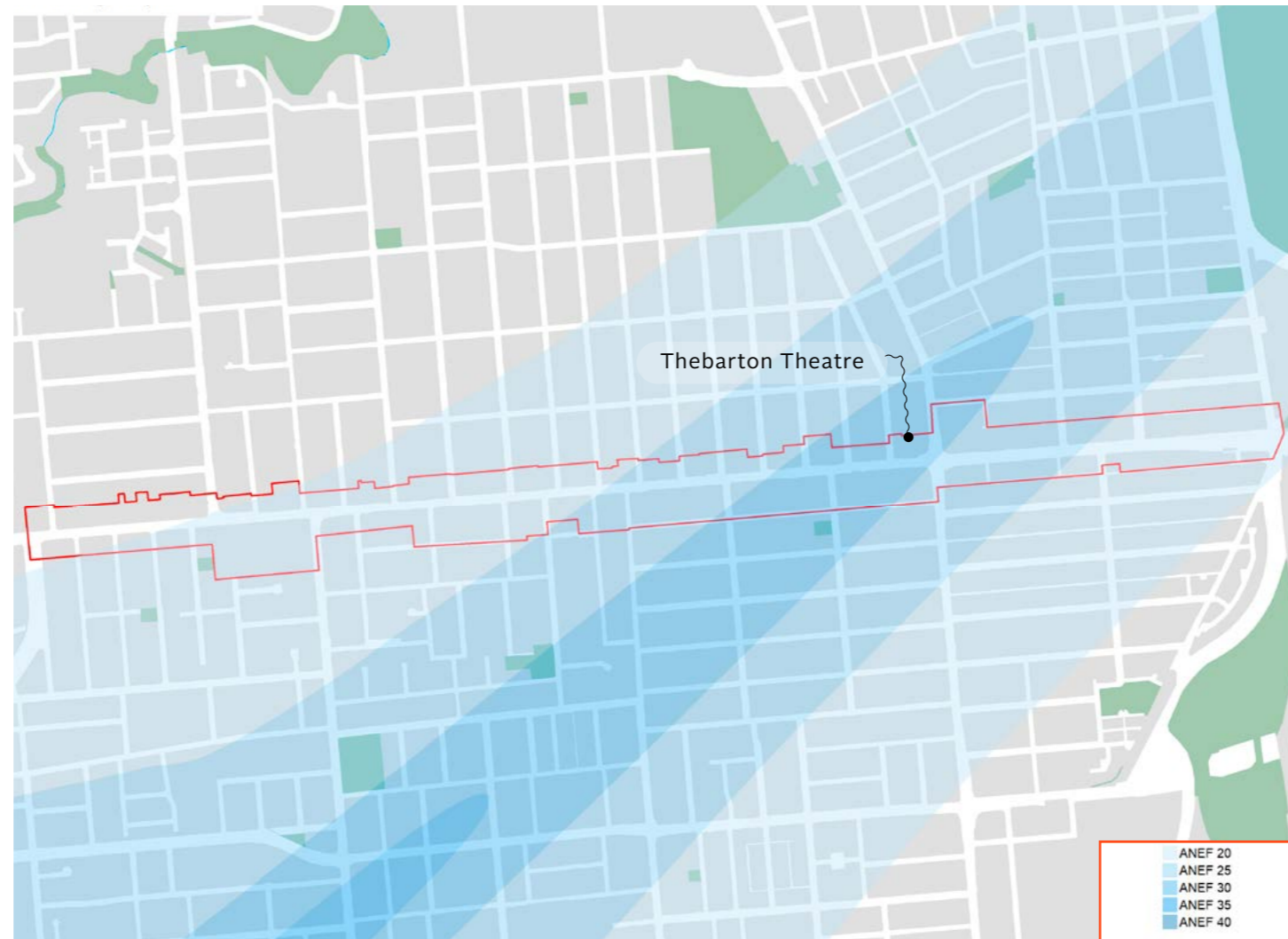
3.4 Planning and Design Code_Overlays (continued)

Aviation Overlays

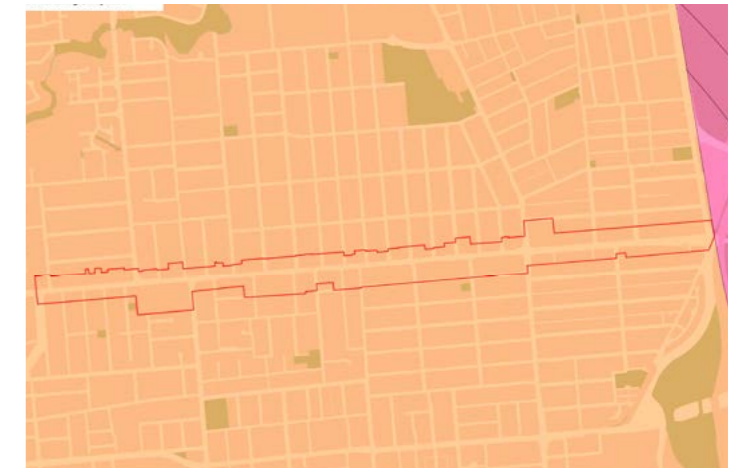
These Overlays seek to ensure building height does not pose a hazard to the operation and safety requirements of commercial and military airfields and ensure development sensitive to aircraft noise is designed to minimise noise intrusion and provide appropriate interior acoustic amenity.

The map indicates that aircraft noise exposure levels vary across the study area, being at the highest around the Thebarton Theatre. This is could be a constraint to the creation of a vibrant and people friendly precinct, but there can be mitigation strategies like planting more trees to reduce noise pollution.

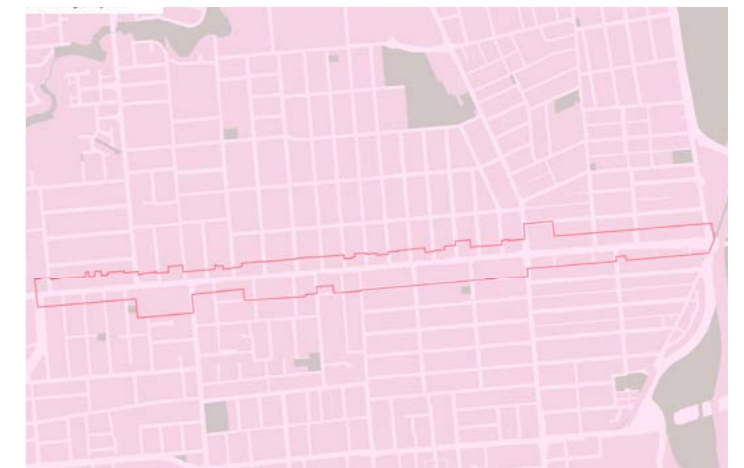
In contrast, the western and eastern extents of the study have less noise exposure, making land uses like residential more appropriate.



Australian Noise Exposure Forecast (Aircraft Noise Exposure)



Airport Building Heights



Building Near Airfields

The Airport Building Heights Overlay applies to all structures over 15 metres.



3.4 Planning and Design Code _ Technical + Numeric Variations (TNVs)

Technical + Numeric Variations (TNVs)

The Study Area has the following TNVs:

Maximum Building Height (Metres) is 24.5m -
(refer building heights (in blue text) below)

Maximum Building Height (Levels) is 6 levels

Minimum Primary Street Setback is zero metres

Interface Height

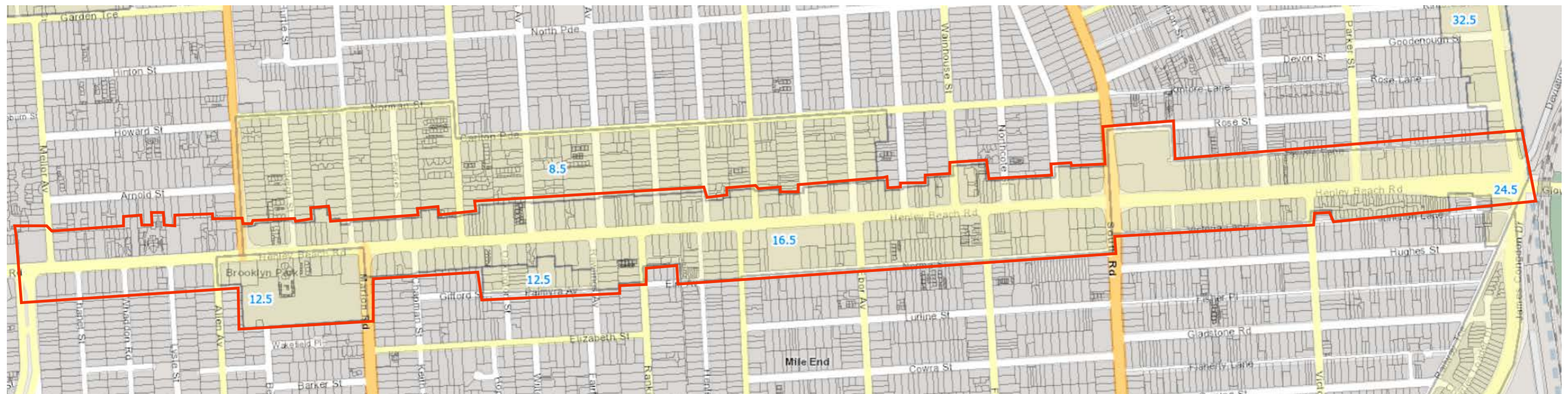
To minimise amenity impacts developments should be constructed within a building envelope providing a 30 degree plane, measured 3m above natural ground at the boundary of an allotment.

P&D Code Opportunities

- _ The Urban Corridor Zones provide flexibility and encourages mixed use development of medium density.
- _ Heritage buildings pose an opportunity to respect and celebrate the history of the area and enhance the area's identity.

P&D Code Constraints

- _ The Airport Building Heights Overlay applies to all buildings over 15m in height and requires a referral to ensure proposed buildings do not interrupt flight paths
- _ Proposed developments will be required to manage potential impacts on (and as a result) of transport modes through appropriate building siting and design.



**Lessons from
other urban
corridors and
main streets in
Adelaide and
beyond**

4. Benchmarking of urban corridors

- 4.1 Prospect Road
- 4.2 Churchill Road
- 4.3 The Parade
- 4.4 Goodwood Road
- 4.5 Anzac Highway
- 4.6 Other urban corridors
- 4.6 Analysis and Conclusion

4.1 Prospect Road - 'Village Heart' - City of Prospect SA

Metrics

- _ Length - 800m (Harrington St to Staples Ct)
- _ Road Reserve width - 19 m, roadway - 13.6 m (one lane each direction)
- _ Footpath widths - west 3.3m, east 3m
- _ Speed limits - 40 km/hour
- _ Buildings built to boundary + 1, 2 and 3 storeys
- _ Traffic Volumes (AADT) - 17,400



Overview

The successful and thriving main street environment in the Prospect Road Village Heart can be attributed to a range of targeted actions carried out by different stakeholders, including:

- _ Master planning and rezoning
- _ Investment into public realm upgrades
- _ Rethinking movement function of the road and speed limit reduction
- _ Property development including council owned land and delivery of a new council hub
- _ Placemaking and ongoing business development.

Elements

- _ Land Uses - mix of shops, cafés and restaurants and cinema.
- _ Built Form - a mix of heritage and new 1/2/3 storey buildings with generous awnings.
- _ Character - vibrant outdoor dining and artwork creates unique character.
- _ Public realm is of high quality with recent upgrading of landscaping, signage and artwork.
- _ Pedestrian amenity and safety has been enhanced through additional pedestrian refuges/medians with colourful landscaping.
- _ **Vine St Plaza is a key public space** on a side St adjacent the new Council Chambers building.
- _ Parking - parallel street parking.
- _ Cycling - 2 lanes 1.6 m wide.
- _ Public Transport - buses are available on Prospect Road.
- _ Urban Corridor (Main street) zone from Daphne St to Gladstone Rd with maximum building height of 7 levels or 25.5m.



4.2 Churchill Road - City of Prospect, SA

Metrics

- _ **Length - 2.5 km** between Torrens Rd and Regency Rd
- _ **Road Reserve width - 22.6 m**, roadway - 12.5m (one lane each direction)
- _ **Footpath widths - west 5.4m, east 6.5m**
- _ **Speed limits -60 km/hour**
- _ Buildings built to boundary - 1, to 4 storeys
- _ **Traffic Volumes (AADT) - 19,200**

Overview

Once a busy freight corridor, Churchill Road has undergone a gradual transformation into liveable mixed use precinct.

Its rezoning in 2014 followed the 30-Year Plan for Greater Adelaide (2010), which envisaged uplift on transit corridors to accommodate a growing population.

Reconfiguring the roadway into an attractive boulevard with single vehicle lanes was a key factor in attracting investment and new residents.

Elements

- _ Land Uses - Primarily residential with some commercial, hospitality and mixed use.
- _ Built Form - a mix of heritage and new 2-5 storey buildings. Few generous awnings
- _ Character - wide landscaped verges connecting to park create unique character
- _ **Public realm is of high quality with recent upgrading of landscaping, signage and artwork**
- _ **Pedestrian amenity and safety has been enhanced through wide footpaths, additional pedestrian refuges/medians with colourful landscaping**
- _ **Key public spaces - multiple open spaces including George Whittle Reserve and Charles Can Reserve with many recreation facilities**
- _ Parking - parallel street parking
- _ Cycling - 2 lanes 1.4 m wide
- _ **Public Transport - major transit spine for buses**
- _ Zoning for Churchill Road – UC (Bo) Urban Corridor (Boulevard) - Maximum building height of 10 levels or 36 m.

Observations on apartment developments

At the regional level, Churchill Road has successfully delivered **many new housing options close to the city with good transport options and access to open space.**

There are also local benefits. Apartments with ground floor retail have brought much welcomed activation to the street which complements well with the pleasant streetscape.

However there are some examples of apartments with poor built form, including those on **built on long and narrow allotments resulting in inactive frontages** (usually parking).

Architectural quality is varied with some having blank façades while others display good articulation and interface with streets.



Positive example of mixed use development with shops at ground floor activate the main street and take advantage of the side street access.



Example of 5 storey apartment development that lacks articulation in its built form and causes overlooking issues to adjoining neighbours.



High quality public realm and landscaping contributes to amenity and liveability especially in a higher density area



4.3 The Parade - Norwood, SA

Metrics

- _ Length - 1.4km (Fullarton Rd to Portrush Rd)
- _ Road Reserve - 30.6 m wide, roadway - 21.6m (two lanes in each direction)
- _ Footpaths - north 3.8m, south 5.4m
- _ Speed limits - 50 km/hour
- _ Buildings built to boundary - 1, to 4 storeys
- _ Traffic Volumes (AADT) - 16,600



Overview

One of the best examples of main streets in Adelaide, The Parade features a diverse mix of uses and great public realm amenity. It still plays a crucial traffic role (two lanes each way) but balance is achieved with 50km/h and street parking which slows down traffic.

Newer buildings like cinemas and shopping centres are two to three stories in height and built to the boundary line, **providing good street presence**. Vehicle access and parking is located at the rear and side streets, ensuring **that the street has high place function**.

Mixed use development has also emerged which means there is a greater number or residents within the catchment to support businesses and vice versa.

Elements

- _ Land Uses - the 'main street' has a mix of shops, cafés and restaurants and cinema.
- _ Built Form - a mix of heritage and new 1/2/3 storey buildings with generous awnings
- _ Character - vibrant outdoor dining and mature gums in central median creates a unique character
- _ Public realm is of high quality with landscaping, signage and artwork
- _ Pedestrian amenity and safety has been enhanced through additional pedestrian refuges/medians and pedestrian lights
- _ Key public spaces (e.g. village heart) - adjacent the new Town Hall and Council chambers
- _ Parking - parallel street parking
- _ Cycling - 2 lanes 1.3 m + wide
- _ Public Transport - buses are available on Prospect Road
- _ Zoning for The Parade – Business Neighbourhood – BN with maximum building height of 15m or 4 levels, Suburban Business – SB with maximum building height of 4 levels, Urban Corridor (Main Street) - UC (MS) with maximum building height of 7 levels or 25.5 m, Suburban Main Street - SMS with maximum building height of 21 m or 12 levels.

4.4 Goodwood Road - Goodwood, SA.

Metrics

- _ **Length - 800m** (Young St to Victoria St)
- _ **Road Reserve - 20.2 m wide.** Roadway - 13.6m (two lanes each direction).
- _ **Footpath widths - west 3.8m, east 2.8m**
- _ **Speed limits - 50 km/hour**
- _ **Traffic Volumes (AADT) - 27,700**



Overview

Despite having busy traffic, Goodwood Road is an established main street with a strong 'village' feel.

In 2017, the street underwent a major refresh of its public realm including new lighting, footpaths, public art and planting. Despite no major changes to the DIT roadway, the design still managed to carefully place street furniture without obstructing the relatively narrow footpath.

The main feature of the design was locating new meeting spaces on side streets away from traffic.

The street is experiencing some mixed use development now, but has not been subject to much property development compared to others.

Elements

- _ Land Uses - the 'main street' has a mix of shops, cafés and restaurants and cinema.
- _ Built Form - a mix of heritage and new 1/2/3 storey buildings with generous awnings
- _ Character - vibrant outdoor dining new landscaping and artwork creates a unique character
- _ Public realm is of high quality with landscaping, signage and artwork
- _ Pedestrian amenity and safety has been enhanced through additional pedestrian refuges/medians and pedestrian lights
- _ Key public spaces (e.g. village heart) - adjacent the Council chambers and Library. **Activated side streets**
- _ Parking - parallel street parking
- _ Cycling - 2 lanes 1.3 m + wide
- _ Public Transport - buses and **Tram though it goes across the street not through it.**
- _ Zoning – E - Employment zone with maximum building height of 7 levels or 24.5m, SMS - Suburban Main Street (building height of 21 m or 12 levels) and Business Neighbourhood zone (with building height of 15m or 4 levels).

4.5 Anzac Highway - Plympton, SA.

Metrics

- _ Length - 3.5 km
- _ Road Reserve - **39.8m wide**. Roadway 30.8m (three lanes each direction)
- _ Footpath widths - west 4.5m, east 4.5m
- _ Speed limits - 60 km/hour
- _ Traffic Volumes (AADT) - 44,100



Overview

A wide grand historic boulevard connecting Glenelg to the Adelaide CBD with 6 Lanes – 3 lanes travelling in each direction, and a central landscaped median strip with large mature trees including decorative palms.

The wide road reserve means that newer 5 storey apartment buildings do not seem to imposing. However, many have missed the opportunity to provide active street frontages.

This, along with fast flowing traffic and no street parking, means that the corridor still has a high movement function but low movement function.

Elements

- _ Land Uses - a mix of residential with apartment buildings, Hospital (Ashford Hospital and associated health uses, Shopping Centres (Kurralta Park), Pubs – Highway Inn hotel, shops, retail and offices.
- _ Built Form - a mix of heritage, 20th century 2-3 storey apartments and new 4/5 storey buildings with under-croft parking
- _ Character - defined by the wide landscape median and existing mature street trees and grand 1900's heritage homes.
- _ Public realm is of high quality and established
- _ Pedestrian amenity and safety has been enhanced through pedestrian lights
- _ Key public spaces - unique uses such as the Ashford Hospital, Highway Inn and large Shopping Centres (Kurralta park)
- _ Parking - parallel street parking
- _ Cycling - 2 lanes 1.1 m + wide
- _ Public Transport - buses are available on Goodwood Road
- _ Zoning – UN - Urban Neighbourhood, UC(L) - Urban Corridor (Living).



4.6 Other urban corridors

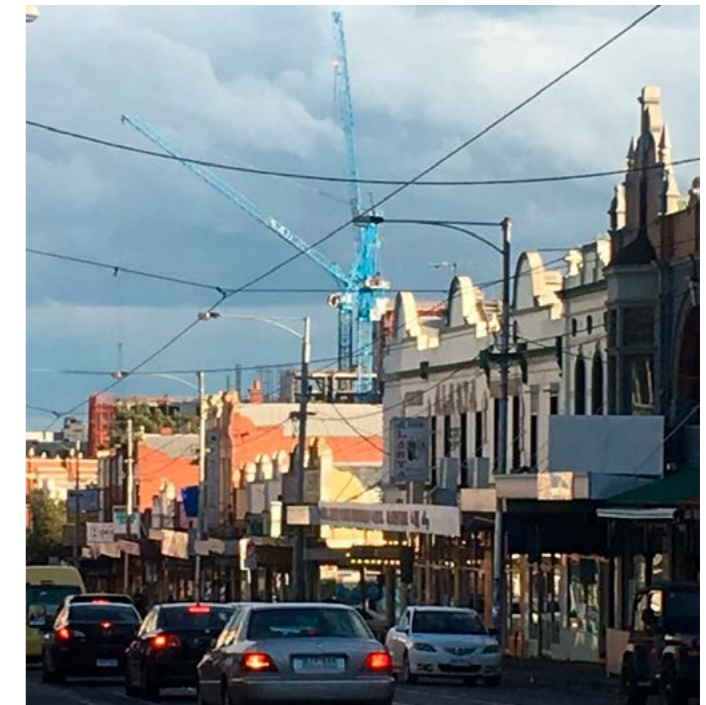
Military Road, Neutral Bay, NSW

- _ Road Reserve width - 33m
- _ **Crucial traffic artery** that connects Northern Beaches to Harbour Bridge and City.
- _ **Carries 60,000 cars and 40,000 bus passengers daily.**
- _ Hosts **important economic and social land uses** for Neutral Bay.
- _ Despite issues with noise, air quality, pedestrian safety, and cycling safety, it is still a bustling retail and hospitality corridor **offering unique experiences** every 10-15 meters.
- _ **Some businesses have also adapted to this by moving to side streets.**



Sydney Road, Brunswick, VIC

- _ Road Reserve width -30m
- _ It carries approximately 25,000 vehicles per day but almost twice that many people by tram.
- _ It varies its space allocation to **force cars to mix with trams**, creating either bike lanes or car parking. **This calms traffic significantly**
- _ Narrow footpaths detract from the walking experience slightly, but there are still iconic retail, hospitality destinations with a sprinkling of commercial, residential and accommodation
- _ A long-standing issue has been constant proposals to remove parking to allow better tram stop facilities and wider footpaths. Despite several attempts, agreement between stakeholders has been difficult, which is hampering economic performance.



4.6 Analysis and Conclusion

The benchmarking examples demonstrate **key factors and specific strategies** that lead to successful urban corridors.

A key indicator of their success is they attract a large number of visitors to their retail and hospitality premises (often along active frontages).

They balance this place function while still facilitating substantial public transport and vehicle movement.

These strategies should be considered for the Henley Beach Road Vision.

Additionally, certain outcomes which are less desirable have been documented and hence future plans for Henley Beach Road can **avoid similar mistakes.**



1. Reconfiguring the roadway to widen footpaths is one way to improve places. However, **streets with narrow footpaths can still attract and support visitors.** Having elements like furniture and planting are effective and easier to implement.



2. There were multiple examples of urban corridors where more **people friendly spaces have been created on side streets** which have less traffic.



3. Great main streets tend to integrate major land uses and destinations like **public open spaces, libraries and cinemas.** Shopping centres can also be beneficial but need to be well-incorporated into the fine grain main street fabric.



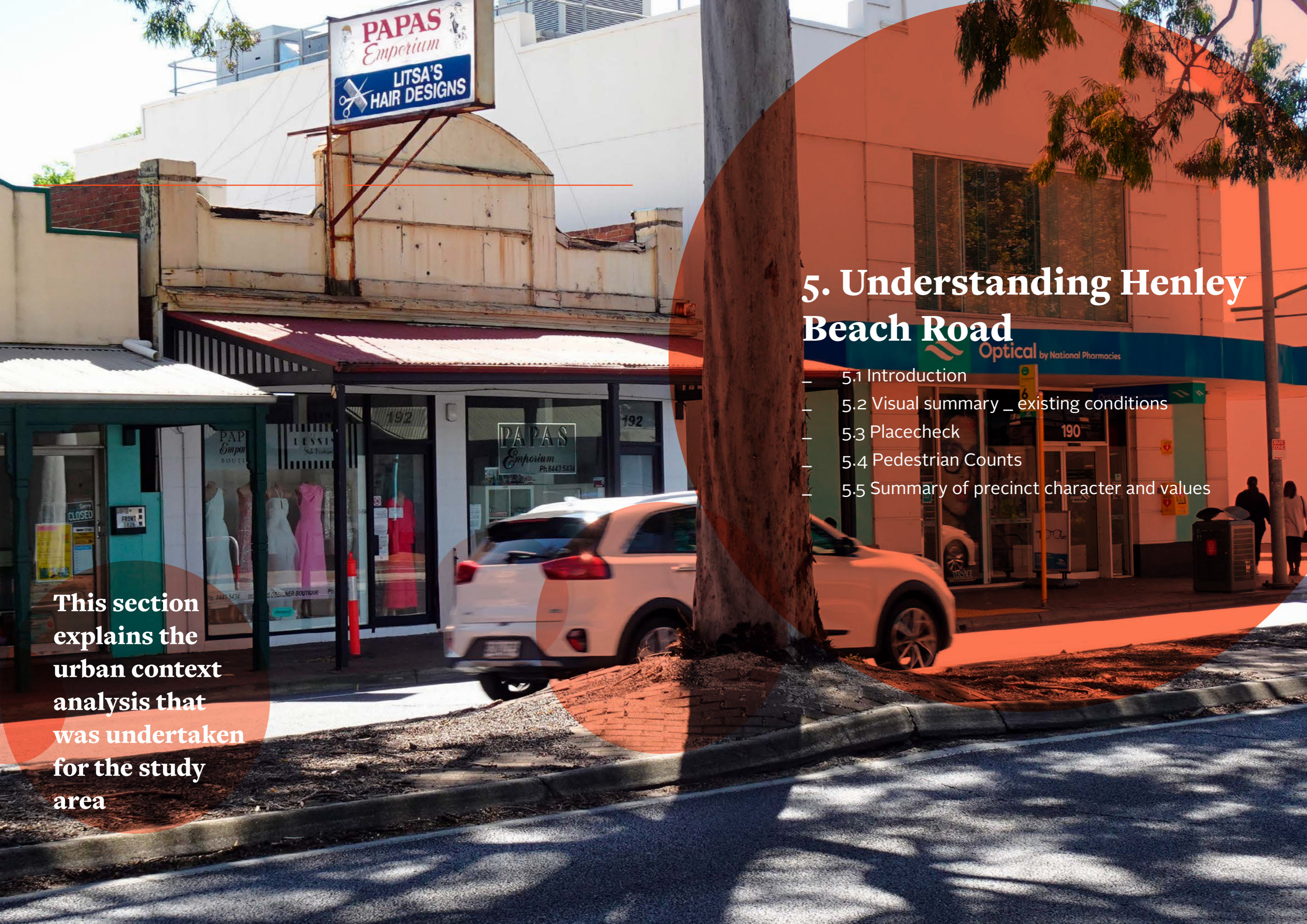
6. Access to high frequency public transport is crucial but many good streets still **allow some on-street parking to help calm traffic.**



5. Urban corridors grow over time. **Investment into the public realm is usually a catalyst that attracts more private mixed use development.**



6. Avoid encouraging apartments on long an narrow allotments as these **fail to create active frontages**



This section explains the urban context analysis that was undertaken for the study area

5. Understanding Henley Beach Road

- 5.1 Introduction
- 5.2 Visual summary _ existing conditions
- 5.3 Placecheck
- 5.4 Pedestrian Counts
- 5.5 Summary of precinct character and values



5.1 Introduction

Preliminary investigations were conducted on the ground to gain an understanding of the Henley Beach experience.

Breaking down the study area

The study area was broken down into five sections to make the process more manageable to gain more nuanced data. These include:

- _ A. Airport Rd to Marion Rd
- _ B. Marion Rd to Hayward Ave
- _ C. Hayward Ave to Shipster St
- _ D. Shipster St to South Rd.
- _ E. South Rd to James Congden Dr

Techniques

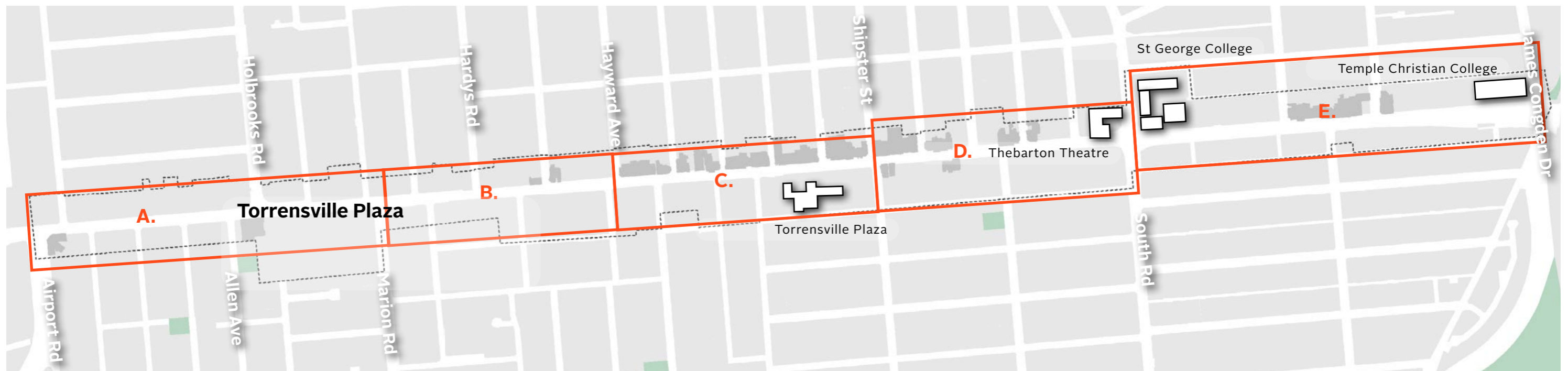
The investigations were conducted on multiple site visits to obtain on-the-ground observations. Observations were recorded and summarised using the following techniques:

- _ Visual Analysis
- _ Placecheck: a detailed site analysis tool
- _ Pedestrian counts

The importance of defining precincts

Recording observations for the different sections proved to be a useful starting point for the identification of unique precincts within the study area.

Due to the length of Henley Beach Road, it is beneficial to develop distinct precincts over time so that places become more legible. The selected sections might be suitable for consideration as formal precincts should land uses and activities suit.





5.2 Visual summary _ existing conditions

A. Airport Rd to Marion Rd

This section of HB Rd lacks coherent character due to mixed building form and quality.

Wide roads and lack of trees contribute to a poor visual amenity.

One of the few places with visual appeal is the public realm around Foodland and adjacent shops.

Around Foodland



5.2 Visual summary _ existing conditions

B. Marion Rd to Hayward Ave



Tall plane trees on both sides of the street, along with eucalypts on medians make this the greenest section of HB Rd.

Old houses are a recurrent sight, many of which have been converted to offices.

While there are numerous businesses on the street, it lacks a vibrant commercial environment as ground floor activation is not continuous.



5.2 Visual summary _ existing conditions

C. Hayward Ave to Shipster St

Fine grain retail

This part of HB Rd has the greatest abundance of fine grain retail with active frontages.

The northern stretch between West St and East St has retained its traditional main street character, with a number of beautiful heritage façades still present.

Colourful shop signs add visual interest and showcase a diversity of cultures.





5.2 Visual summary _ existing conditions

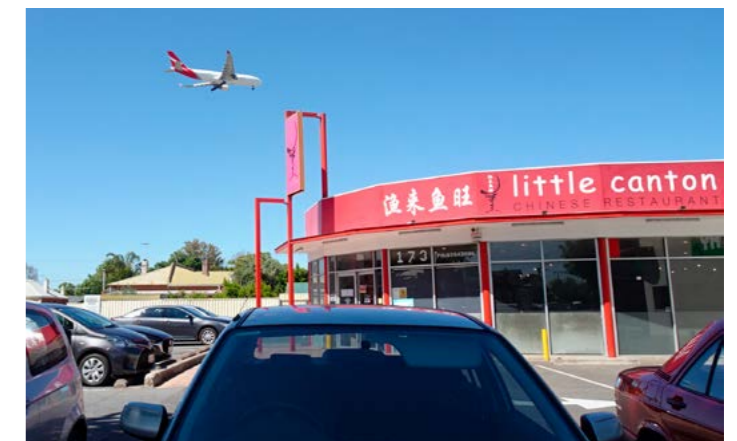
C. Hayward Ave to Shipster St
(continued)

Torrensville Plaza and Surrounds

On the south side, Torrensville Plaza is the dominant site, featuring some active edges with a variety of smaller shops that are well patronised.

However, it lacks street presence due to the large open car park and low building form, set back from the street.

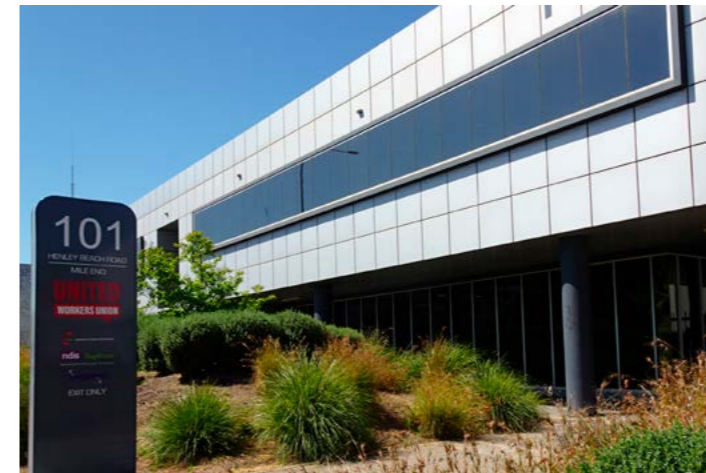
Plane trees provide some relief from what is a car-dominated area.





5.2 Visual summary _ existing conditions

D. Shipster St to South Rd



Continuing along the road heading east, some fragments of active retail frontages persist. Some popular restaurants are located along these.

Approaching South Road, the street begins to showcase buildings with large footprints, which range from modern offices to traditional civic buildings.

The Thebarton Theatre is the most iconic of these.



5.2 Visual summary _ existing conditions

E. South Rd to James Congden Dr



The final stretch of HB Rd possesses a distinct visual identity.

A charming, historic row of shops, can be found between Dew St and Parker St.

They are juxtaposed against the two storey offices between Manning Ln and Victoria St with consistently long frontages (around 20m).

The row of red brick townhouses is a continuous sight en route into the city.



1. Creating...PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)

1.1	Foot traffic – indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	○	○	○	○	○
		mostly on north side, lacking on south where footpaths are narrow.					
1.2	Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street.	○	○	○	○	○
		Again on north side. traffic speed feels high. Noise is palpable.					
1.3	Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	○	○	○	○	○
		Diversity is a hallmark → multicultural Tomsville Plaza is busy.					
1.4	Doing business on the street	Outdoor dining, retail displays, interesting window displays	○	○	○	○	○
		only a few places. Not very pleasant to sit outside. Some reception like Kalyani Park					
1.5	Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	○	○	○	○	○
		Lack of street furniture. Amenity poor - noise, dust, air pollution					
1.6	Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).	○	○	○	○	○
		Some facades seem tired. Clutter present. Although many fantastic facades heritage intact.					
		Public art, local history, people to watch, overall attractiveness, interesting					

5.3 Placecheck

Since 2015 Jensen PLUS have utilised the Placecheck method for analysing places such as streets, parks and other public spaces.

More than a simple checklist, Placecheck allows us to rate placemaking and urban design elements - everything from street tree quality to retail signage to footpath condition - helping us to understand what's working well and what's not.

For this project our Placecheck evaluation has focussed on:

- Look, feel + use of the space
 - Access + Movement
- See Appendix A for placecheck sheets

5.3 Placecheck_ top priorities and opportunities

Henley Beach Road PLACECHECK
October 2023

A Framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good / meet / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	Not to the street	Not applicable	Top priority?
PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)							
1.1 Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.) <i>Very low foot traffic. Not as many local destinations.</i>						
1.2 Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street. <i>Fair</i>						
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place. <i>Being short hours at shops. Many vacancies near airport rd.</i>						
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays. <i>Difficult to have outdoor dining given water.</i>						
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze) <i>Some new seating outside foodland out under street.</i>						
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades) <i>Quite cluttered esp. regarding outside units-unit buildings, small, small.</i>						
1.7 Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning <i>Typical arterial road character. Needs something to distinguish it? (perhaps a pocket park?)</i>						
1.8 Opportunities for play/recreation	Formal and informal play and recreation opportunities <i>NIL</i>						
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD <i>Small trees and edge some streetlights without trees</i>						
1.10 Flexibility for events etc.	Suitable space, power, water, BBQ <i>NIL</i>						

A. Airport Rd to Marion Rd

— **Pedestrian amenity and safety is very poor.** Insufficient shelter and shade. Numerous driveway crossovers interrupt footpaths.

— Not enough **street trees or landscaping**. Stark contrast to other sections of HB Rd.

— **Lacks a sense of identity and interest.**

Though primarily a residential area, there are opportunities for gateway signage or public art to increase its presentability to visitors.

— **Public realm is generally unattractive**, bins line the edge of properties. Fronts of units are well-worn and cluttered with rubbish.

— **The recent improvements around Foodland** with street furniture and landscaping, creates a solid foundation for a wider revitalisation of the Brooklyn Park local centre.

Other opportunities

- Revitalise the group of shops at the corner of Airport Rd and HB Rd which are mostly vacant.
- Create a more cycle friendly environment
- Management of car parking can be improved

Henley Beach Road PLACECHECK
October 2023

A Framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good / meet / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	Not to the street	Not applicable	Top priority?
PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)							
1.1 Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.) <i>Number of shops less than previous rd. Tenants Plaza area.</i>						
1.2 Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street. <i>Large signs visible from vehicles. Some small businesses & shops with visible signage.</i>						
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place. <i>New office buildings coming up indicate good demand. Wide mix of businesses.</i>						
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays. <i>Many window displays are dated. Some exceptional.</i>						
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze) <i>Low. Poor air quality. Street trees mitigate against this.</i>						
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades) <i>Tree walls cover water and street. Makes space wind and heat. Vacant homes a bit unattractive.</i>						
1.7 Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning <i>Low interest in public art. Pocket park has nice murals. Shops reflect street character.</i>						
1.8 Opportunities for play/recreation	Formal and informal play and recreation opportunities <i>Pocket park does not have play area or equipment.</i>						
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD <i>Make and provide shade through canopy cover.</i>						
1.10 Flexibility for events etc.	Suitable space, power, water, BBQ						

B. Marion Rd to Hayward Ave

— **Built form lacks cohesion.** Active frontages are fragmented. Difficult to distinguish between residences and business in older houses. There is an opportunity to achieve more consistency in built form.

— **Relatively green with great canopy cover.**

— **Compromised public realm quality.**

Awnings and their trees provide shade but roots cause footpaths to wear. Footpaths are also narrow which means that bus stop and other elements obstruct pedestrians.

— **Poor amenity due to** fast flowing traffic and associated noise and dust.

— **Lack of pedestrian crossings.** Medians are present but they do not cater to all abilities. This makes safety an issue.

Other opportunities

- New corner development on Rawlings Ave could bring new life and activation to the street.
- Traffic flow at the Marion Road intersection could be improved. Vehicles tends to get backed up.
- Wayfinding



5.3 Placecheck_ top priorities and opportunities

Henley Beach Road PLACECHECK
October 2023
TORRENSVILLE PLAZA area

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good record / no improvement required	OK - opportunity for improvement	Poor - requires improvement	Very poor - requires attention	Not for this street	Top 5 priority?
PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)							
1.1 Foot traffic - indicators of overall walkability	Pedestrian counts, overall street presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>mostly on north side, looking on south side footpaths are narrow</i>						
1.2 Visibility	Business premises and signage clearly visible to pedestrians and motorists. Steeper speeds and clear sight lines facilitating way finding on the street.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Again on north side - traffic speed feels high noise is palpable.</i>						
1.3 Economic Vitality	Shops are open for business, no vacancies, diversity of shops/services, creating a unique, inviting and intriguing place.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Stunning is a hallmark - multiculturalism - Torrensville Plaza is busy.</i>						
1.4 Doing business on the street	Outdoor dining, retail displays, interesting window displays		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>only a few places. Not very pleasant to sit outside. Some exceptions like cafes.</i>						
1.5 Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade, heat/coolness, breeze)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>Lack of street furniture. Amenities are noisy, dust, air pollution.</i>						
1.6 Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>Some facades seem like they are in poor condition. Although many are quite nice. Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, history.</i>						
1.7 Interest	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, history		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Some street art. Old buildings still the same. Mixed old buildings still the same. Mixed old buildings still the same.</i>						
1.8 Opportunities for play/recreation	Formal and informal play and recreation opportunities		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<i>No connection to public open space.</i>						
1.9 Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>More trees in some places. Make street feel on south. Lacking biodiversity and low planting.</i>						
1.10 Flexibility for events etc.	Suitable space, power, water, BBQ		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<i>Lacks open space/plaza/terrace.</i>						

(Property redevelopment - shops etc. - not just cars)

C. Hayward Ave to Shipster St

- Pedestrian amenity and safety needs improvement.** Shade (provided by trees and awnings) is sufficient but footpaths are narrow and uneven. Pavers and some façades showing signs of wear. Insufficient pedestrian crossing points
- Interesting mix of small shops. Strong multicultural feel but this could be tied together and **showcased more cohesively through branding/public art which is currently lacking.**
- Opportunity to create a civic or public open space** for people to gather and recreate in. This is currently missing from HB Rd.
- Connecting Torrens Plaza to the street edge.** The shopping centre is well visited and has active edges but activity does not spill over into the street. Mainly due to large car park which creates a severance effect.
- Noise, dust and air pollution** creates an unwelcoming outdoor environment. Outdoor dining is unappealing though some spaces are provided.

Other opportunities

- Needs a wayfinding strategy to help visitors navigate around the precinct.
- More greening and landscaping with greater diversity of plants
- Activated side streets like Jervois can provide respite away from the noisy road.
- Overall, parking spaces (including street parking) are sufficient but lack coordination. Most only serve individual properties.
- Given Henley Beach Road's designation as a priority public transport corridor, bus shelters and surrounding environs could be upgraded.
- More places to sit! Currently lacks public furniture.



5.3 Placecheck_ top priorities and opportunities

Henley Beach Road PLACECHECK
October 2023

Street Health - Success Factors	Indicators	Good - many / the improvements required	OK - opportunity for improvement	Poor - significant improvement	Not - for this street	Easy priority?
2. Success Factors for ACCESS + MOVEMENT (Link)						
2.1 Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops <i>Good wide paths, was better near theatre side. Narrow paths near shops. Private fences + rest stops</i>					
2.2 Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street <i>Less eyes on street - except bus crossings</i>					
2.3 Wayfinding	legibility, clarity of information/signage <i>not really - where are they going?</i>					
2.4 Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings. <i>Footpaths side streets only but ok</i>					
2.5 Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking <i>Wide bike lane. Some decent bike lanes - some - on path with green st. Bike lane. Nice area MF</i>					
2.7 Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion. <i>Very - important drivers!</i>					
2.8 Safety for traffic	Slow speed, intersection safety, Parking conflicts, clear sight lines <i>lots of traffic, speeds, lots of parking not front/rear of site - makes busy!</i>					
2.9 Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements. <i>ok - some tactile surfaces</i>					
2.10 Public transport	Clear, safe access to bus and train stops and services <i>bus stops - clear way for bus lanes</i>					
2.11 Easy loading/drop off	Convenient drop-off/loading zones, easy to find, that do not impact on other road users, including for coaches <i>not really - street - side street better</i>					

D. Shipster St to South Rd

_ A major destination in the Thebarton Theatre that gives interest and character to the street. However there are not that many complementary destinations surrounding it.

_ Presence of multiple cultural institutions including places of worship

_ Lack of human scale and activity around South Road. Large buildings like offices are imposing with long and inactive frontages.

_ Stretches of wide footpaths which can be further activated. These have public seating but could use a refresh.

_ Not friendly for cyclists. There is a break in the on-road bike lane between South Road and Falcon Avenue. Cyclists resort to using footpaths.

Other opportunities

- _ The Thebarton Theatre upgrade and future upgrades to South Rd associated with T2d could address some of these gaps, like sense of place and active transport.
- _ Some vacant tenancies are run down and could use repair.
- _ Wayfinding and instilling a coherent identity
- _ More pedestrian crossings.

Henley Beach Road PLACECHECK
October 2023

Street Health - Success Factors	Indicators	Good - many / the improvements required	OK - opportunity for improvement	Poor - significant improvement	Not - for this street	Easy priority?
2. Success Factors for ACCESS + MOVEMENT (Link)						
2.1 Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops <i>Good wide footpaths, good shelter in east side. School = poor shelter.</i>					
2.2 Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street <i>not many crossings. Intersections are busy. Good separation, high speed traffic, with side = no street view.</i>					
2.3 Wayfinding	legibility, clarity of information/signage <i>few, but where are people going to?</i>					
2.4 Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings. <i>Mediocre permeability mid-block, but blocks north bus.</i>					
2.5 Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking <i>Decent bike lanes, side to South Rd (clearway). NB side = lot of MF 9-10-11. No bike lane.</i>					
2.7 Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion. <i>Very convenient. Parking on N side with side streets</i>					
2.8 Safety for traffic	Slow speed, intersection safety, Parking conflicts, clear sight lines <i>Clearway on HB Rd South (C)</i>					
2.9 Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements. <i>ok, but no welcoming - some tactile surfaces, clear building lines/frames on Sth side</i>					
2.10 Public transport	Clear, safe access to bus and train stops and services <i>good. Limited seating at bus stops. Bus lane. NB side 7.30 - 7.50 am MF.</i>					
2.11 Easy loading/drop off	Convenient drop-off/loading zones, easy to find, that do not impact on other road users, including for coaches <i>limited on Sth side, ok on N side</i>					

E. South Road to James Congdon Drive

_ Pockets of activation but inconsistent. North side has the school, Mile End Hotel and interesting shops while South has minimal activation due to residences and offices.

_ Pedestrian amenity generally is fair but could be improved. Footpath widths on the north are comfortable with continuous awnings but pavers showing signs of wear and age. South side is narrow and obstructed.

_ Taking advantage of a lower traffic environment. This section of HB Rd is notably less noisy which lends itself to a more people friendly environment. Could do with more places to sit.

_ Insufficient pedestrian crossing points. Potential safety concern around the school.

_ Not friendly for cyclists. No bike lane at all on the north side due to on street parking and clearways. South side bike lane is well used.

Other opportunities

- _ Bus stops could be upgraded.
- _ Good canopy cover, but there could be more diverse plantings and landscaping.
- _ Retail looks unassuming when driving past. Signage could be more prominent to attract visitors.



5.4 Pedestrian Counts

This set of pedestrian count data provides a snapshot of foot traffic at different locations along HB Rd.

It can be used to identify locations which are performing well at attracting visitors or facilitating pedestrian movement, and also locations which fail to do so.

Data was analysed in conjunction with other findings to understand the reasons behind these observations.

Method

Pedestrian counts were collected by manual observation at 25 selected locations within the HB Rd visioning study area, across two separate visits on spring weekdays with sunny and fair weather.

More locations were chosen at the heart of HB Rd between Hayward Ave and Shipster St, in order to get a more detailed picture of foot traffic for each block.

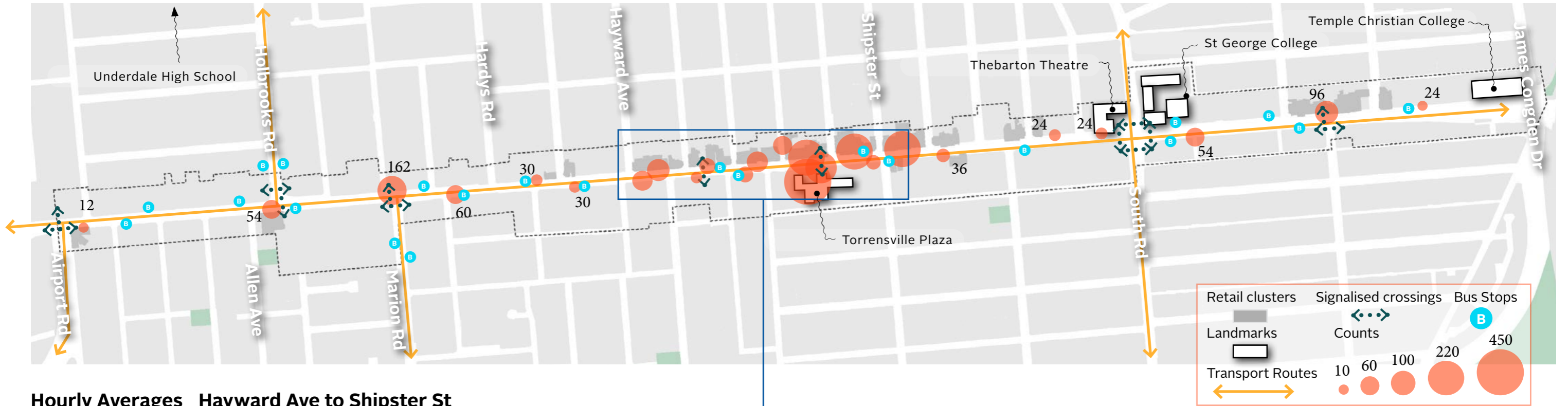
To ensure consistency, all counts were taken in 10-minute periods between **11am and 2pm** which is when visitation is at its peak.

The counts were then extrapolated and the final results are the hourly average / of foot traffic at each location.



5.4 Pedestrian Counts (continued)

Hourly Averages_ Study Area



Hourly Averages_ Hayward Ave to Shipster St



5.4 Pedestrian Counts (continued)

Shopping is the main generator of pedestrian activity

Unsurprisingly, there is a strong correlation between locations with multiple retail destinations and higher levels of foot traffic.

The stretch of Henley Beach Road around Torrensville Plaza had the highest levels of foot traffic by far, but locations elsewhere with a strong shopping identity also experienced a high level of visitation relative to their surroundings. This includes the shopping strips at Brooklyn Park in the west and Mile End in the east.

Stretches of road which mainly had offices and less retail had lower foot traffic.

Locations around major road intersections also tend to have much lower foot traffic due to low pedestrian amenity, including the Thebarton Theatre.

Other generators of pedestrian activity

Other major generators of pedestrian activity include schools and public transport.

This is evident from looking at the main outliers of the overall trend: the Marion Road intersection, which experienced higher than expected levels of foot traffic.

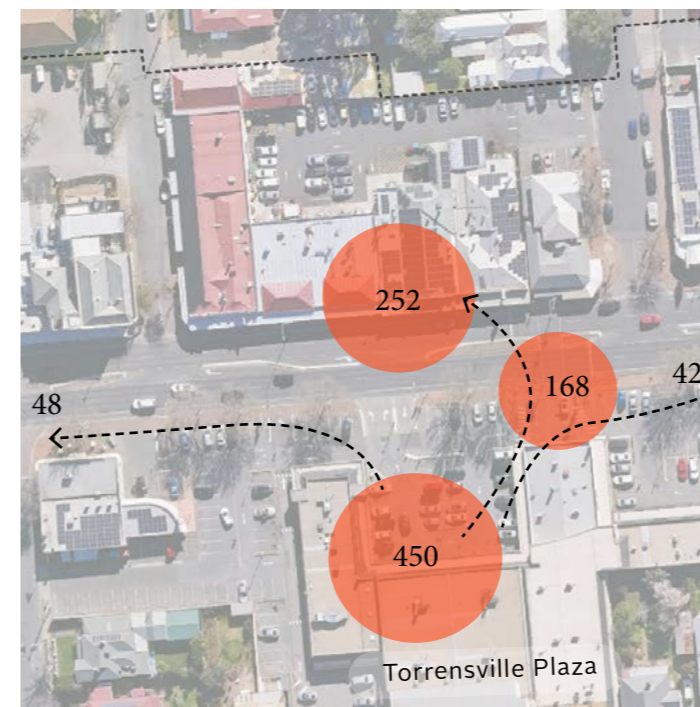
One reason for this was the presence of a nearby early learning centre. Older schoolchildren from other nearby schools were also spotted while collecting pedestrian counts.

There were also a number of bus stops in the area. Most notably, a major north south bus route runs along Marion Road and Holbrooks Road.

Overall, a sizeable portion of pedestrians counted were those waiting at bus stops or alighting from them.



Marion Rd intersection



Counts around Torrensville Plaza

A closer look at the heart of HB Rd

While foot traffic indicates that the heart of HB Rd is performing reasonably well, it can certainly do better.

Most foot traffic is concentrated at Torrensville Plaza, the blocks between Jervois St and Shipster St and the Chemist Warehouse on the next corner.

Foot traffic in the west between Hayward Ave and Jervois St is significantly lower. This could be due to less active frontages and more offices compared to shops.

It also appears that activity from Torrensville Plaza does not spill over all that much to surrounding areas. The count taken at the pedestrian crossing in front of the Plaza (168) was significantly lower than the count on the edge of the Plaza car park (450).

The counts east and west of the Plaza also plummet, indicating that most visitors to the Plaza arrive by car and not that many of them visit surrounding destinations by foot.

5.5 Summary of precinct character and values

A broad overview of each precinct's existing character and values that were gleaned from these investigations are summarised below.

The full range of issues and future opportunities for each precinct are discussed in further detail in chapter 10. These include opportunities for each precinct to better showcase and develop a distinct character.



A. Western Residential Precinct

- _ Mostly residential uses
- _ Currently has poor amenity
- _ Local centre around Foodland is gradually improving



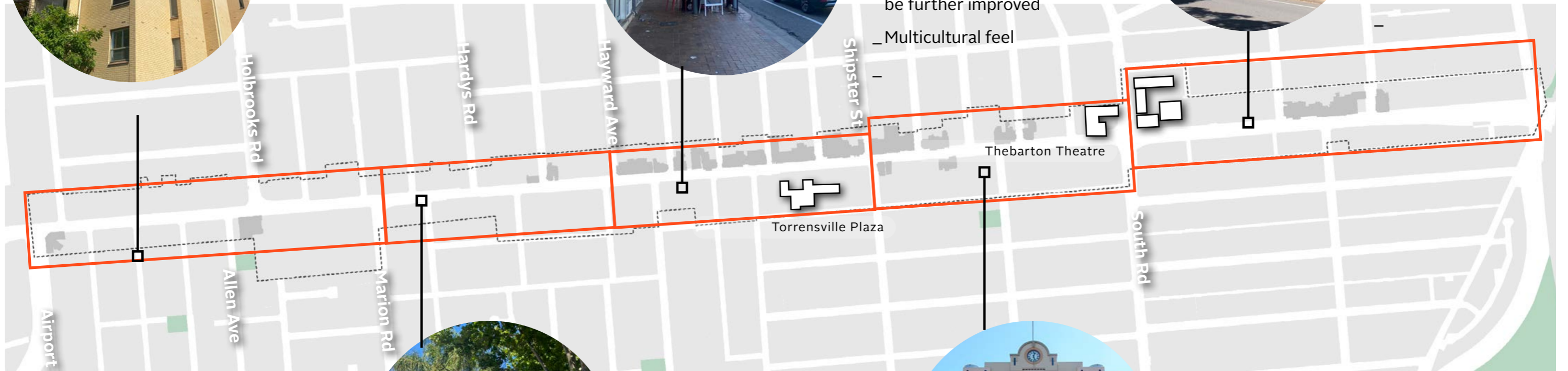
C. Shopping and Dining Heart

- _ High concentration of retail and dining including Drakes.
- _ Fine grain, main street experience is present but can be further improved
- _ Multicultural feel



E. City fringe office precinct

- _ Low traffic environment
- _ Distinct built form
- _ Includes historic row of shops



B. Emerging Mixed Use Precinct

- _ Highest canopy cover among precincts
- _ Mix of uses but incoherent built form



D. Cultural Precinct

- _ Home of the iconic Thebarton Theatre
- _ Cultural buildings with interesting architecture such as church
- _ Some popular restaurants



British Raj
Spice Bistro

BABYLON
barber
CROSSOVER

Burgertec.
CIBO

**More in-depth
urban design
analysis on the
Shopping and
Dining Heart of
Henley Beach
Road**

6. A closer look at the Heart of Henley Beach Road

- 6.1 Introduction
- 6.2 Street Metrics
- 6.3 Canopy
- 6.4 Frontages
- 6.5 Connectivity
- 6.6 Open Spaces
- 6.7 Heritage
- 6.8 Vacant Urban Land



6.1 Introduction

Following the broad sweep of the study area in chapter 5, more in-depth urban design analysis was undertaken for the shopping and dining heart of Henley Beach Road (between Hayward Avenue and Shipster St) to further understand its physical characteristics and how users interact with its features.

This section of the study area has the most resemblance to a typical main street, containing significant destinations like Torrensville Plaza and the Hotel Royal.

The data collected and findings from this analysis have the potential to serve as the basis for future street design interventions.

Although data was not collected for other parts of the study area, some characteristics and observations are more or less consistent between this section and other parts of the study area.

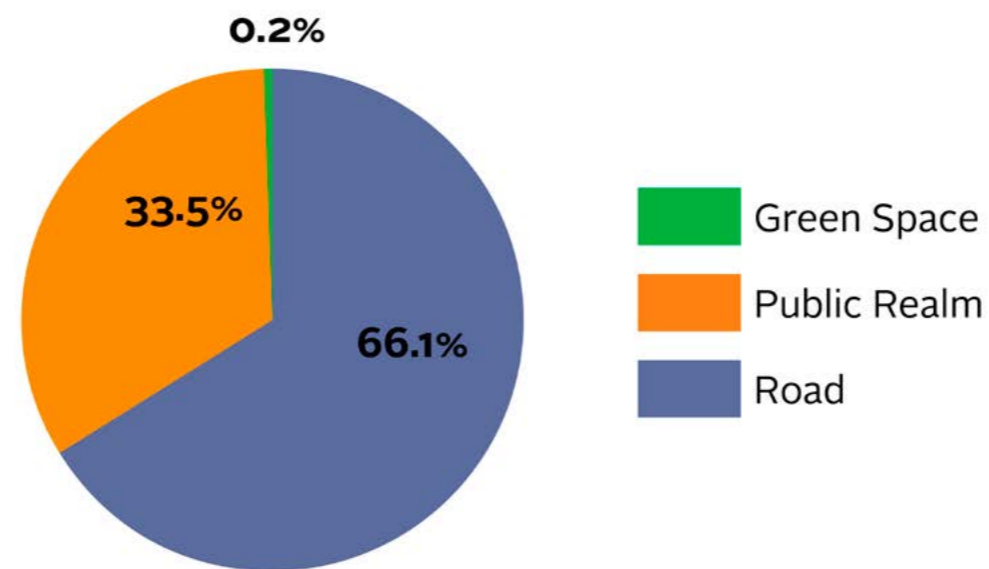




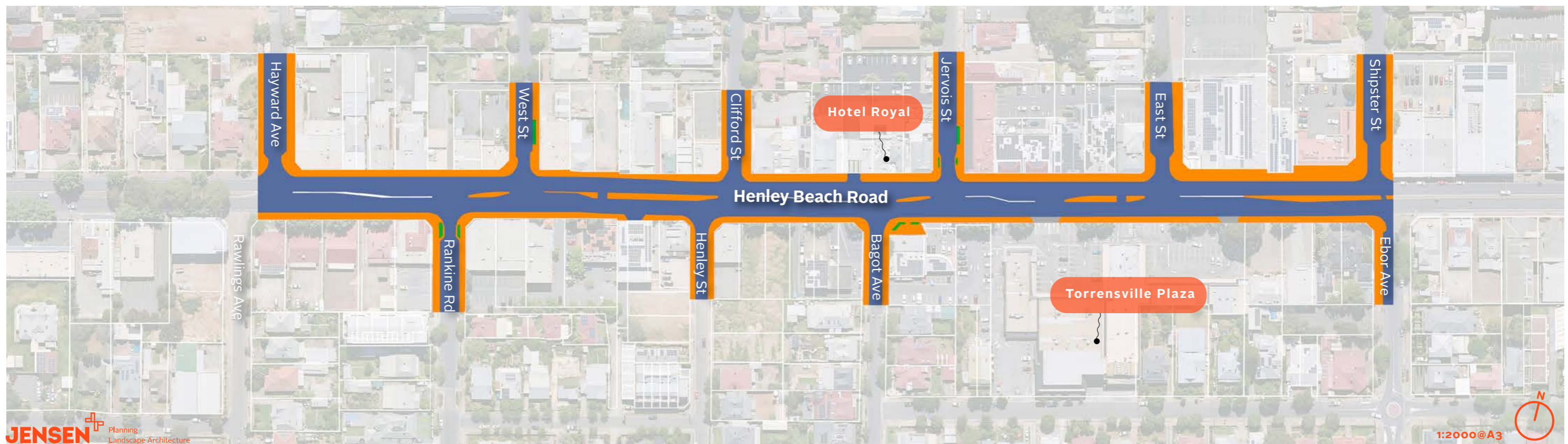
6.2 Street Space Metrics

Types of street spaces

- _ **Road:** Kerb to kerb road surfaces within the road reserve. Side streets were included.
- _ **Public Realm:** The paved areas between the property boundaries and kerbs. Includes some medians.
- _ **Green Space:** Spaces within the street with green infrastructure like garden beds.



- _ Henley Beach Road is dominated by hard and impervious spaces. The majority of space is allocated to vehicles (66.1%)
- _ Overall there is 33.5% of space allocated to public realm, which can be sufficient for a successful main street, but space needs to be more efficiently configured for people to sit and walk comfortably.
- _ The south side of the road in particular has narrow footpaths.
- _ Very few areas of softscape are present (garden beds) and the majority of them are on side streets.



6.2 Street Space Metrics (continued)



North side of HB Rd on the corner of Shipster St.

One of the locations with more public realm space is the block between East St and Shipster St. This facilitates a better outdoor dining experience.

The overall environment could still be significantly improved.

More green, softscape elements could be a welcome addition, or alternatively planter boxes in place of unsightly bollards.



South side of HB Rd on the corner of Bagot Ave

Footpath space on the south side of the road is especially limited. The large plane trees also inadvertently create narrower pinch points.

Because buildings on the south have larger setbacks from the property boundary. There could be opportunities to incentivise property owners to provide more public realm adjacent to the street.

An example of this can already be seen on the corner of Bagot Avenue, in front of the heritage listed building leased by Subway. Garden beds and outdoor seating enhance the public realm.

6.2 Canopy

- _ The heart of Henley Beach Road has **18% canopy cover** (including side streets)
- _ Canopy cover is somewhat imbalanced, with a lack of trees on the northern edge of the road.
- _ Many trees are mature and large, with the Plane Tree being the most common type.



Trees within median near Henley St provide amenity.



The dimensions of the road and presence of verandahs pose a challenge to increasing canopy cover on the north.



Focusing efforts on increasing canopy on side streets could be a solution. The Jervis St upgrade (in progress) is a good precedent in the regard.





6.3 Frontages

- _ Overall there is a high prevalence active frontages in this area.
- _ The blocks between Jervois St and Shipster St have continuous active frontages which contribute to vibrant street life.
- _ Driveways and vehicle access points are common in other blocks. This interrupts the flow of active frontages.
- _ Torrensville Plaza has some active edges where activity spills out of the building. However the presence of the car park means that activity does not extend to the street itself.

Types of frontages:

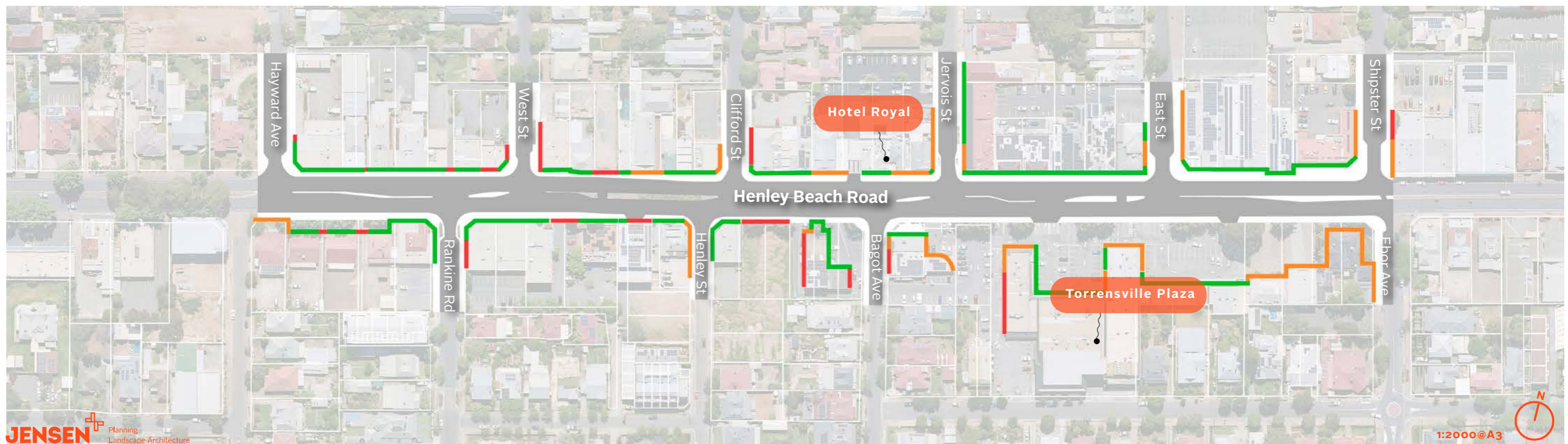
- _ **Active:** Entrances to retail, service or hospitality premises as well as windows and displays.
- _ **Passive:** A frontage that neither stimulates much activity nor is completely blank. Includes façades of well articulated buildings or walls with signs.
- _ **Inactive:** Blank walls, driveways and other inaccessible spaces.



Active frontages wrap around the block, along Jervois St. Encouraging more side street development like this could be a good strategy given that they provide amenity away from heavy traffic.



Activity generated on the edge of Torrensville plaza.



6.4 Connectivity

- _ This area exhibits a good level of pedestrian permeability, with short block widths that enable them to access Henley Beach Road from the multiple side streets
- _ There is a total of three formal crossings in this area. Desire lines indicate other locations where pedestrians cross the road.
- _ There is a high level of vehicle movement that pedestrians have to contend with around Torrensville plaza, due to the location of parking spaces.



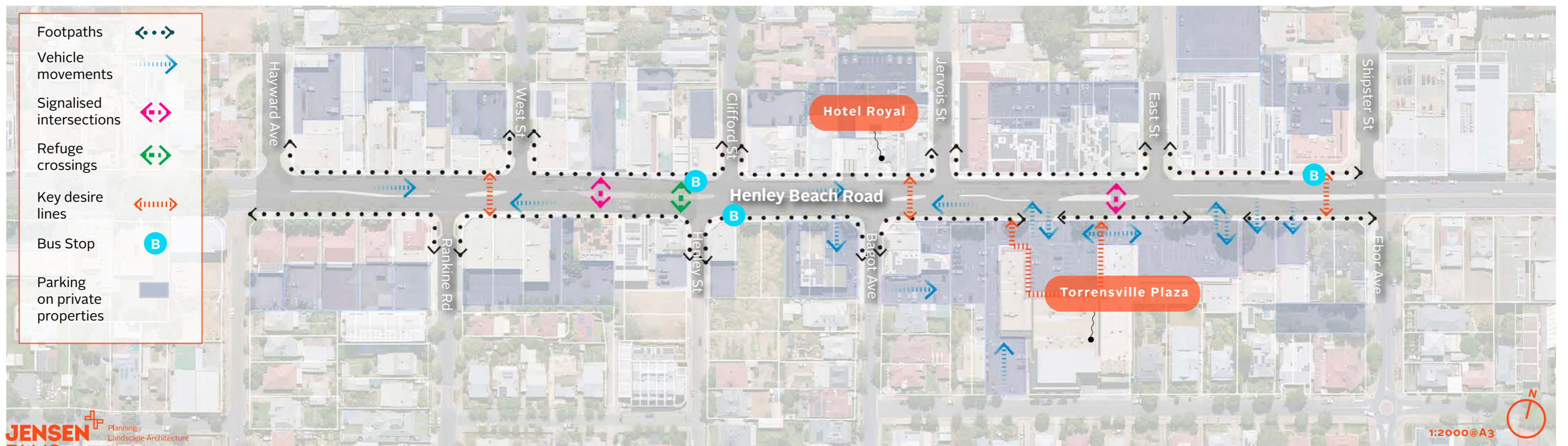
Refuge crossings can be added to these medians to improve safety



On the south side, footpaths are frequently interrupted by driveways



The circulation of pedestrians and vehicles around Torrensville Plaza can be improved



6.5 Heritage

Heritage buildings add character and activity to the precinct. They include:

- _ 180, 188 & 194 Henley Beach Road. These properties are also subject to the wider historic area overlay which has been successful in promoting a fine-grain main street pattern with active frontages.
- _ 173 Henley Beach Road (see page 58).
- _ 147 Henley Beach Road. A free standing house which has potential for its frontage to be further activated and contribute to the public realm.



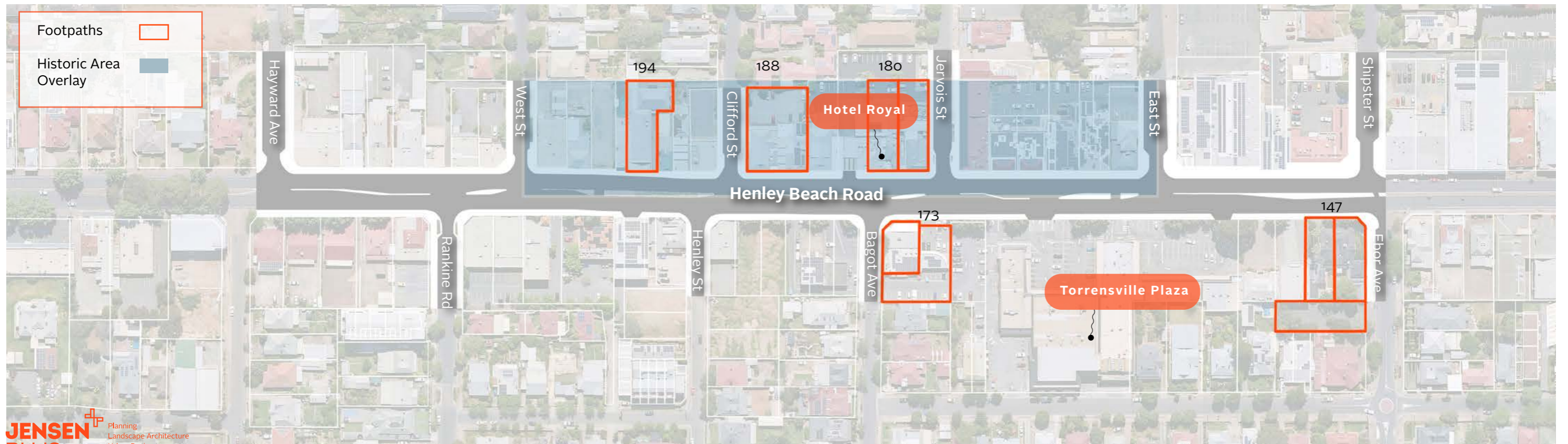
188 Henley Beach Road



180 Henley Beach Road (The Hotel Royal which has been recently renovated).



147 Henley Beach Road



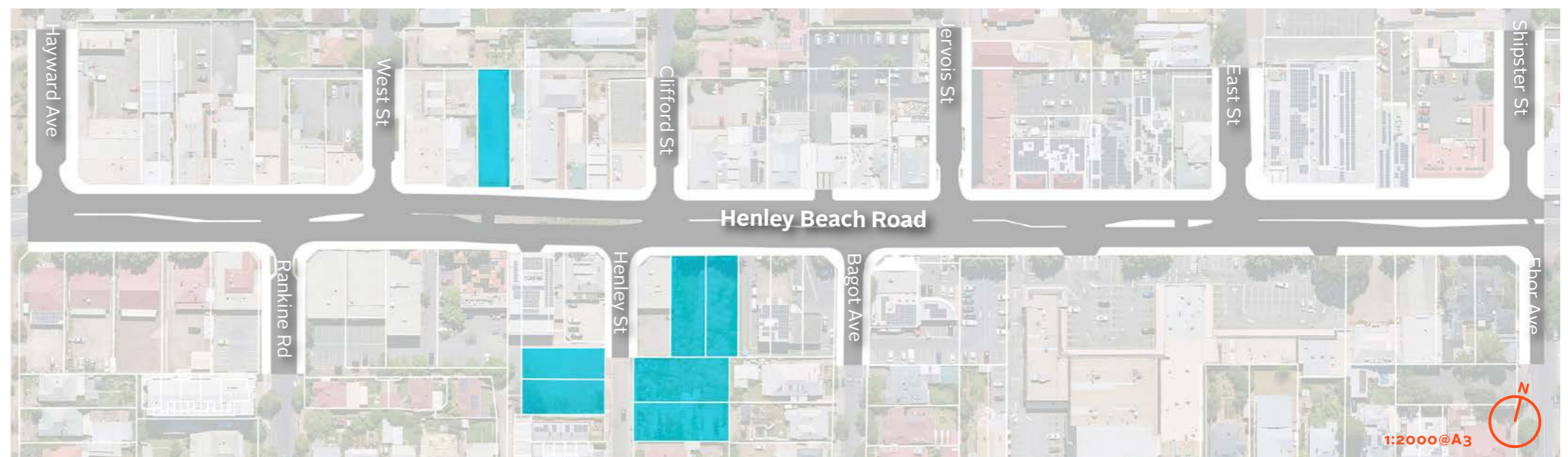
Open Space

- _ There is no open space within the heart of Henley Beach Road itself.
- _ The closest open spaces are Falcon Ave Reserve and Frank Norton Reserve, which are both approximately 400m from the precinct.



Vacant Land

- _ A significant amount of vacant land is present within this area.
- _ The cluster of contiguous vacant land adjacent to Henley St and Henley Beach Road could be an opportunity for an open space or plaza as part of a wider mixed use development (See Land Use and Business Analysis Report for more details).





Summary of Issues and Opportunities

Issues

- _ Vehicle movement is prioritised at the expense of pedestrian movements around Torrensville Plaza. Activity within Torrensville Plaza also does not spill over to the public realm and surroundings.
- _ Narrow footpaths. Widening will require changing the cross section and the overall traffic function of the road but this is contingent on future investigations (see Transport Assessment Report).
- _ Lack of greenery especially on north side.

Opportunities

In the short term, there is opportunity for a light touch streetscape upgrade project that focuses on the following.

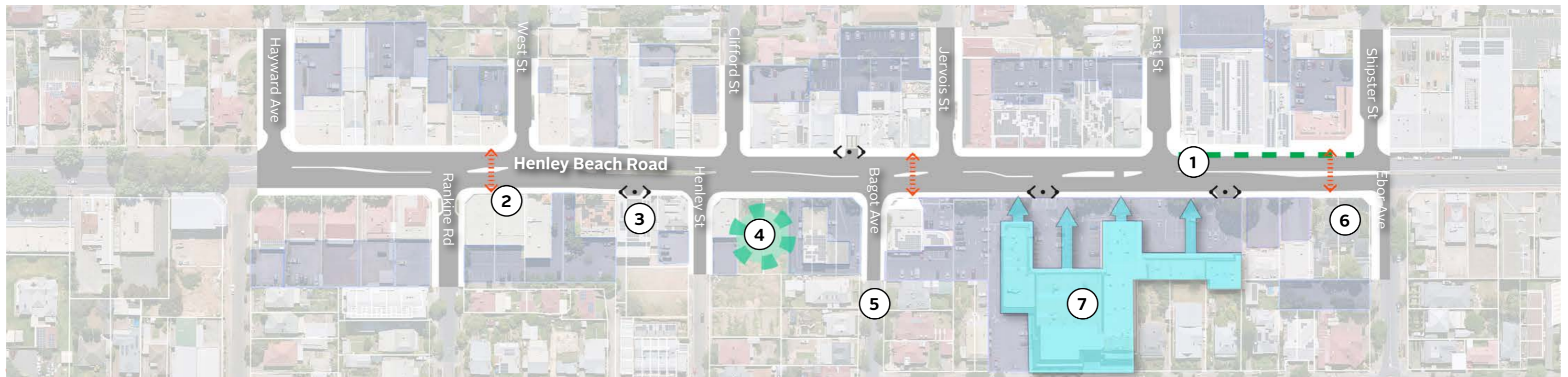
1. Increase softscape in underutilised public realm areas such as the block between East St and Shipster St, as well as on medians within road.
2. Add refuge crossings to medians
3. Ensure new footpaths cross over driveways to prioritise pedestrian movement.

Based on placecheck investigations in chapter 5.3, the streetscape upgrade could also include more generally:

- _ Footpath renewal
- _ Wayfinding Signage
- _ Places to sit
- _ Upgrade of bus stop shelters and environs

In the longer term, major issues affecting the place quality of the precinct can be addressed by land use and property strategies. These include:

4. Delivering an open space/ plaza in the precinct
5. Developing a side street strategy for the precinct
6. Encouraging private properties to upgrade frontages and contribute to public realm.
7. The land use audit recommends a future redevelopment of Torrensville Plaza. The future design should create more of a street presence, ensuring that pedestrian activity and movement is prioritised where the property interfaces with the street. Vehicle circulation including parking should be relocated to the rear.



**More in-depth
urban design
analysis on the
Shopping and
Dining Heart of
Henley Beach
Road**

7. Summary of additional investigations

- 7.1 Land Use and Business Report
- 7.2 Traffic & Transport Investigations
- 7.3 Retail & Governance Report Card

Sale

Quality investment + development upside

Fully leased net income \$238,075 plus GST* per annum

Significant site of 2,334 sqm* across 3 titles

Urban corridor zoned with 4 level height potential

Massive exposure with 52 m* frontage

Call Jamie P... 860 315
Rick J... 330 083

Burgess
Call Jamie P... 860 315
Rick J... 330 083

7.1 Land Use And Business Analysis Report

By David Snoswell Property Advisory, Jan 2024

A land use audit of the study area was undertaken in late October 2023 to provide a snapshot of businesses and land use mix along Henley Beach Road. A summary of results from the audit are displayed in the table below:

Retail land uses feature prominently which include food-based services. Offices and medical consulting rooms are also a prominent feature of the land use mix along Henley Beach Road.

Land Use	Count	% of tenancies
Retail – Shop	46	14.9%
Retail - Food Catering	49	15.9%
Retail – Services	29	9.4%
Offices	74	24.0%
Medical Consulting rooms	35	11.4%
Recreation / entertainment space	14	4.5%
Service / industry	8	2.6%
Education	6	1.9%
Service Station	4	1.3%
Showroom	4	1.3%
Pubs & Clubs	3	1.0%
Church	2	0.6%
Studio	1	0.3%
Visitor accommodation	1	0.3%
Storage / Warehouse	1	0.3%
Vacant	31	10.1%
Sub-total	308	
Residential Dwellings	238	
Open Space	1	

A full SWOT analysis of the land use data can be found in the full report.

Following the SWOT Analysis, five key opportunities are proposed for the Henley Beach Road Study Area.

1. Visitor Accommodation

- _ 3-4-star visitor accommodation along Henley Beach Road would benefit from proximity to the Adelaide Airport as well as proximity to the Adelaide CBD.
- _ Such a hotel would benefit from a vibrant main street environment
- _ The Mile End Hotel and Hotel Royal may consider further visitor accommodation as part of their offer in the future. This will support the food and entertainment functions of these venues.



The Hotel Royal is well situated in the heart of Henley Beach Road.

2. Catalyst Development: Foods of the World Precinct

- _ Could become Adelaide’s “go-to” destination showcasing Asian, African and European cuisines with an Australian twist.
- _ Builds on the relatively strong, multi-cultural influence along Henley Beach Road.
- _ **Would require more anchor destination tenancies**
- _ Could feature local provenance, a focus on ethical and sustainable products, healthy eating options, farm to table cafés and night time operation.



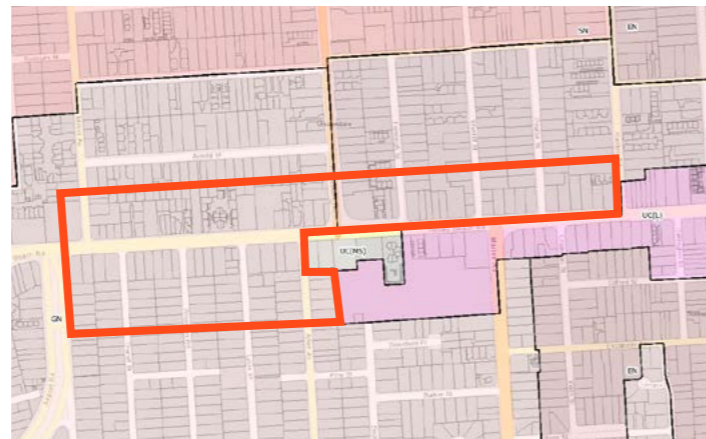
Parwana Afghan Kitchen (pictured) and African Village Centre are a couple of the most popular restaurants on Henley Beach Road.



7.1 Land Use And Business Report (continued)

3. Residential Apartments and Medium Density Development

- _ Apartment market along Henley Beach Road has not yet taken off.
- _ There are opportunities for small scale boutique apartments aimed at owner occupiers and affordable apartment projects targeting a mix of investors / owner occupiers
- _ Considering examples at Churchill Road and Prospect Road, development activity tends to be triggered by rezoning which brings large sites (formerly occupied by older detached dwellings) to market.
- _ Hence, investigation into rezoning of land west of the existing Urban Corridor Zone is recommended to review if this can be a catalyst for development.
- _ Based on the analysis in Chapter 4, future apartment developments should have minimal vehicle access along the main road to encourage active frontages.



Area where further rezoning to Urban Corridor Zone is recommended for further investigation (between Airport Road and Hardys Road).



Bloom Apartment development in Prospect- an example of a mixed-use residential development responding to the rezoning and positively contributing to the street.

4. Activating Vacant commercial spaces

- _ The current 10% vacancy rate is relatively high
- _ To address this, short-term leases to new retail concepts are recommended. This could be a mix of short-term “pop-up” stores and new stores trialling their concept before committing to a long-term lease
- _ There may need to be incentives for landlords to upgrade vacant space to enable new tenants to quickly set up. Upgrades can coincide with streetscape upgrades.
- _ The focus can be on attracting retailers to address the identified gaps in The full report.

5. Major Social Anchors

- _ As highlighted in chapter 6.6, there is a lack of open space along Henley Beach Road. A future space can be provided as part of a mixed use development and should cater for events.
- _ A community / cultural hub with gallery space / library. This could be as part of the Thebarton Theatre redevelopment.
- _ Given the lack of cinemas in the western suburbs, explore potential interest from cinema operators.
- _ A children’s play centre / family centre.

6. Other Opportunities

- _ Future development of Torrensville Plaza to include a larger supermarket, given that the existing Drakes has lower than average floorspace.
- _ A staged redevelopment of the large Housing SA site in Brooklyn Park that provides a mix of social, affordable and market housing at higher densities. This could provide a great catalyst for Henley Beach Road’s future development as a mixed-use urban corridor.
- _ Side streets may provide best opportunity for attractive outdoor dining locations.
- _ Corner allotments can assist in activating side streets.



The Palace Nova Cinemas attract a large number of visitors to Prospect Road.

7.2 Transport Assessment Report By Complete Streets, April 2024

“Henley Beach Road plays a vital role in both moving people and supporting economic activity in West Torrens and Adelaide.”

Overview

The current traffic volume and parking availability significantly impact the street's potential as a public space and economic centre as considerable space is used to move and park cars which can detract from the economic value of the corridor.

There's a need to balance the movement function with creating a high-quality place that encourages people to stay and spend as well as building identity.

Traffic

Henley Beach Road handles significant traffic volume and currently prioritises cars over other modes. This detracts from the pedestrian experience and economic potential of the street.

While the road is suitable for arterial traffic, DIT does not rate traffic as its most important function. Opportunities exist to reduce car priority to support other travel modes and pedestrians, by transferring traffic to other routes such as Sir Donald Bradman Drive.

Reducing car traffic could benefit pedestrians, public transport, and

cycling, but might cause congestion at other times. It is an option which should be considered on balance.

Reductions to the speed limit along Henley Beach Road have recently been implemented but could benefit from further investigation.

Parking

Based on observations and pedestrian data in Chapter 5.4, the lower-amenity pedestrian environment and parking availability makes it easy for visitors to drive between destinations instead of walking and spending more time and money, impacting the economic value of the study area.

Riding bikes

The current road design makes cycling challenging for most riders.

Separated bike lanes could be considered, but might require sacrificing space for other users.

Upgrading parallel routes like Sir Donald Bradman Drive, or delivering a new bikeway on quieter streets like Hounslow Ave/Roebuck Street/King Street could be an alternatives.





7.2 Transport Assessment Report By Complete Streets, April 2024

Pedestrians

The pedestrian environment is generally satisfactory but lacks shade, shelter, and generous walking space.

Crossings are difficult, and the traffic volume can be intimidating.

Improving the pedestrian experience could attract more people to the area and lead to increased spending.

Interestingly, an analysis of other similar streets in Australia demonstrate that **limited footpath space does not detract from the walking experience, as long as there are engaging frontages**

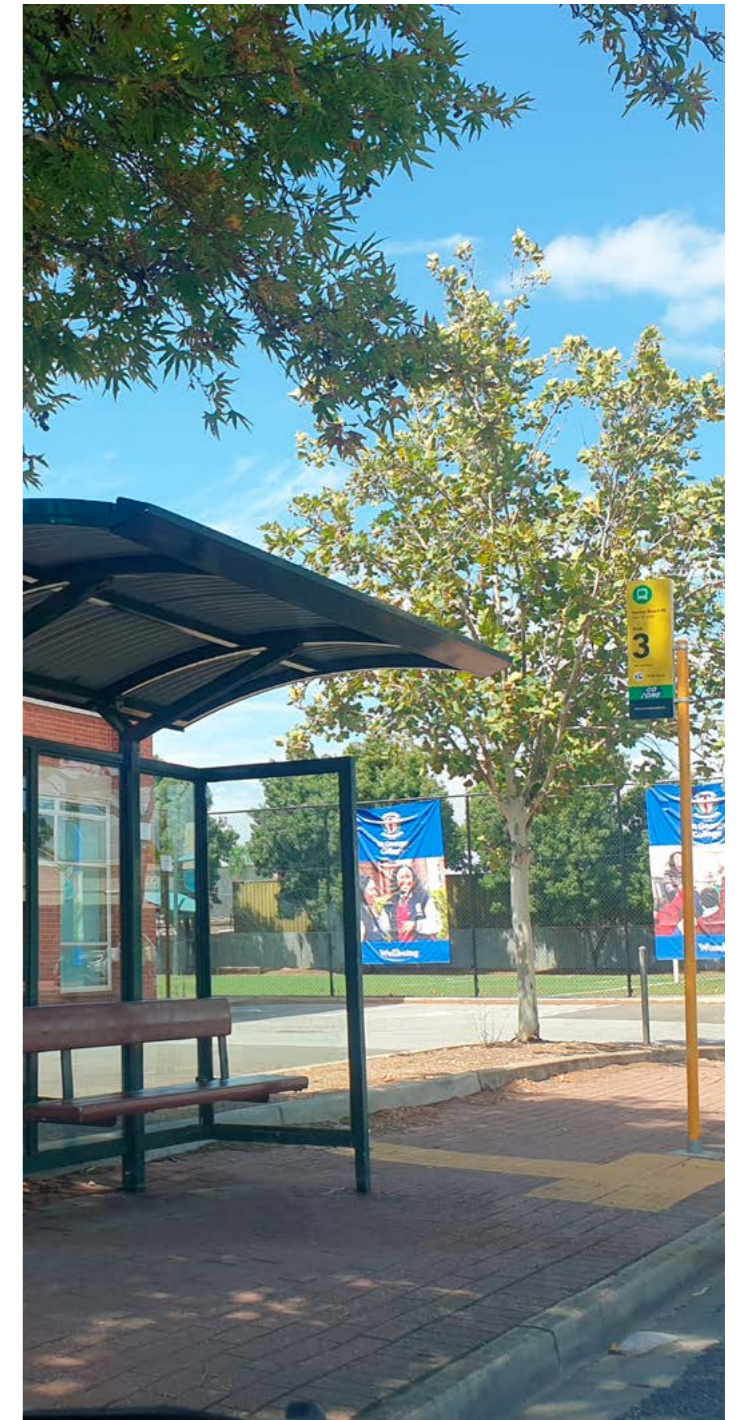
Public Transport

Henley Beach Road is a key public transport route with high ridership. Its important public transport role could be emphasised through measures prioritising buses.

Light rail could be a future option, but careful consideration is needed to ensure a pedestrian-friendly environment.

Areas for future investigation

- _ Investigate how much car traffic movement could or should be sacrificed for other types of movement or place activities. **Assess impacts of various options including changing the cross section of the road, speed limit to achieve calmer road environment outcomes.**
- _ Investigate parking demand, supply and cost to provide with an area-wide parking study, to understand Council's options for influence.
- _ Engage with community to ascertain whether a reduction in movement function in return for a better pedestrian environment is supported.
- _ Further investigate tram option against other options such as priority bus lanes.
- _ Investigate feasibility of bike lanes and alternative bike routes e.g. Sir Donald Bradman Drive or Hounslow Avenue, Roebuck and King Streets for Bike Boulevards.



7.3 Retail and Governance Report Card

By Premier Retail Marketing, Jan 2024

“The Retail and Governance Report Card was a key element of the Henley Beach Road Visioning Project and helped stakeholders in shaping the strategies for the street’s future.

A total of 55 respondents completed the survey to highlight issues and opportunities for Henley Beach Road.”

Consultation to inform the business analysis

A Retail Report Card Survey was distributed by Premier Retail Marketing in December 2023.

A total of 45 business owners and managers and 10 property owners completed the survey highlighting key issues and opportunities and provides benchmark ratings.

Eight out of ten businesses indicated they would join a Henley Beach Road Business Association if one was created to provide a better level of cooperation and collaboration.

Survey findings

Businesses were in favour of developing a vision for Henley Beach Road and they supported more street events to attract more customer foot traffic.

Many businesses believed promotions and marketing would improve their business and businesses supported streetscape improvements to enhance the customer environment.

The survey indicated room for improvement in all aspects



7.3 Retail and Governance Report Card

By Premier Retail Marketing, Jan 2024

“Henley Beach Road is off to a good start with 80% of the businesses surveyed stating that they’d join a business group.”

David West, Premier Retail Marketing

The future of Henley Beach Road

Competition is strong in the retail and hospitality market with a range of key players around Henley Beach Road promoting and marketing their businesses.

Considering income streams for Henley Beach Road can help to develop a brand and promote its businesses, particularly through online channels.

Streetscape improvements should be complemented with building and shopfront upgrades to improve customer experience. A shopfront improvement program could be initiated.

A business partnership organisation can provide strategic direction, actions and collaboration to build motivation.

The Retail Report Card and associated survey can be redone for comparison and to gauge improvement and business sentiment in 12 months and 2 years to see how the street has progressed.

Recommendations + Actions

1. Create an Incorporated Henley Beach Road Business Association as a formal group and encourage businesses to join as members
2. Develop a Business Plan with clear objectives and actions
3. Engage with all businesses and property owners in the process of developing the Plan
4. Share a printed copy of the Draft Business Plan Proposal with all businesses along Henley Beach Road and gain business support
5. Seek funding options from the private and public sector to deliver the Plan



7.4 Summary of Technical Reports

Land Use And Business Analysis Report

Analysis identified five key opportunities for the Henley Beach Road Study Area.

- _ **Visitor Accommodation**
- _ **Catalyst Development: Foods of the World Precinct**
- _ **Residential Apartments and Medium Density Development**
- _ **Activating Vacant commercial spaces**
- _ **Major social anchors**
- _ **Side streets hold great potential for activation**

Transport Assessment Report

Traffic

Henley Beach Road handles a **high traffic volume. Reducing car traffic or calming could benefit other users.**

DIT has identified that there are **areas of the street with highly significant Place values.**

The **Movement level remains at a medium value** along the street's length.

Parking

An area-wide parking assessment of the study area should be undertaken.

Public Transport

The street plays an important public transport role.

Pedestrians

Improving the pedestrian experience could attract more people to the area and lead to increased spending.

Retail and Governance Report Card

Businesses were in **favour of developing a vision** for Henley Beach Road.

Businesses support **more street events** to attract more customer foot traffic.

Recommendations

- _ Develop a brand and promote its businesses, particularly through online channels.
- _ Streetscape improvements should be complemented with building and shopfront upgrades.
- _ A business partnership organisation can provide strategic direction, actions and collaboration to build motivation.





8. Summary of Opportunities


- 8.1 Western Residential Precinct
- 8.2 Emerging Mixed Use Precinct
- 8.3 Heart of Henley Beach Road
- 8.4 Cultural Precinct
- 8.5 Fringe Office Precinct
- 8.6 Overall Summary of Opportunities

Opportunities summarised to inform the next stage of the visioning process

8.1 OPPORTUNITIES _ WESTERN RESIDENTIAL PRECINCT

Future Character:

Currently a low density housing area, the precinct can transform into a more vibrant corridor with affordable housing options close to public transport and local shops.



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information





Airport Road

Holbrooks Road

Henley Beach Road

Allen Ave

Marion Road

-  Precinct specific opportunities
-  Study area wide opportunities

8.2 OPPORTUNITIES _ EMERGING MIXED USE PRECINCT

Future Character:

Minor interventions are proposed for this precinct given that it is performing relatively well (high canopy cover, pedestrian activity, low vacancy rates).

As more developments emerge (following rezoning in 2017), initiatives like streetscape improvements and promotion of a consistent brand will help to instil a greater sense of identity and place in the precinct.



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information



- Precinct specific opportunities
- Study area wide opportunities

8.3 OPPORTUNITIES _ SHOPPING AND DINING HEART

Future Character:

The heart of Henley Beach Road will boast an attractive main street environment , where businesses thrive and visitors feel at ease to stroll along the street or linger in the public realm, perhaps enjoying a tasty snack or beverage.



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information



- Precinct specific opportunities
- Study area wide opportunities

8.4 OPPORTUNITIES _ CULTURAL PRECINCT

Future Character:

The precinct can become a culturally rich and significant destination for the City of West Torrens and the even the Greater Adelaide Region.

A refresh of the street and the addition of more businesses and attractions will build on the traction from the Thebarton Theatre upgrade.



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information

Shipster St

Henley Beach Road

South Road

8.5 OPPORTUNITIES _ FRINGE OFFICE PRECINCT



Future Character:

The precinct will continue to prosper as commercial office precinct on the fringe of the Adelaide CBD.

With changing mobility patterns, there is a prime opportunity to promote more walking and lingering within the precinct, which will improve the economic vitality of retail and hospitality offerings in the precinct.



Interactive page (when viewed online or interactive pdf)
Click on image circles for further information

James Conden Drive

Parker St

Henley Beach Road

8.6 Overall Summary of Opportunities

Study Area Wide Opportunities

- | | | |
|-----|--|--|
| 1. | Streetscape Upgrades | Can be delivered as separate projects for different parts of HB Rd |
| 2. | Set up Business Association | Includes the establishment of a Business Association |
| 3. | Shopfront improvement program | |
| 4. | Marketing + Branding | |
| 5. | Pedestrian Priority Areas | |
| 6. | Parking study and strategy | |
| 7. | Explore options to improve cycling infrastructure | |
| 8. | Develop side street strategy | |
| 9. | Activate Vacant commercial spaces | |
| 10. | Attract Visitor Accommodation | |
| 11. | High Frequency Transport Investigations (DIT) | |

Precinct Specific Opportunities

- | | | |
|-----|---|--|
| 12. | Investigate Rezoning to Urban Corridor | Western residential precinct + Emerging mixed-use precinct |
| 13. | Entrance Statement | Western residential precinct |
| 14. | Grow and enhance Brooklyn Park local centre | Western residential precinct |
| 15. | SA Housing Site Redevelopment | Western residential precinct |
| 16. | New Piazza + Meeting Place | Shopping and Dining Heart |
| 17. | Redevelopment of Torrensville Plaza + surrounding properties | Shopping and Dining Heart |
| 18. | "Foods of the World" District | Shopping and Dining Heart |
| 19. | Major Social Anchors | Cultural Precinct |



Stakeholder feedback on recommended opportunities

Study Area Wide Opportunities	Feedback	
<p>1. Streetscape Upgrades</p> <p>Can be delivered as separate projects for different parts of HB Rd</p>	<p>Strongly supported. Parklets could be used. Utilise technology to enhance the experience. Better crossing points.. Consistent identity needed. Incorporate culture, art and history. Need to support those with mobility aids. More wayfinding signage.</p>	<p>Advocate for better bus environment, bike riding. Support for a (trackless) tram located at the heart of the street + to airport. 40km/ph zone in the Heart. Remove on-street parking + median, and widen footpaths, bike lanes + appropriate trees. More streetscape greening needed. "Shared Street" feel at the Heart of HB Rd</p>
<p>2. Establish Business Association</p>	<p>Strong support for this. Could encourage shop owners to share carparking at the rear of sites.</p>	
<p>3. Shopfront improvement program</p>	<p>Strong support for this. It needs to be done in a way where the identity of the street is not lost. Council has a role to play in supporting this.</p>	
<p>4. Marketing + Branding</p>	<p>Communicate about the project first, then do a brand project for the street. Important location at Thebarton Theatre corner.</p>	
<p>5. Pedestrian Priority Areas</p>	<p>Strongly supported. Torrensville Plaza a clear location. Need a more pleasant public realm to support activation.</p>	<p>A better pedestrian link between the Thebarton Theatre and the dining heart of Henley Beach Rd. Traffic calming needed at Dew St at school times to help kids cross Henley Beach Rd.</p>
<p>6. Parking study and strategy</p>	<p>Strong support for this. Limit parking time-frame in front of food premises to allow for higher turnover. Need to review parking availability.</p>	
<p>7. Explore options to improve cycling infrastructure</p>	<p>Strong support for this. Needs to be a connected network linking to the city.</p>	<p>Preference from council is to develop bikeway on Hounslow Ave/Roebuck St/King St</p>
<p>8. Develop side street strategy</p>	<p>Strong support for this. Investigate closure of some side streets to HB Rd. Support for Parker, Jervois, Henley Streets.</p>	<p>Angle parking on side streets Side streets are important for activation, outdoor dining and increasing greening and canopy cover.</p>
<p>9. Activate Vacant commercial spaces</p>	<p>Support for this. NW corner HB Rd + Holbrooks potential site for activation</p>	
<p>10. Attract Visitor Accommodation</p>	<p>Support for this. Eastern Office Precinct and the Church site in the Western Residential Precinct.</p>	
<p>11. High Frequency Transport Investigations (DIT)</p>	<p>Support for this. Council had previously supported AdeLINK tram study. Traffic transference investigation should be conducted by DIT</p>	



Stakeholder feedback on recommended opportunities

Precinct Specific Opportunities			Feedback
12.	Rezoning to Urban Corridor	Western residential precinct + Emerging mixed-use precinct	Support for this. Need to ensure appropriate setbacks, heights and interfaces. Need to ensure that all new developments include undercroft parking.
13.	Entrance Statement	Western residential precinct	Strong support for this. Include a variety of art media and subjects including Indigenous landscape and public messages.
14.	Grow and enhance Brooklyn Park local centre	Western residential precinct	Qualified support for this- concern that it's too early to do this just yet.
15.	SA Housing Site Redevelopment	Western residential precinct	Support for this.
16.	New Piazza + Meeting Place	Shopping and Dining Heart	Strongly supported. Potentially at Jervois and East Streets, 179 Henley Beach Rd or Torrensville Plaza. There's a multicultural precinct centring around the Thebarton Theatre and St George College. Located at East st Include toilets.
17.	Redevelopment of Torrensville Plaza + surrounding properties	Shopping and Dining Heart	Strong support for this. This is considered a catalyst site.
18.	"Foods of the World" District	Shopping and Dining Heart	Strong support for this. Lunchtime trade and workers are important to Henley Beach Road.
19.	Major Social Anchors	Cultural Precinct	Support for this. Potential at 101-103 / 105 Henley Beach Rd to offer an alternative to The Thebarton Theatre which is open more.

Stakeholder feedback on recommended opportunities

Additional Opportunities identified by Stakeholders

1. **Medium density housing**
Can be delivered on larger allotments and situated behind Henley Beach Rd buildings, rather than fronting onto it.
Would enable greater housing diversity
Need to consider the noise and amenity of being close to a busy road.
Could be located above the Henley Beach Road office buildings on the southern side in the Fringe Office Precinct.

2. **Future economy**
Need to consider the future of work and economy.
What is the future of fuel and convenience outlets for example?

3. **Local Business support**
Could provide marketing for business support first, then physical infrastructure.
Encourage more cafes in the group of original shops in the Fringe Office Precinct.

4. **Public off street carpark**
Could be located off East St, or Huntriss St, or behind buildings on southern side of Henley Beach Rd in the Cultural Precinct.

5. **Entrance Statement at the Eastern Office Precinct**
Could provide a "green arrival" and be an extension to the Park Lands.
Need to improve how Henley Beach Road is accessed via James Congden Drive.
Redesign and update the underpass entrance. Include art and history

6. **High speed internet extension**

7. **Mixed use development**
Potential for both sides of Henley Beach Rd and Holbrooks Rd.
Near Marion Road.
At Wainhouse Street.
On west side of South Rd.

8. **Greening Strategy for Council**

9. **Public Art enhancement and History representation**

10. **Entrance statement at Thebarton Theatre corner.**

11. **Thebarton Theatre master plan project.**



Appendix A

– Placecheck sheets



Henley Beach Road PLACECHECK

October 2023

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
1. Creating... PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1	Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		Very low foot traffic. Not as many local destinations				
1.2	Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Fair				
1.3	Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		Only short rows of shops. Many vacancies near Airport Rd.				
1.4	Doing business on the street	Outdoor dining, retail displays, interesting window displays	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		Difficult to have outdoor dining given noise.				
1.5	Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		Some new seating outside Foodland but under direct sun				
1.6	Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		Quite cluttered esp especially outside multi-unit buildings: rubbish, mail				
1.7	Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		Typical arterial road character needs something to distinguish it? gateway at Airport Rd?				
1.8	Opportunities for play/recreation	Formal and informal play and recreation opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		NIL				
1.9	Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		Small trees and signs long stretches without trees				
1.10	Flexibility for events etc.	Suitable space, power, water, BBQ,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		NIL.				

Henley Beach Road PLACECHECK

October 2023

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
2. Success factors for... ACCESS + MOVEMENT (Link)						
2.1	Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		Not enough shade or rest stops.				
2.2	Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
		Fast moving traffic and not enough crossings. Many crossroads. Footpaths need continue.				
2.3	Wayfinding	legibility, clarity of information/signage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Fair				
2.4	Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Side streets are quite green with traffic calming				
2.6	Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		Cyclists prefer to use footpath				
2.7	Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.8	Safety for traffic	Slow speed, Intersection safety, Parking conflicts, clear sight lines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Major intersections like Millbrooks Rd have dedicated right & left hand turns.				
2.9	Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Minimum BOA requirements met with pram ramps etc.				
2.10	Public transport	Clear, safe access to bus and train stops and services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		bus stop.				
2.11	Easy loading/drop off	Convenient drop-off/ loading zones, easy to find, that do not impact on other road users, including for coaches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



B

Henley Beach Road PLACECHECK

October 2023

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
1. Creating... PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1	Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	0	✓	0	0
		Number of school students near Marion Rd. Overall LESS than Tommas Plaza area.				
1.2	Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street.	0	✓	0	0
		Large signs visible from vehicles. Some small businesses & shops with visible signage				
1.3	Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	0	✓	0	0
		New office buildings coming up indicate good demand? wide mix of businesses.				
1.4	Doing business on the street	Outdoor dining, retail displays, interesting window displays	0	0	✓	0
		Many window displays are dated. Some exceptions.				
1.5	Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	0	0	✓	0
		LOUD. POOR air quality. Street trees mitigate against this.				
1.6	Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).	0	0	✓	0
		Tree roots cause wear and tear. Houses place bins at front. Vacant homes a bit unkempt				
1.7	Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning	0	✓	0	0
		Some interesting period houses. Pocket Park has nice murals. Shops reflect diverse communities & culture				
1.8	Opportunities for play/recreation	Formal and informal play and recreation opportunities	0	0	✓	0
		Pocket park does not have play space or equipment				
1.9	Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD	✓	0	0	0
		Make and provide shade though nonhomogenous.				
1.10	Flexibility for events etc.	Suitable space, power, water, BBQ,	0	0	0	✓

Henley Beach Road PLACECHECK

October 2023

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
2. Success factors for... ACCESS + MOVEMENT (Link)						
2.1	Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops	0	0	✓	0
		Narrow footpaths and obstacles like bins, signs and bus shelters. Shade OK				
2.2	Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street	0	0	✓	0
		Difficult to cross. Cars move at high speeds. Footpaths right on verge.				
2.3	Wayfinding	legibility, clarity of information/signage	0	0	✓	0
		Missing				
2.4	Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings.	✓	0	0	0
		Side streets are walkable				
2.6	Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking	0	0	✓	0
		Some school children seen riding on footpaths because road is unsafe				
2.7	Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion.	0	✓	0	0
2.8	Safety for traffic	Slow speed, Intersection safety, Parking conflicts, clear sight lines	0	0	✓	0
		60km/h zone quite high. Some concealed driveways.				
2.9	Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements.	0	0	✓	0
		due to walkability issues.				
2.10	Public transport	Clear, safe access to bus and train stops and services	0	✓	0	0
		Presence of bus stops.				
2.11	Easy loading/drop off	Convenient drop-off/ loading zones, easy to find, that do not impact on other road users, including for coaches	0	0	0	0



Henley Beach Road PLACECHECK

October 2023

TORRENSVILLE PLAZA area

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
1. Creating... PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1	Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	0	✓	0	0
		mostly on north side, lacking on south where footpaths are narrow.				
1.2	Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street.	0	✓	0	0
		Again on north side. traffic speed feels high. Noise is palpable.				
1.3	Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	0	✓	0	0
		Diversity is a hallmark -> multicultural Torrensville Plaza is busy.				
1.4	Doing business on the street	Outdoor dining, retail displays, interesting window displays	0	✓	0	0
		only a few places. Not very pleasant to sit outside. Some exceptions like Kalydos Patisseries.				
1.5	Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	0	0	✓	0
		Lack of street furniture Amenities poor - noise, dust, air pollution				★
1.6	Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).	0	0	✓	0
		Some facades seem tired. Clutter present. Although many fantastic facades nearby intact.				★
1.7	Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning	0	✓	0	0
		visual interest old buildings still the story of the place. mixed styles.				
1.8	Opportunities for play/recreation	Formal and informal play and recreation opportunities	0	0	0	✓
		No connection to public open space				★
1.9	Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD	0	✓	0	0
		tree high - sparse footpath Make street trees on south. Lacking biodiversity and low planting.				
1.10	Flexibility for events etc.	Suitable space, power, water, BBQ.	0	0	✓	0
		Lacks open space/plaza/room.				

1. Proximity to a main road

Henley Beach Road PLACECHECK

October 2023

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
2. Success factors for... ACCESS + MOVEMENT (Link)						
2.1	Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops	0	✓	0	0
		not clear foot path width is comfortable. confined area - awnings on North. South side very narrow legacy driveway (loss of access) - when.				★
2.2	Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street	0	✓	0	0
		Pedestrian movements show more desire for crossings, as they many dash across the road				★
2.3	Wayfinding	legibility, clarity of information/signage, gateways	0	0	✓	0
		Serviceable but might need more signposting / precinct identity as the street is very long.				★
2.4	Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings	0	✓	0	0
		Network of side streets connect local residents to HBR.				
2.6	Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking	0	✓	0	0
		Marked bike lane in roadway not narrow and often in conflict with parked cars.				
2.7	Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion.	0	0	✓	0
		A lot of spaces to park in especially at shopping centres. Street parking always an option.				★
2.8	Safety for traffic	Slow speed, Intersection safety, Parking conflicts, clear sight lines	0	✓	0	0
		pinchpoints at side st. ✓				
2.9	Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements.	0	✓	0	0
		PPA crossings at side street				
2.10	Public transport	Clear, safe access to bus and train stops and services	0	✓	0	0
		multiple bus stops with seating. high PT zone.				★
2.11	Easy loading/drop off	Convenient drop-off/ loading zones, easy to find, that do not impact on other road users, including for coaches	0	✓	0	0
		loading zones mostly at rear which minimises conflict.				



D = SHIPSTERS
HUNTRISE to
SOUTH Rd.

Henley Beach Road PLACECHECK

October 2023

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
1. Creating... PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1	Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	0	0	1	0
		low - people gather at bus stops				
1.2	Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street.	0	1	1	0
		clear signs but all are off/consulting near sth rd bigger tenancies in this stretch		M- sections		
1.3	Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	0	0	0	0
		vacant restaurant, not maintained - has opp for opening				
1.4	Doing business on the street	Outdoor dining, retail displays, interesting window displays	0	0	1	0
		limited near sth road Handwritten + Barber + vacancies N side near sth rd Shop centre has consult / gov agencies knowing which end a shop is at = confusing (low legibility)				
1.5	Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	0	1	0	0
		reasonable - 2 sets of seats N side near sth rd some good front fences for seating - often shady + private landscaping.				
1.6	Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).	0	1	0	0
		wide paths, good surface, more exposed, median trees only. few awnings nice near mainhouse. Various private land amenity		obviously a high-car-traffic area		
1.7	Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning	0	0	1	0
		limited				
1.8	Opportunities for play/recreation	Formal and informal play and recreation opportunities	0	0	1	0
		Few - no space!				
1.9	Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD	0	1	0	0
		private landscaping ok some street beds un maintained tree in median dead near shipstvs s side place trees		median tree planting gaps		
1.10	Flexibility for events etc.	Suitable space, power, water, BBQ,	0	0	1	0
		low - no space! Logical to line up with the smaller rd's				

low identity / visual between the sections of the street

Henley Beach Road PLACECHECK

October 2023

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
2. Success factors for... ACCESS + MOVEMENT (Link)						
2.1	Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops	0	1	0	0
		good wide paths, less shelter near sth rd Narrow paths near shipstvs private fences = rest stop		ok rest stops		
2.2	Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street	0	0	1	0
		low eyes on street - except cars few crossings		Crossing comfort		
2.3	Wayfinding	legibility, clarity of information/signage	0	0	1	0
		not really - where are they going?		where are we going?		
2.4	Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings.	0	1	0	0
		side streets only but ok				
2.6	Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking	0	1	1	0
		N side has bike lane. S side doesn't have bike lane - bikes on f path until falcon st. Bike lane N side main M-F		half good half shocking		
2.7	Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion.	1	0	0	0
		very - impatient drivers!				
2.8	Safety for traffic	Slow speed, Intersection safety, Parking conflicts, clear sight lines	0	1	0	0
		lots of traffic, speeds lots of parking out front/private of ship centres		Busy!		
2.9	Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements.	0	1	0	0
		ok - some tactile surfaces				
2.10	Public transport	Clear, safe access to bus and train stops and services	0	1	0	0
		bus stops, clear ways for bus lanes		bus stops could be nicer		
2.11	Easy loading/drop off	Convenient drop-off/ loading zones, easy to find, that do not impact on other road users, including for coaches	0	0	1	0
		not really - stressful - side streets better				



e = SOUTH Rd to JCD.

Henley Beach Road PLACECHECK

October 2023

A framework for understanding, discussing and recording the attributes and identifying key opportunities.

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
1. Creating... PLACES FOR PEOPLE AND FOR DOING BUSINESS (place)						
1.1	Foot traffic - indicators of overall walkability	Pedestrian counts, overall street-presence and level of activity on the street, diversity of people (old, young, smart, scruffy etc.)	0	0	1	0
		Wide, decent paths, but dirty, wheely bins in resi east shade good in awnings plenty of ppl but it doesn't look inviting crossing of school is precarious			make it a choice not requirement	
1.2	Visibility	Business premises and signage clearly visible to pedestrians and motorists. Slower speeds and clear sight lines facilitating way-finding on the street.	0	1	0	0
		Shops are dark, some good signage, some clutter, visibility blocked by parked cars				
1.3	Economic Vitality	Shops are open for business, no vacancies, diversity of shops / services, creating a unique, inviting and intriguing place.	0	1	0	0
		good in east with small retail on N side. S side = poor less diverse and bigger office/consult = less visually rich				
1.4	Doing business on the street	Outdoor dining, retail displays, interesting window displays	0	1	0	0
		MILE END HOTEL = outdoor dining side street shops front on N/A. southern shops = poor activation (to office) - dark + appear closed			Some good office/consult = poor	
1.5	Opportunities for sitting, congregating	Convenient seating, clean, well maintained, low noise levels, climate positive (sun/shade; heat/coolness; breeze)	0	0	1	0
		Mile end hotel 3 little birds distillery / pizza, coffee shop seating opposite school			few + few between	
1.6	Quality of public realm	Level of 'wear and tear', paving, public realm, street aesthetics, lighting, drainage, road surface, rubbish collection, quality detailing, clutter free, well maintained buildings (including facades).	0	1	0	0
		pretty good			very basic but car area = not locked	
1.7	Interest!	Public art, local history, people to watch, overall attractiveness, interesting buildings, sense of place, culture, learning	0	0	1	0
		good in fine grain retail/hospo school is open in car parks out front			especially near shops	
1.8	Opportunities for play/recreation	Formal and informal play and recreation opportunities	0	0	1	0
		Few				
1.9	Street trees + landscaping	Quantity, quality, health, species, biodiversity, WSUD	0	1	0	0
		good median trees southern side resi = good veg/trees occasionally Plane trees mostly = shade			median plantings + landscaping generally could be improved	
1.10	Flexibility for events etc.	Suitable space, power, water, BBQ.	0	0	1	0
		poor			no space!	

Henley Beach Road PLACECHECK

October 2023

Street Health - Success Factors	Indicators	Good - minor / no improvements required	OK - opportunity for improvement	Poor - significant improvement opportunity	N/A - for this street segment	Top 5 priority?
2. Success factors for... ACCESS + MOVEMENT (Link)						
2.1	Opportunities to walk	Wide, level footpaths, Shade and shelter, no obstacles, good surfaces, rest stops	0	1	0	0
		good wide footpaths, good shelter in east side School = poor shelter. awnings mostly				
2.2	Safety for pedestrians	safe street Crossings, Intersections, Protection, Separation, Slow traffic speed, well lit, Personal safety, Eyes on the street	0	1	0	0
		not many crossings. intersections are basic good separation, higher speed traffic, south side = low passive surv.			crossings = bad especially in front of school	
2.3	Wayfinding	legibility, clarity of information/signage	0	0	1	0
		few, but where are ped's going to?				
2.4	Accessible by Pedestrians from surrounding area	Quality pedestrian connections from surrounding area and no major barriers, safe crossings.	0	1	0	0
		mediocre permeability mid-block, but blocks aren't huge.				
2.6	Accessible by Bicycle	Presence of bikes, bike lanes, safe bike parking	0	0	1	0
		Decent bike lane s/side to South rd (clearway?) N/A side = 1hr p m-f 9:30-5. No bike lane			N-side half bike	
2.7	Accessible by Car	Convenient parking, close to housing and other destinations e.g. schools. No major congestion.	1	1	0	0
		Very accessible. Parking on N side only + side streets				
2.8	Safety for traffic	Slow speed, Intersection safety, Parking conflicts, clear sight lines	0	1	0	0
		clearway on HBR south (?)				
2.9	Disabled + Age Friendly Access	Easy access for wheelchairs, frames, gophers and other mobility requirements.	0	1	0	0
		ok, but not welcoming - some tactile surfaces, clear building lines/facades on s/side				
2.10	Public transport	Clear, safe access to bus and train stops and services	1	1	0	0
		good. Limited seating at bus stops Bus lane N side 7:30-7:30am M-F			bus stops could be nicer	
2.11	Easy loading/drop off	Convenient drop-off/ loading zones, easy to find, that do not impact on other road users, including for coaches	0	1	0	0
		limited on s/side, ok on N side				