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CONFIDENTIAL DRAFT
FOR CONSULTATION

Jetty Road Glenelg Masterplan

Prepared for City of Holdfast Bay

oxygen

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City of Holdfast Bay

Contents

Introduction	7	Strategies	75
Overview		Movement & Access	
Jetty Road Over Time		Public Realm	
Existing Streetscape		Activation	
Jetty Road Now		Built Form	
Street Character			
Key Views & Precinct Themes		Strategic Implementation	117
Realising Jetty Road’s Potential		Realising the Vision	
Community Engagement		Implementation	
Planning Framework		Management & Maintenance	
		Budget Summary	
Vision & Principles	33	Timeline	
Principles		Next Steps	
Framework			
		Supporting	
The Jetty Road Template	39	Documentation	129
Street Composition			
Scenarios & Considerations			
Typical Template			
Quality			
The Masterplan	47		
Zones			
Coast			
Core			
Gateway			

A statement from the City of Holdfast Bay



COUNCIL STATEMENT JETTY ROAD MAIN STREET COMMITTEE CHAIR STATEMENT



Jetty Road functions successfully as a ‘high street’, serving the local Glenelg community and those attracted to the street’s character and atmosphere.

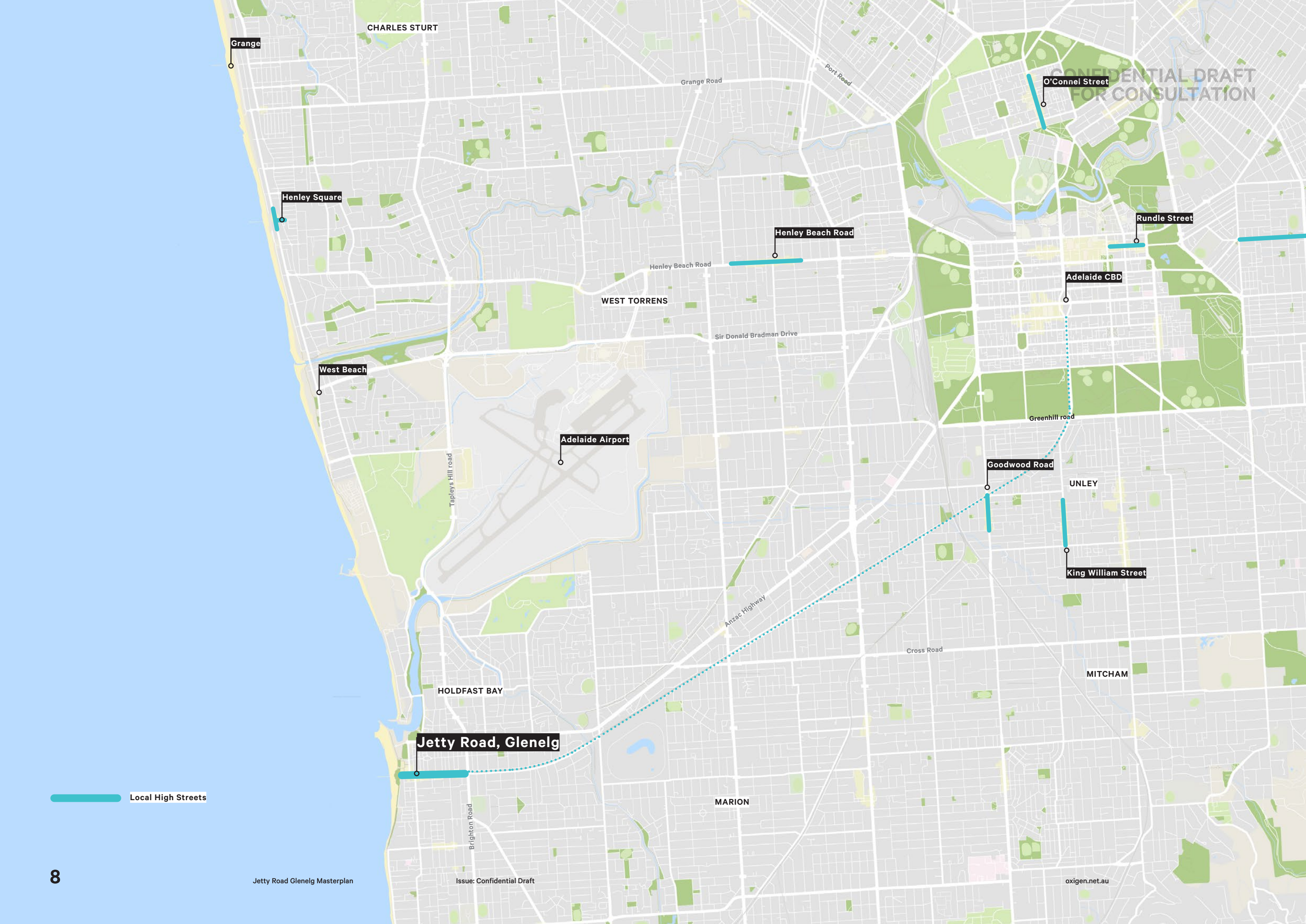




Introduction

The Masterplan for Jetty Road is a planning and design framework that describes a vision for the street and provides a guide for future development over time. Jetty Road and its broader precinct is currently a focus for recreation, entertainment and business, working successfully as a high street that serves the local Glenelg community. It is also a major tourist destination in South Australia.

This Masterplan retains the distinctive character of Jetty Road, whilst proposing new ideas and improvements that contribute to the attractiveness and function of Jetty Road.



Grange

CHARLES STURT

Henley Square

Grange Road

Port Road

O'Connell Street

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Rundle Street

Henley Beach Road

Henley Beach Road

WEST TORRENS

Sir Donald Bradman Drive

West Beach

Adelaide Airport

Tapleys Hill road

Greenhill road

Goodwood Road

UNLEY

King William Street

HOLDFAST BAY

Jetty Road, Glenelg

MARION

MITCHAM

Cross Road

Anzac Highway

Brighton Road

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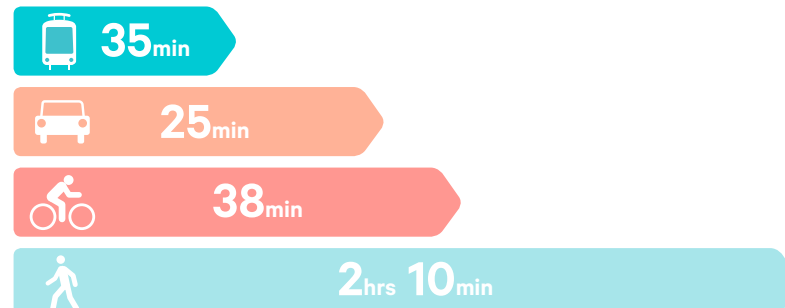
oxygen.net.au

Local High Streets

Introduction

700m in length
20m average width

In 2016
over 1 million
people made day trips to Glenelg



Approximate travel times from the Adelaide CBD to Jetty Road Glenelg.

Jetty Road runs for 700m between Brighton Road and Moseley Square. The street's cross section is shared between footpaths, parallel parking and one lane of traffic each way. The vehicle zone is also shared by the Adelaide - Glenelg tram which runs along the centre of the street with an up and down track.

Land uses along Jetty Road are mixed commercial and retail uses attracting tourists and providing facilities and services for Holdfast Bay residents. The street is most busy during summer, with large crowds attracted to Jetty Road's shopping, cafes, restaurants and Glenelg Beach, particularly at weekends. The street is less busy in winter, although provides for regular tourists and Holdfast Bay residents.

Whilst Glenelg as a whole is a popular destination, Jetty Road itself suffers from over-crowding in summer, particularly at its western end, and functional and 'safety concerns' associated with the mix of pedestrians, cycles, vehicles and trams.

To many, the public realm comprising the street's footpaths, signage, public art, street trees and furniture is 'tired' and requiring a re-think and improvement for function and aesthetics.



Elements of Jetty Road Glenelg



Overview

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Strategic Approach

Council's intention through the preparation of the Masterplan for Jetty Road is to provide a planning framework that outlines a preferred future for Jetty Road. The intention is to build on the streets intrinsic character by increasing functionality, amenity and commercial opportunity.

Working in conjunction with the South Australian Government and through consultation with local businesses and the community, Council's intention is to articulate a multi-pronged strategy by prioritising the following:

- Revise the layout of the street to accommodate new uses, increase functionality, increase amenity, and achieve durability and flexibility to change over time.
- Increase public access and pedestrian use of the street.
- Reinforce Jetty Road's reputation as a primary tourist destination with vibrant public spaces.

Attractive and well-used places attract new uses and retain existing ones, in turn supporting investment. Reinforcing Jetty Road as a destination that functions well, will encourage further public and private investment to the benefit of local businesses, Holdfast Bay residents and tourists.



Character & sense of place

Character is influenced by many factors, including physical, cultural, social and economic layers. Maintaining character requires consideration of:

- collaborative action;
- long term vision;
- future heritage;
- reference to Glenelg as a 'place';
- an accessible, comfortable and vibrant environment; and
- a coastal destination.

Building on existing

Jetty Road contains many heritage buildings that celebrate the city's history and endeavour. New work proposals outlined in the Masterplan build on this heritage, protecting the past and building for the future.

'2030' Long term vision

The Masterplan is developed from a set of 'design principles' that establish a long term vision for Jetty Road.



Key Moves

The Masterplan is intentionally ambitious, outlining medium to long term aspirations for Jetty Road that reinvigorate the streets appearance and functions. In the shorter term, key moves are identified that drive transformation of the street.

Intentions for Transformation

The brief prepared by the City of Holdfast Bay Council sought to improve the functionality and amenity of the street whilst retaining its existing character. Council recognised a need for overall consistency along the length of Jetty Road, whilst recognising that the character will vary according to differing adjacent land uses along the length of the street.

The Masterplan

The Jetty Road Glenelg Masterplan comprises a set of principles, drawings, text and illustrations that illustrate the framework for future development of Jetty Road. It describes the desired character of the public spaces, including the footpaths and the general street cross section along the length of the street. The Masterplan also describes the types of activities intended to be accommodated, as well as the under-lying design structure of kerblines, intersections, street tree planting, lighting and furniture that contributes towards the quality and feel of the street. It is intended that the Masterplan helps the public visualise and for Council and the South Australian Government to plan and implement renewal.

Vision and Principles

Jetty Road is an important contributor to the popularity and vitality of Adelaide's metropolitan coastline. Improvements outlined in The Masterplan seek to improve the function, amenity and safety of the street.

Sustainability and feasibility underpin the design. The public spaces comprising Jetty Road must still be wonderful places to be in for future generations in a world affected by climate and economic change.

The proposal must be feasible not only to build, but to maintain, particularly as the density of built form increases and more people use the street everyday.

Strategies

The Masterplan describes strategies on how the street works. The program for Jetty Road's public spaces drives the design, realising spaces that meet the needs and expectations of many users.

Early implementation strategies reconfigure kerb lines and intersections to establish a long term structure and spatial arrangement of the street. New street trees reinforce the urban streetscape structure of Jetty Road, as well as increasing the amenity of the street for pedestrians.

Implementation of the Masterplan also sees new footpaths, lighting, street furniture, plazas and public art.

Implementation

Reconfiguring the street geometry and strengthening key public spaces are the first phase of implementation.

These works occur in conjunction with other adjacent works concerned with the side streets and pedestrian laneways running perpendicular to Jetty Road.

The Masterplan proposals have been tested against budgets for construction and maintenance with the goal of increasing the attractiveness of Jetty Road as a destination and catalyst for future private and public investment along and adjacent to the street.



New Gateways



Vibrant Laneways



Public plaza

The character behind Jetty Road Glenelg has evolved over time: these layers of history and endeavour are still evident in the buildings and types of uses currently found along Jetty Road.





Change over time

Jetty Road has evolved over a period of 120 years to be one of South Australia's, and Adelaide's, most important tourist destinations and important locations in South Australia's history. At the same time, Jetty Road serves the local Holdfast Bay community, offering facilities and services to an increasing residential population.

Change over time

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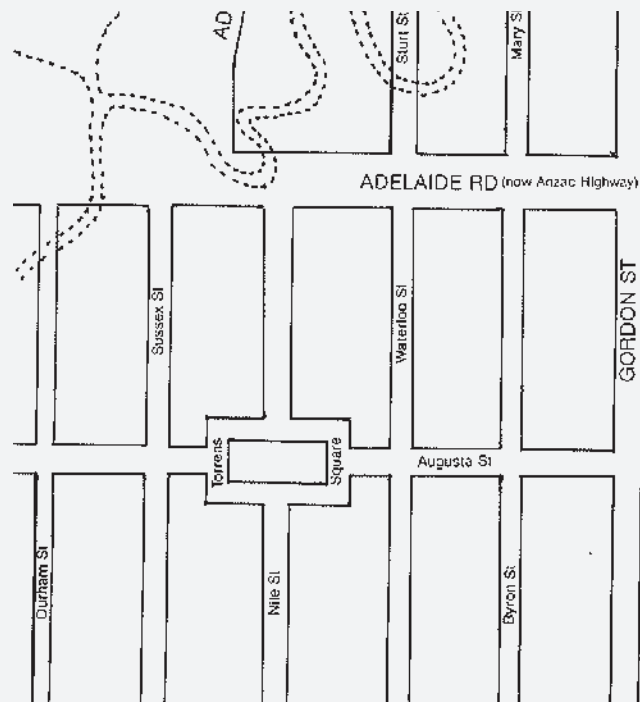


JETTY ROAD
LOOKING WEST **1876**

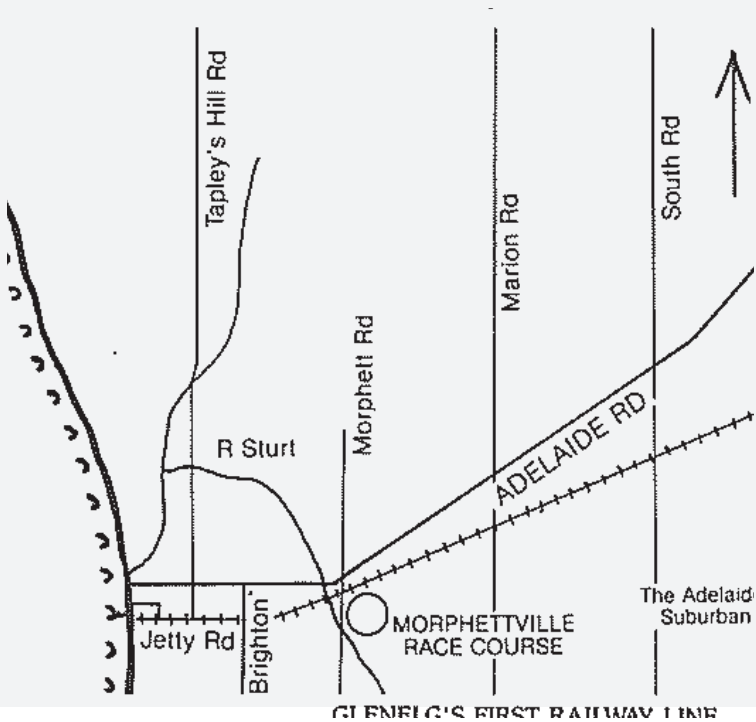


1920 MOSELEY SQUARE

1839 TOWNSHIP PLAN
FOR GLENELG



1873 RAILWAY LINE TO GLENELG
ESTABLISHED



GLENELG'S FIRST RAILWAY LINE

1904 JETTY ROAD
LOOKING EAST





LUNA PARK
OPENED **1930**



JETTY ROAD
PARADE **1921**



Change over time

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MOSELEY SQUARE
LOOK WEST

1936



1950



1937

JETTY ROAD
LOOKING EAST



1979

GLENELG TRAMS
GOLDEN JUBILEE



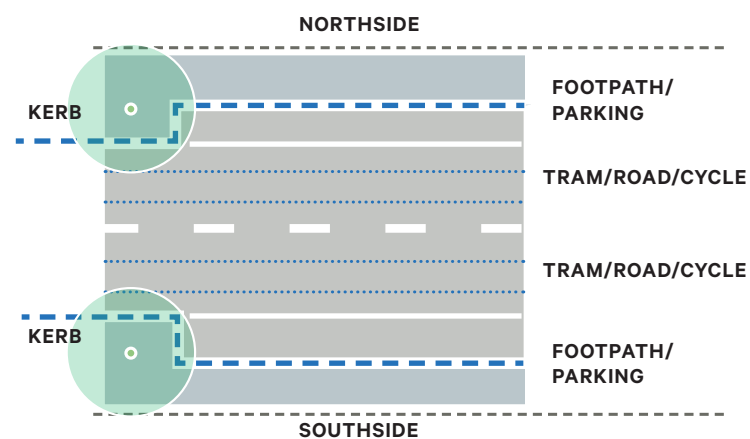
Jetty Road Existing

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Existing Streetscape

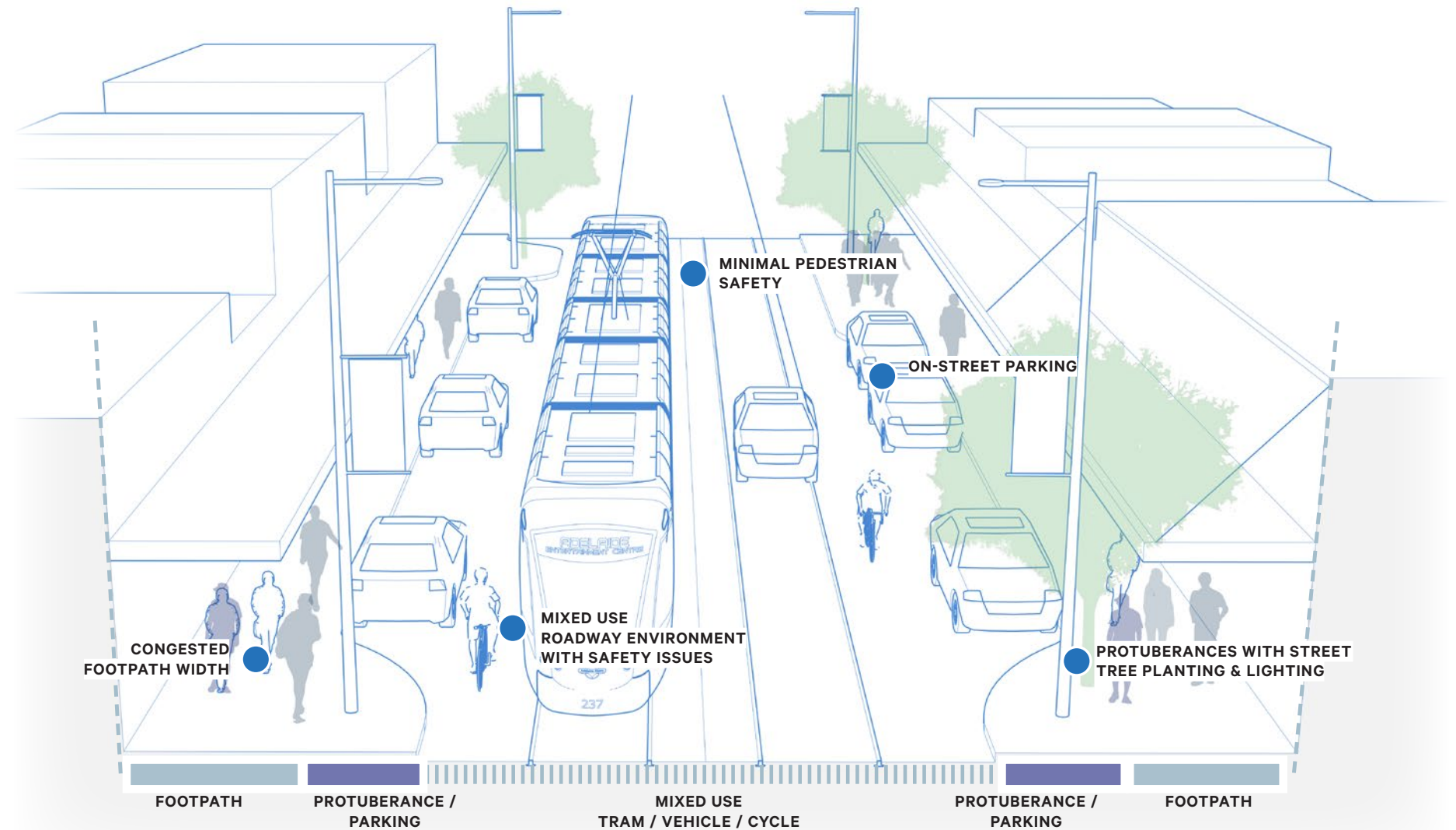
A major objective of the Jetty Road Masterplan is to upgrade the function and amenity of the street, replacing aging assets and improve the attractiveness of the street and adjacent precincts

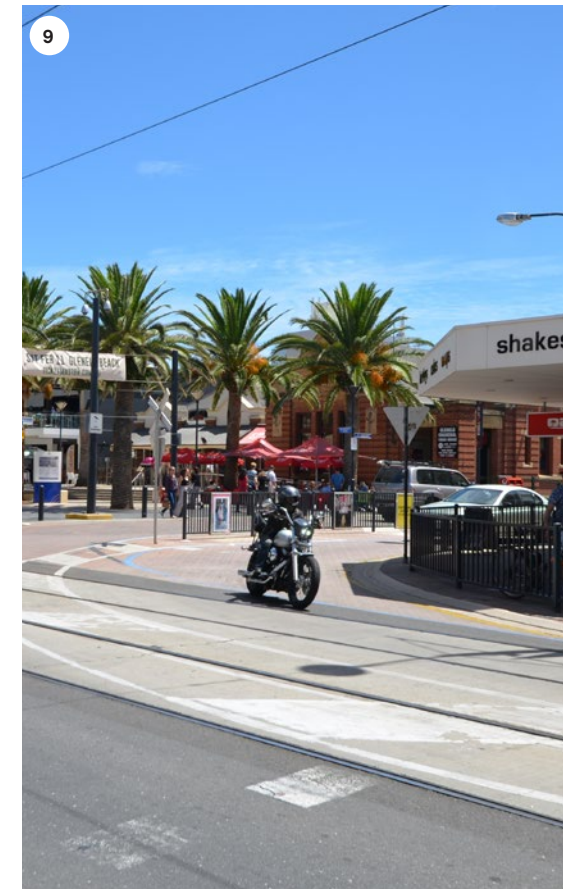
The mix of pedestrians, cycles, vehicles, on-street parallel parking and loading zones, and trams often results in congestion, particularly during summer. Whilst footpaths are generally wide enough, they are sometimes constricted by the location and abundance of street furniture including bollards, bench seats and an array of signage. There is minimal room left for outdoor dining and where it occurs, this can create bottlenecks for pedestrians. Footpath protuberances provide some respite, but mainly function as cross-over points or locations for lighting and street trees



Existing typical plan of Jetty Road

Existing typical street cross section





1. Moseley Square cafés & restaurants
2. Moseley Sq & Colley Terrace
3. Jetty Road Street Party
4. Moseley Square tram stop
5. Glenelg Town Hall
6. Active businesses
7. Jetty Road West
8. Heritage buildings
9. Moseley Square & Colley Terrace

Jetty Road Now

Legend - Existing

- Landmark
- Bus Stop
- Tram Stop
- Cycle way
- Public park
- Public Toilet
- Public/private off-street parking
- Existing on-street parking
- Existing side street parking





TORRENS SQUARE

AUGUSTA STREET

COLES

P

BAYSIDE VILLAGE

JETTY ROAD

ST ANDREWS
UNITING CHURCH

ST MARY'S
MEMEORIAL SCHOOL

GU FILMHOUSE

TELSTRA GLENELG
EXCHANGE

SOAL STREET

NILE STREET

WATERLOO STREET

BYRON STREET

JETTY STREET

GORDON STREET

EITZEN STREET

ROSE STREET

BRIGHTON ROAD

CHAPEL STREET

MILTON STREET

COWPER STREET

PARTRIDGE STREET

HIGH ST

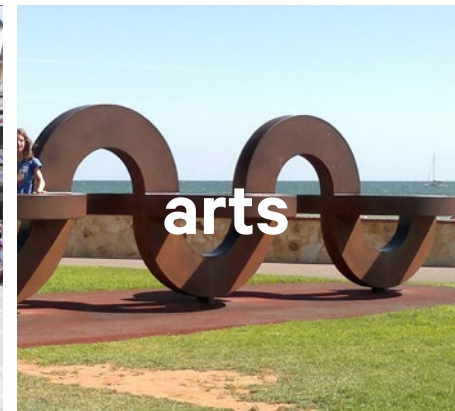
Street Character

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Jetty Road's street character reflects its built-form evolution over time, mixed uses, significant heritage buildings and 'comfortable' street scale. This character is enhanced and brought to life through the strong community culture and relaxed coastal vibe that makes this High Street appealing. The Jetty Road Masterplan preserves this local character whilst refreshing the public realm.



community



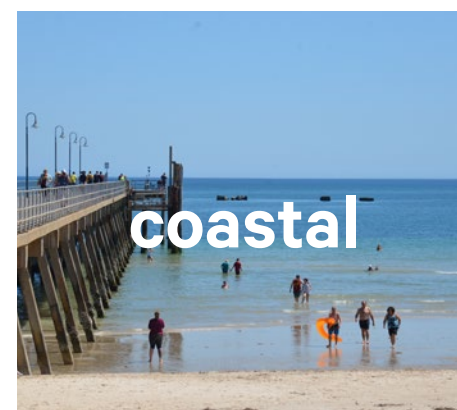
arts



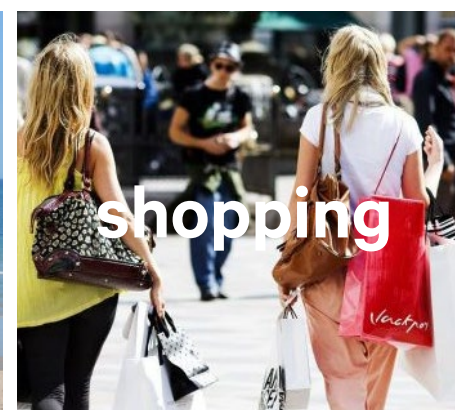
tourism



heritage



coastal



shopping



developing



transport

<1870's



1890 - 1920



1920 - 1970



1970 - 2017



Future Plan



Street Function

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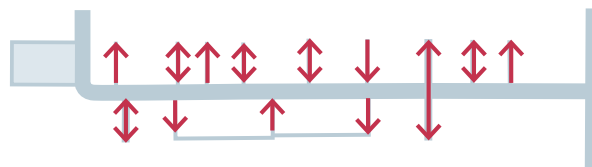
What makes Jetty Road work?

Jetty Road comprises six key functions that contribute to its character. These key functions provide the building blocks for how to deliver a Masterplan that is visionary and bold, yet still acknowledges Jetty Road's history and character.



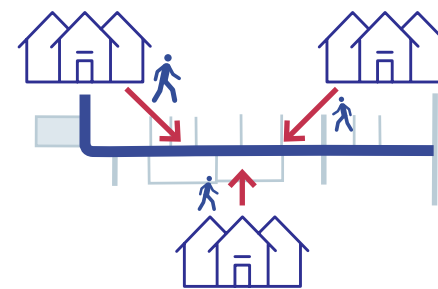
Peak seasonality

Jetty Road fluctuates over the year, dependant on season. Peak season through summer and spring, the street acts as a tourist destination. There is a strong focus towards festivals, local community events and other outdoor recreational activities. Whilst in winter visitor numbers reduce and Jetty Road caters predominantly for Holdfast Bay residents, functioning as a local community high street.



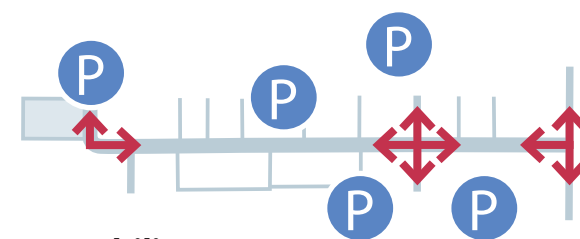
Side streets

Side streets and pedestrian lanes are key components to the success of Jetty Road as a high street extending retail, commercial and hospitality uses.



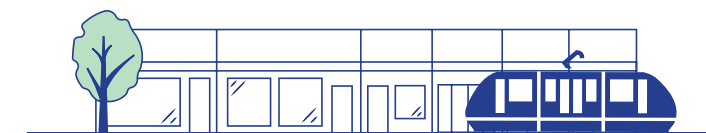
Community Culture

The existing Jetty Road population has a strong community culture based on long term residents, increasing numbers of 'sea change' baby boomers and a steady flow of visitors. This mix creates a relaxed coastal atmosphere that distinguishes Jetty Road from other High Streets. People are drawn to Jetty Road and Glenelg for active recreation, shopping, dining and living.



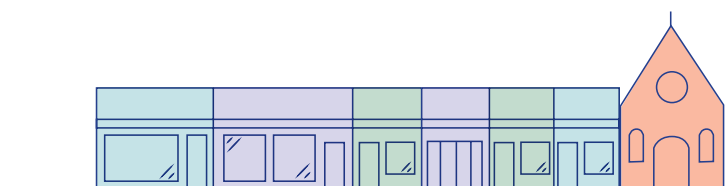
Access & mobility

Jetty Road is accessible from outside the immediate district by car or public transport. Traffic volumes are concentrated at the two major gateways and the Partridge and Gordon intersection. Carparking is offered through limited on-street spaces and in side streets. There are a number of structured carparks offering up to 2,000 spaces immediately adjacent to Jetty Road. Business generally service their premises from lanes and access points at the rear.



Vibrant Street Frontages

Generally businesses front onto the street resulting in an active and vibrant public realm. In some cases outdoor dining is restricted by the width of the footpath and street furniture clutter.



Mixed Use

Jetty Road functions effectively as a 'high street' providing community services, shopping and hospitality accessed by Holdfast Bay residents and tourists. This activity is spread over the length of the street and extends into side streets. Whilst residential land use is currently concentrated at Holdfast Shores and along Colley Terrace, there are proposals for apartments fronting or adjacent to Jetty Road.

Views + Precinct Themes

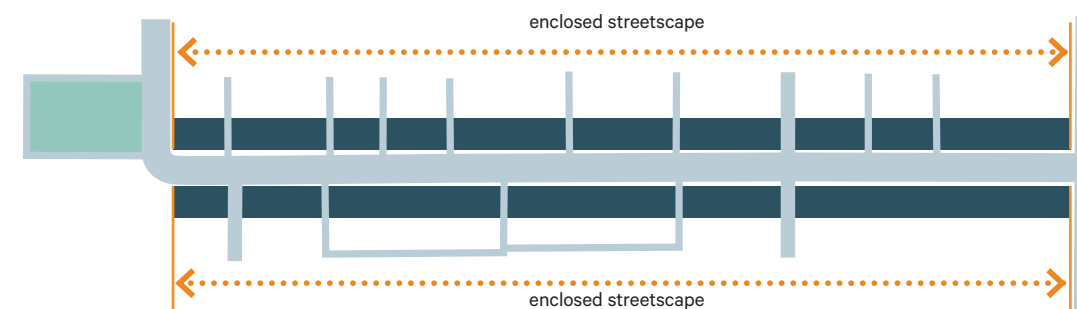
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The east end of Jetty Road is less congested than the west end with generally fewer pedestrians. Buildings are one or two storey in height with active frontages onto the street and continuous verandahs. Buildings tend to be architecturally 'low key' with the exception of the newer Bayside Village shopping centre which sits adjacent the Brighton Road intersection. Views within this zone tend to be visually enclosed within the streetscape cross-section.

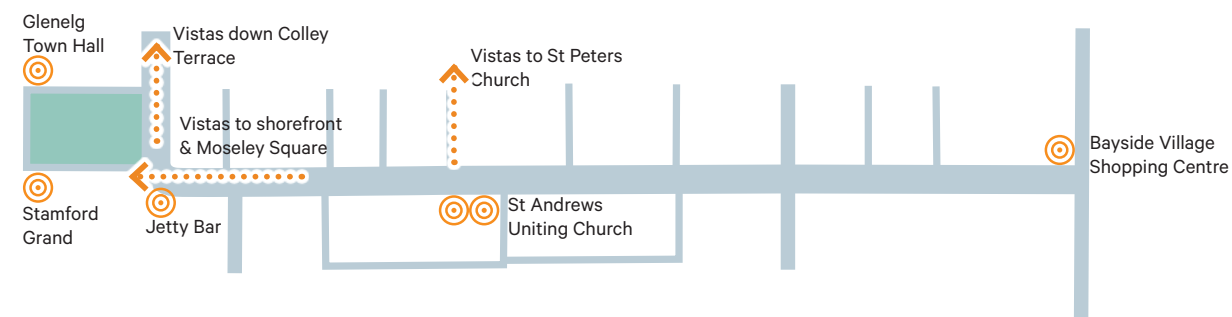
The central zone extending west of Byron Street continues the enclosed character of the street but with a general increase in height and built form presence of buildings. This zone is visually dominated by St Andrews Church which towers above other buildings providing a visual point of identity and reference on Jetty Road.

The west end or beach end of Jetty Road sees increased activity and congestion as uses change from commercial and retail to hospitality. At its far western end Jetty Road opens onto Moseley Square which is visually dominated by the Grand Stamford Hotel and the State Heritage used former Glenelg Council Chambers.

Streetscape character

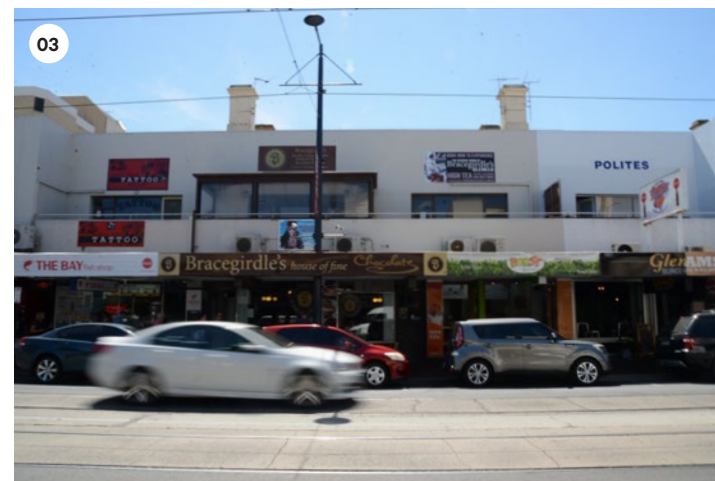


Prominent buildings + Vistas



Distinctive view typologies

- 1 Iconic landmarks
- 2 Medium-high density
- 3 Shop frontages
- 4 Laneways
- 5 Traffic flow
- 6 Beachfront



Facades

Northside facade views

(east to west)



Bayside Village Shopping Centre



Eitzen Street



97 Jetty Road



79 Jetty Rd



Hindmarsh St laneway



West end shop frontages

Southside facade views

(east to west)



Glenelg Telstra Exchange



The Strand Hotel



St Andrews Uniting Church



Jackman Building



Jetty Hotel



Polites 'Moseley Square'

Realising Jetty Road's Potential

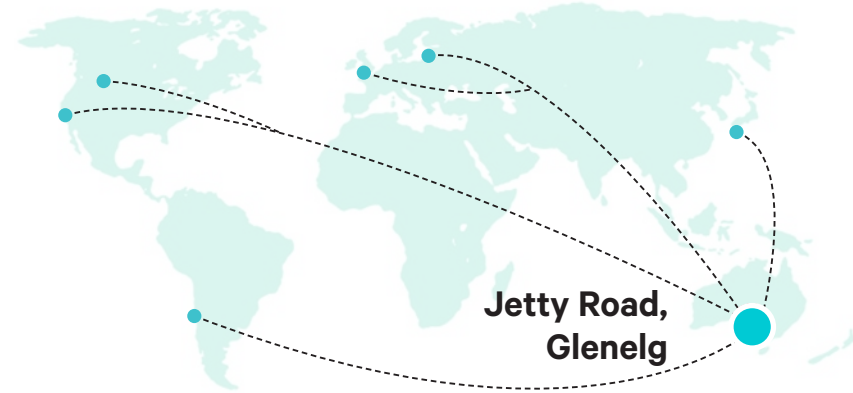
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Benchmarking

Jetty Road sits amongst other significant high streets that identify many great cities. These include examples in Sydney, Portland, Melbourne and other suburbs of other suburbs in Adelaide.

Jetty Road is popular not only for the residents of Glenelg, but the street is a destination for the wider Adelaide community. The street shares with other successful high streets an active public realm with mixed use development.

Similar succesful high streets share characteristics such as pedestrian-friendly scale, active ground floor uses, mixed uses that include retail, hospitality and community services, and provision of adequate resources for management and maintenance.



George Street Sydney, Australia



George Street shows a successful integration of a high quality public realm with an inner-city light rail network. Over a 3km length it encompasses a variety of street characteristics and land uses.

Relevance

- Pedestrian/cycle focus
- Strong heritage background
- Tram integration
- Length: 3km
- Width: 17.2m avg.

Acland Street Melbourne, Australia



Recent upgrades to Acland Street demonstrate the successful transition of merging a vehicle / tram corridor into a strengthened pedestrian environment that caters for shopfronts, tourists and local community services.

Relevance

- Tram integration
- Multi modal
- Consistent tree planting
- Length: 4.8km
- Width: 20m avg.

Chapel Street

Melbourne, Australia



The Chapel Street precinct in Melbourne is defined by its architectural character and a mix of small and diverse tenancies. Visitors are drawn to the street for its vibrant mixed-use character.

Relevance

- Pedestrian / cycle focus
- Strong heritage background
- Tram integration
- Destination street
- Length: 4.13km
- Width: 19.5m avg.

Portland

Oregon, U.S.



Portland has an established network of tram and cycle infrastructure. The trams located within the streetscape have set a benchmark in how public transport can be integrated into the urban fabric.

Relevance

- Pedestrian/cycle focus
- Tram and tree integration
- Tree planting
- Comfortable and attractive public realm

King William Road

Unley, South Australia

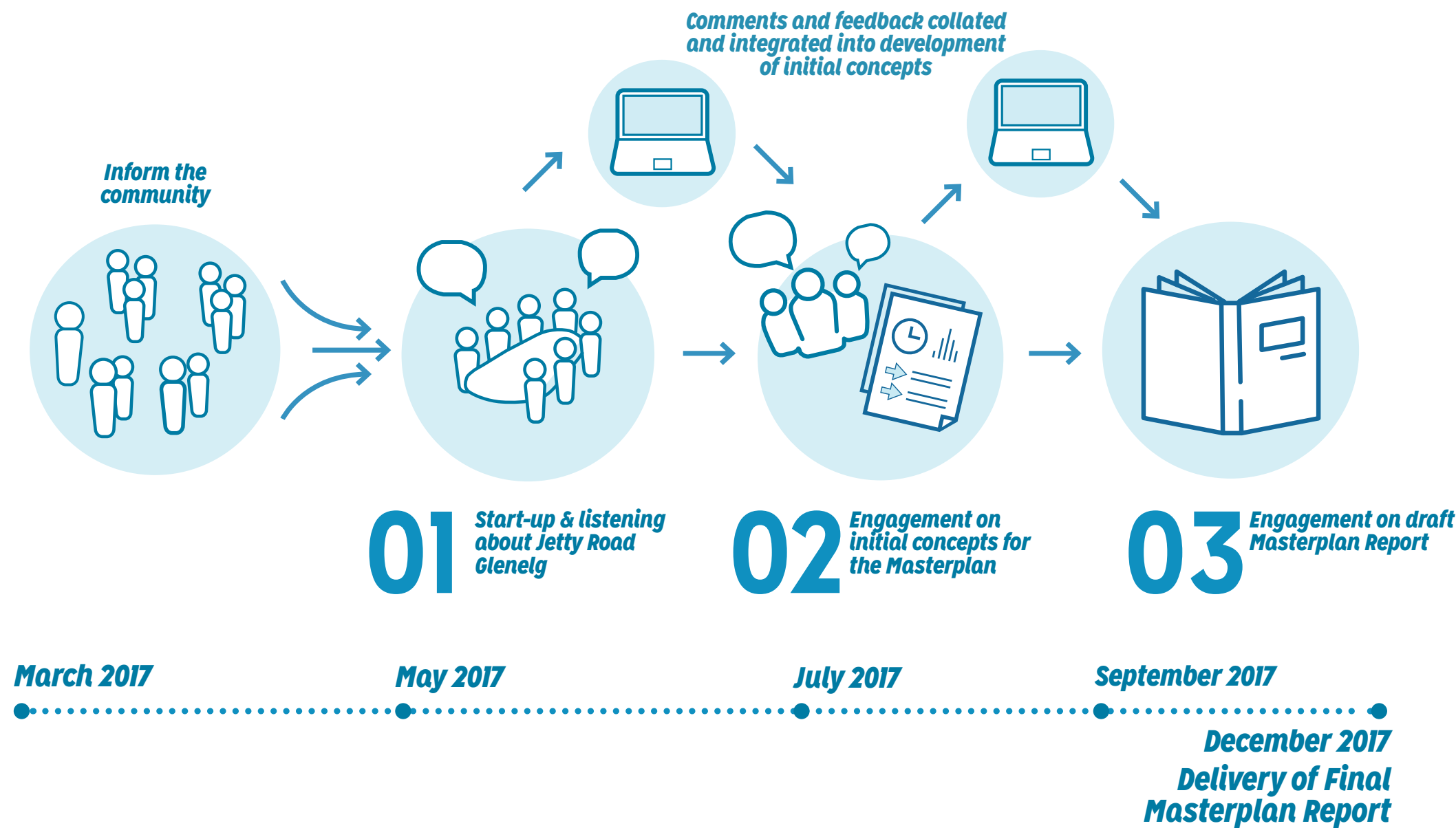


King William Road in Unley also services as a high street accessed by local residents and tourists. The City of Unley is currently undertaking a new masterplan to revitalise the street.

Relevance

- Small tenancies
- Community/village atmosphere
- High street
- Small scale
- Length: 2.1km (paved)
- Width: 16m avg.

Engagement Process



TO BE FINALISED FOLLOWING COMPLETION OF PHASE 2 + 3 ENGAGEMENT



Planning Framework

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State Strategic Plan

6 pillars for success

1. Community

We come from all walks of life but we all walk together. Inspiring one another by our diversity. Strengthening each other in adversity. Weaving the tapestry of South Australia with the threads of all our cultures. This is who we are. This is Our Community.

Vision

Our communities are vibrant places to live, work, play and visit.

- Everyone has a place to call home.
- Strong families help build communities.
- We are safe in our homes, community and at work.
- We are connected to our communities and give everyone a fair go.

2. Prosperity

A strong and diverse economy. Attractive employment opportunities. Jobs for our kids. The ability to retain the best talent. This is what our state needs. Balancing our growth in harmony with our natural environment. This is what will transform South Australia into an economic powerhouse.

Vision

A strong, sustainable economy that builds on our strengths

- We have a skilled and sustainable workforce.
- South Australia plans and delivers the right infrastructure.

3. Environment

If we want a cleaner earth, it's no surprise where the effort begins. We're wiping away our carbon footprint We've learned to reuse and recycle, to carry our shopping without wasteful plastic. This is the legacy we're creating for our children and our children's children. After all, this is Our Environment.

Vision

South Australians think globally, act locally and are international leaders in addressing climate change.

- We look after our natural environment.
- We value and protect our water resources.

4. Health

Good health is everything. Ensuring that our bodies are well-nourished, well-exercised and well-prepared to deal with any situation. At any age we want to be well enough to live our lives to the fullest. This is Our Health.

Vision

We are active in looking after our health.

5. Education

Let's grow our knowledge and encourage kids to love learning. In fact, let's all learn a bit more than we ought to. Whether it's a new trade, a new skill, or a new way of doing things, growing our knowledge will benefit us in the long run. Our kids will be smarter. Our workers will be more productive. Our industries will be more competitive. This is what we can achieve with Our Education.

Vision

South Australians are the best teachers and learners.

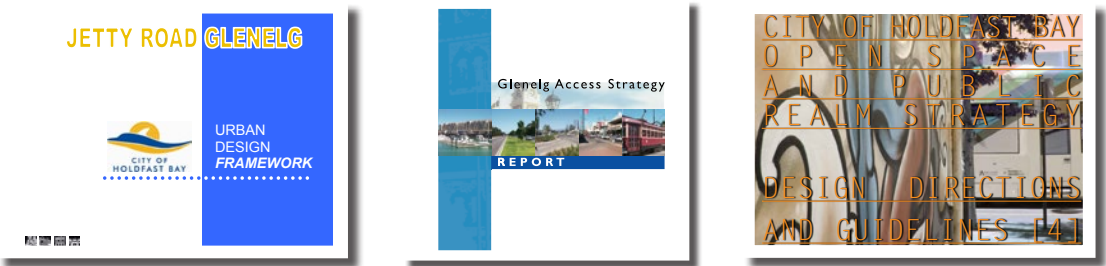
6. Ideas

Living at the frontiers of our imaginations. Upturning conventions instead of being led by them. Challenging the present so that the future is more refreshing than we ever thought it could be. Always seeking to improve. Not pursuing change merely for its own sake, but to revolutionise the way we work and play and live. This is the essence of South Australian creativity. These are Our Ideas.

Vision

South Australians are creative; we innovate to overcome environmental, economic, and social challenges.

Other key strategic framework documents



30 Year Plan

30-YEAR PLAN FOR GREATER ADELAIDE

Draft for Consultation | 2016 Update



Targets

- 1 Protecting our resources.
- 2 Walkable neighbourhoods.
- 3 Smart travel.
- 4 Getting Active.

The 14 Principles

- 1 A compact and carbon efficient city.
- 2 House diversity and choice.
- 3 Accessibility.
- 4 A transit-focused and connected city.
- 5 World-class design and vibrancy.
- 6 Social inclusion and fairness.
- 7 Heritage and character protection.
- 8 Healthy, safe and connected communities.
- 9 Affordable living.
- 10 Economic growth and competitiveness.
- 11 Climate change resilience.
- 12 Environment protection, restoration

Holdfast Bay Development Plan



Holdfast Bay Council

Consolidated - 2 June 2016

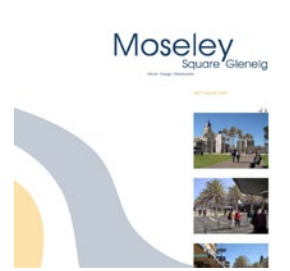
Please refer to the Holdfast Bay Council page at www.sa.gov.au/developmentplans to see any amendments not consolidated.

Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated - 2 June 2016

District Centre Objectives

- 1 Centres that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of visually and functionally cohesive and integrated district centres.
- 3 Centres accommodating medium to high-density residential development in conjunction with non-residential development.
- 4 District centres that have a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages.
- 5 Uses and activities providing, in convenient and accessible groupings, convenience goods and comparison goods to serve the day-to-day, weekly and tourist needs of the community.
- 6 Development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas.
- 7 The provision of facilities to enhance the function and amenity of the zone for pedestrians.
- 8 Development that contributes to the desired character of the zone.







Vision & Principles

A set of design principles provide the planning and design framework to guide and articulate a long term vision for Jetty Road.

The Masterplan Vision

‘A community high street.’

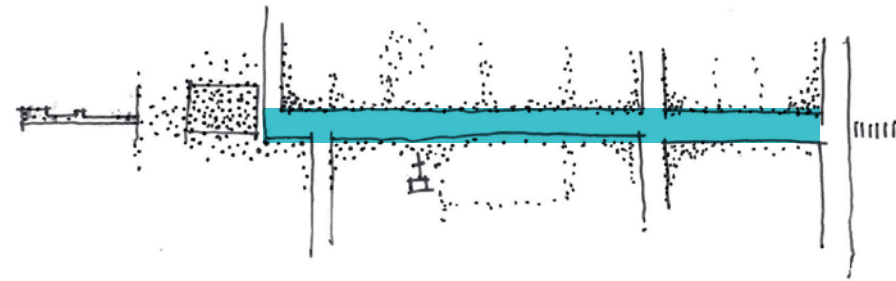
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The aim of the Masterplan is to retain the distinctive character of Jetty Road, whilst proposing new ideas and improvements that contribute to the attractiveness and function of Jetty Road.

Principles

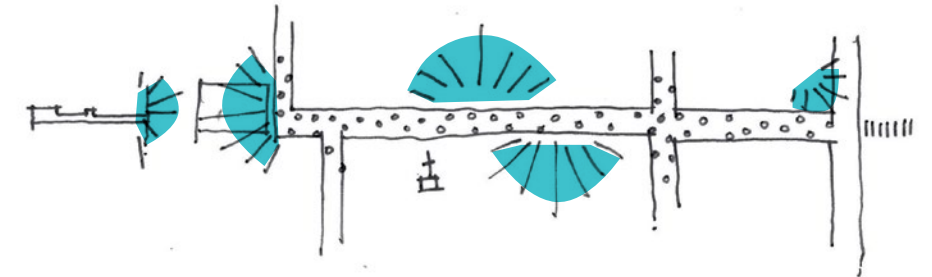
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The primary structural elements on which the Masterplan is based are the 5 fundamental principles. The resolution of these element and their inter-relationship has led to an integrated and connected design outcome that will be socially and economically sustainable.



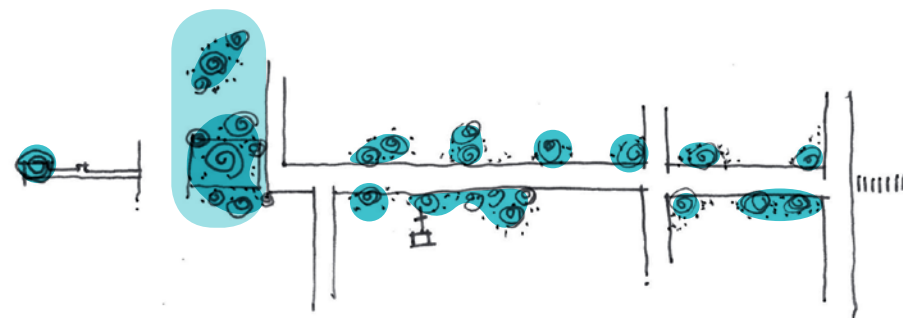
Pedestrian Scale

Repaved and wider footpaths increase pedestrian comfort and safety, and enable greater use of the public realm for outdoor dining and storefronts. The street is active and vibrant during the day and night.



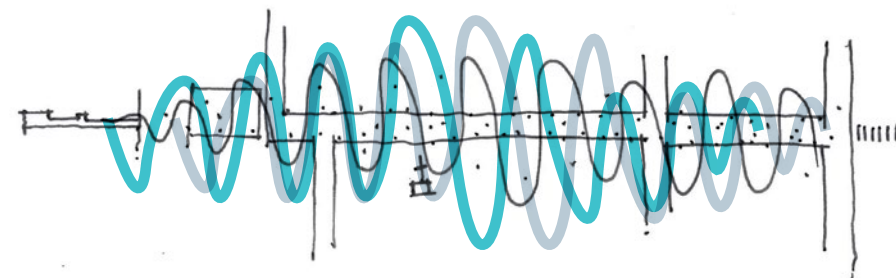
Connected Precincts

Comfortable and safe footpaths link destinations along the street and connect laneways and side streets that feed into the activity of the street. Wayfinding and signage strengthens legibility and orientation along the street.



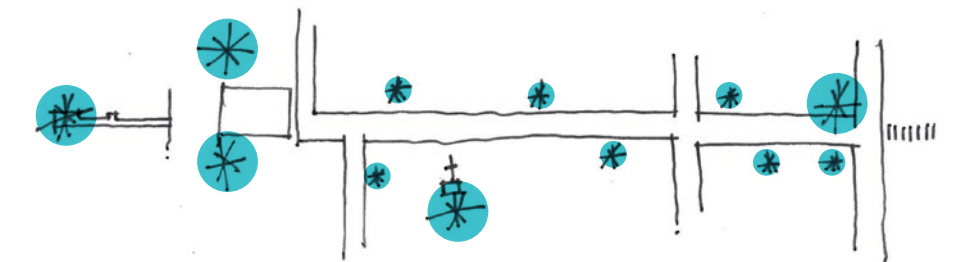
Street Vitality

Jetty Road has a vitality that celebrates the rich social and cultural life of Glenelg. Adjacent public buildings and businesses contribute to and share this energy.



Integrated Built Form

Jetty Road functions best as a mixed use zone. A mixture of local businesses, community spaces, civic buildings and residential buildings enrich the character of the street.



Landmarks

Heritage buildings and other iconic landmarks along the street are retained and protected from future built form that may diminish their stature.

Framework

The Jetty Road Masterplan reinforces the role of the street as a coastal and tourist destination as well as a local high street for the Holdfast Bay community. The Masterplan provides guidance and a solid framework for revitalisation of the street, improving amenity and function.

Improvements to Jetty Road are driven by:

- participation by the private sector and particularly developers who are willing to work with Council to coordinate their proposal with public realm improvements;
- councillors as representatives of the broader Holdfast Bay community, who are seeking improved amenity and function of Jetty Road with the aim of providing a safe and inclusive public realm, including wider footpaths, improved paving, lighting and street furniture; and
- a general acceptance by administrators, planners, designers and community members that we need to design our public spaces to accommodate climate change including planning for tree succession, increased shade and introduction of water sensitive urban design.



ADELAIDE CBD

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MORPHETTVILLE
RACECOURSE

GLENELG OVAL

JETTY ROAD

MOSELEY SQUARE





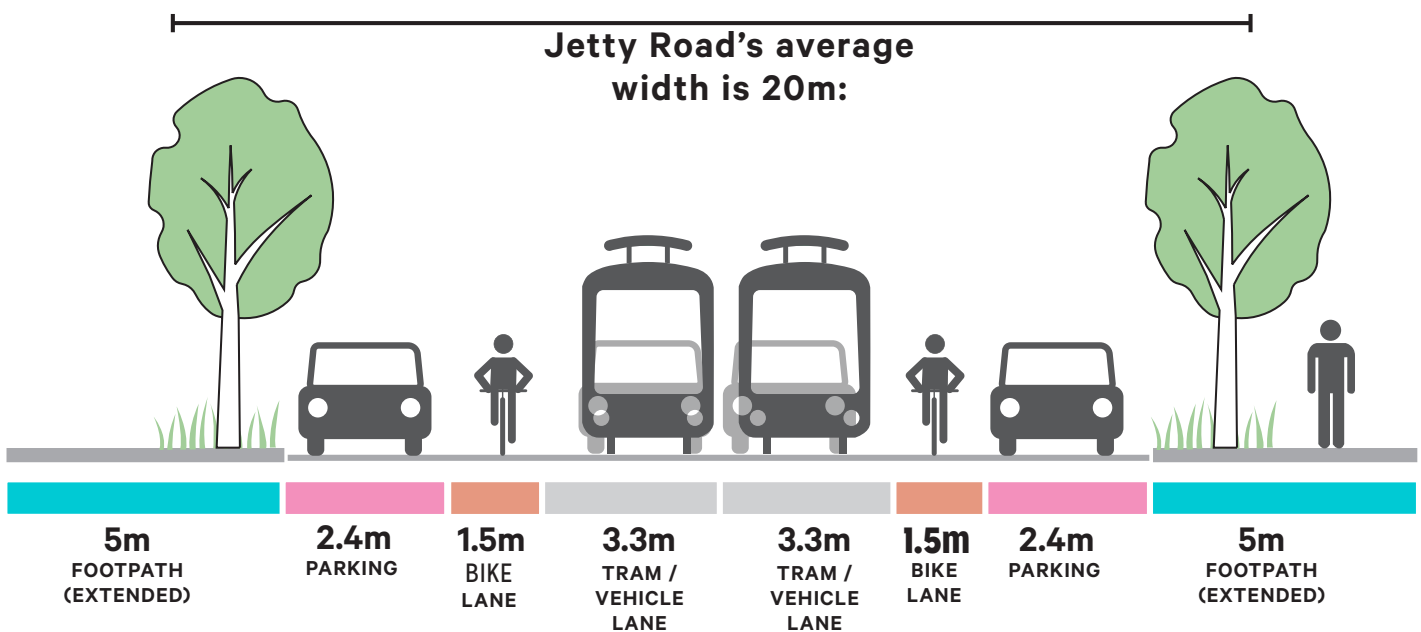
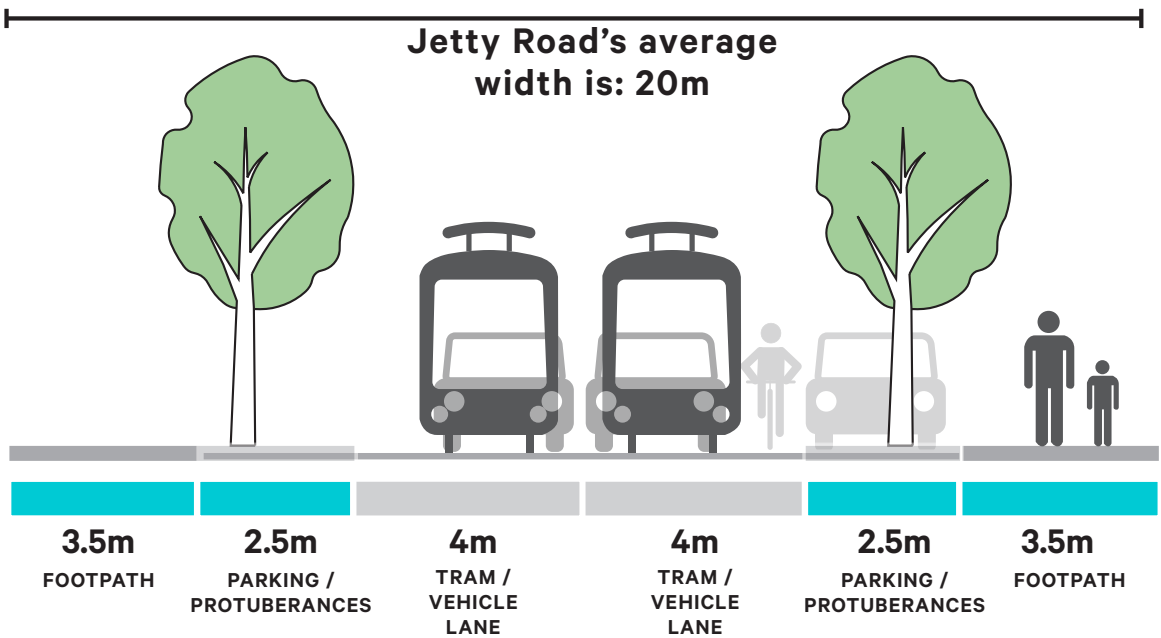
The Jetty Road Template

A street template is established to guide future improvements to the public realm. The template ensures consistency in design intent over the length of the street, whilst building in a degree of flexibility that allows for individual and changed circumstances.

Street Composition

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Jetty Road has an overall average width of 20m. In order to create a functional and an attractive streetscape, we need to juggle to various expectations with technical standards to achieve a safe and comfortable environment.



If we have all this we need 24.4m

Existing

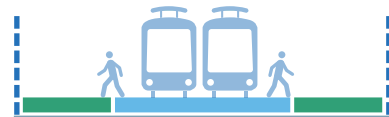
Scenarios + Considerations

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The Jetty Road template was developed after considering various scenarios. The benefits and issues associated with each are summarised below:

Transit Mall

Pedestrian and public transport only.



Benefits

- Pedestrianised environment
- Functional for street events when trams are not in use
- Iconic
- Improved tram movement

Issues

- Removal of vehicle corridor
- Side streets to be reconfigured to no through roads
- Traffic shifts to side streets
- Servicing to shopfronts
- Tram and pedestrian collision risk
- Reduced 24hr passive surveillance from vehicles
- North - south connectivity blocked
- Loss of car parking

Pedestrian & Cyclist Mall

Full closure to street with access to pedestrians and cyclists only



Benefits

- Strengthened green corridor
- Functional for street events
- Iconic
- Safe pedestrian environment
- Large open public space

Issues

- Significant length to function as a mall
- Side streets to be reconfigured to no through roads
- Large impact on public transport - shifted to adjacent corridors
- Reduced 24hr passive surveillance from vehicles
- North - south connectivity blocked
- High cost

One Way

Partial closure with one way vehicle traffic and existing tram movement



Benefits

- Pedestrianised environment
- Less traffic, more footpath space
- Expanded open public space
- Functional for street events
- Reduced vehicle traffic movements

Issues

- Confusion with traffic movement
- All traffic directed one-way
- Increased capacity on side streets
- North - south connectivity

Shared Slow Zone

A mixture of widened footpaths and an accessible traffic corridor



Benefits

- Pedestrianised environment
- Off-street car parks utilised to full potential
- Improved cyclist safety

Issues

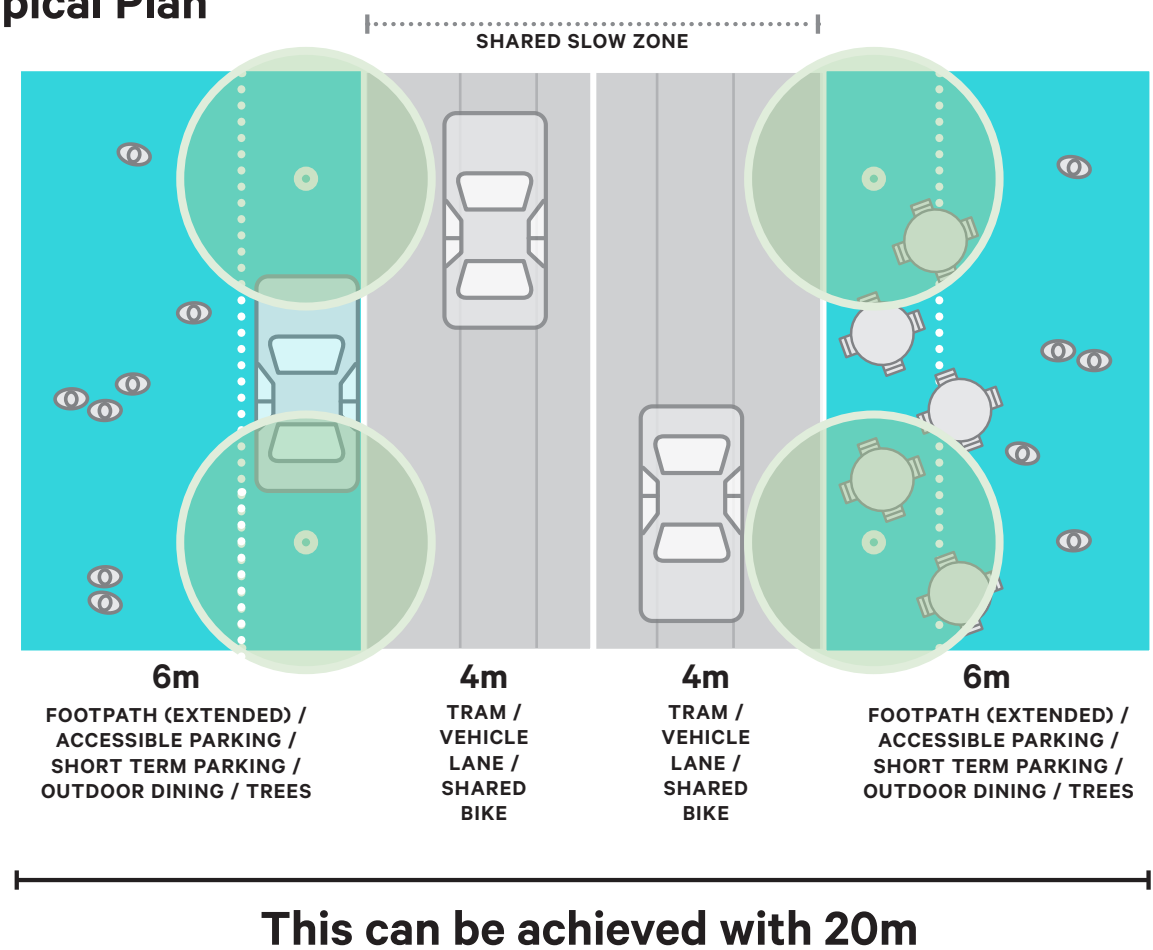
- Reduced on-street car parking
- Vehicles adapting to a slow speed traffic environment
- No designated bike lanes

The Jetty Road Template

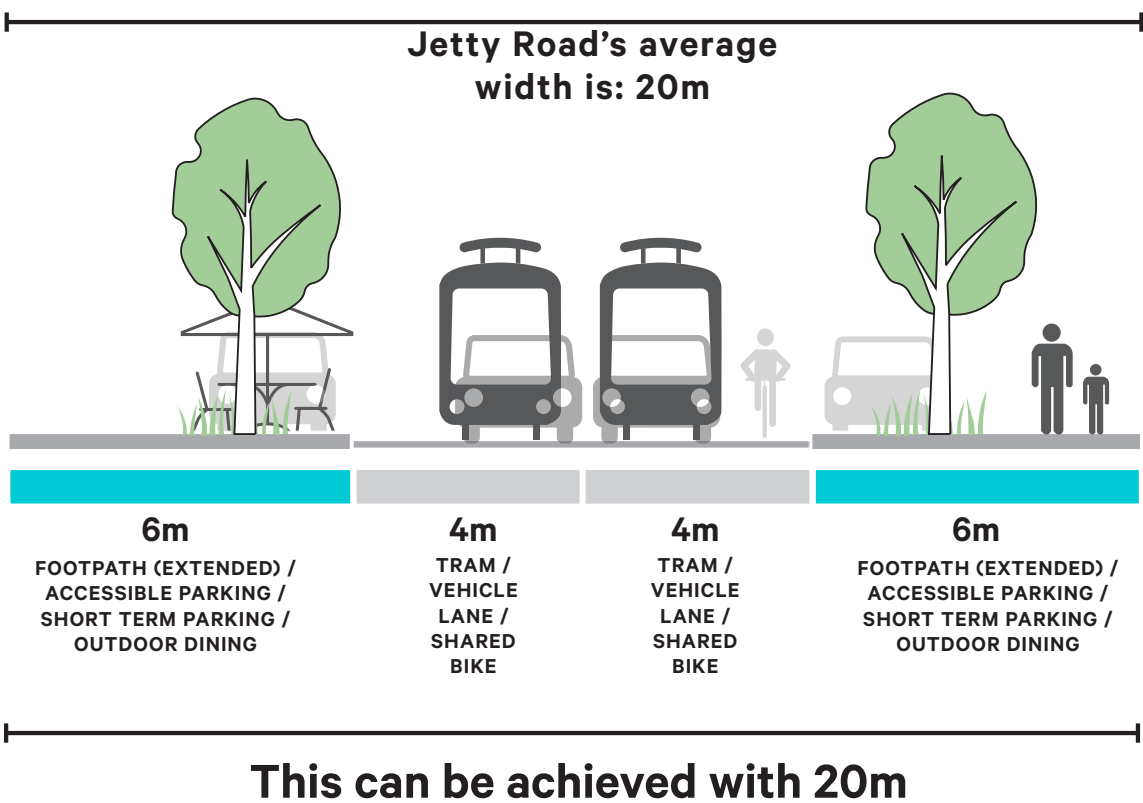
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The proposed Jetty Road template juggles the interests of pedestrians, cyclists, vehicles, and on-street carparking, accessible carparking and trams.

Typical Plan

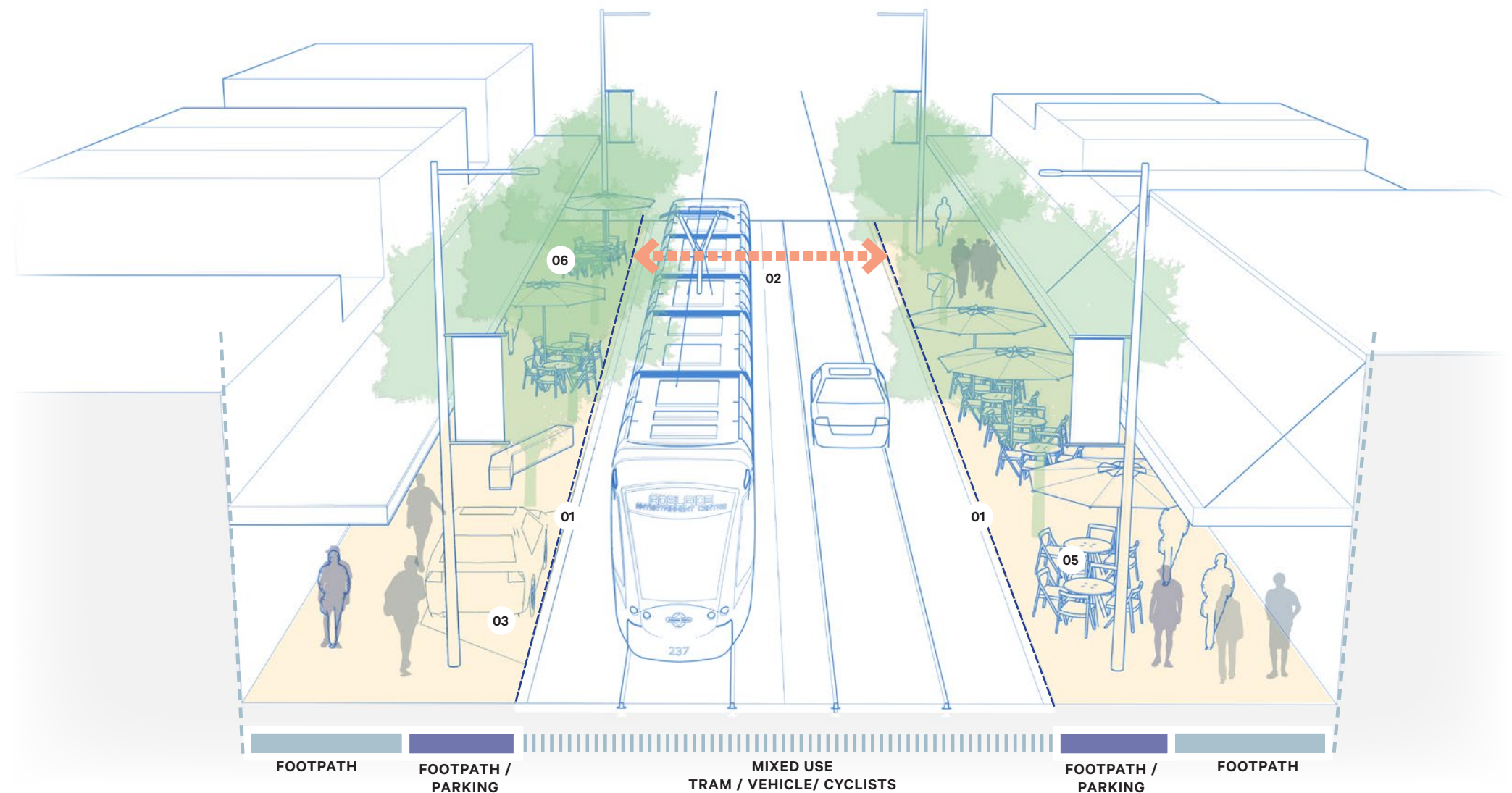


Typical Section



Key features

- 01 Extended kerb alignment, providing wider footpaths
- 02 Improved pedestrian safety crossing Jetty Road.
- 03 On-street parking. Paved and flush with pedestrian paving with roll over kerb.
- 04 Raised and continuous footpaths at side streets giving priority to pedestrians and reducing vehicle entry speeds.
- 05 Designated outdoor dining / alfresco areas - reduced congestion along pedestrian thoroughfare
- 06 Strengthened line of street trees. New plantings with improved growing conditions.



*template varies dependent on location e.g intersections and pedestrian cross overs

*Car park locations are indicative. Refer to page 82 for detailed carparking strategies.



Quality

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Jetty Road functions as a key part of the City of Holdfast Bay’s civic and commercial life. Holdfast Bay residents, tourists and business owners will continue to rely on Jetty Road for shopping and support services as well as a focus for art and culture, recreation and entertainment within the city. The design, management and physical maintenance of the street is therefore of the highest order reflecting the community’s aspirations.

Planting

Street trees provide a scale to the street and level of amenity that makes Jetty Road attractive and comfortable to be in.

Lighting

Lighting is an integral component in the design of the street template, contributing significantly to the character of the street, as well as the experience of night time use. Lighting provides both safety and security, as well as highlighting heritage buildings and providing a sense of excitement.

Furniture + Public Art

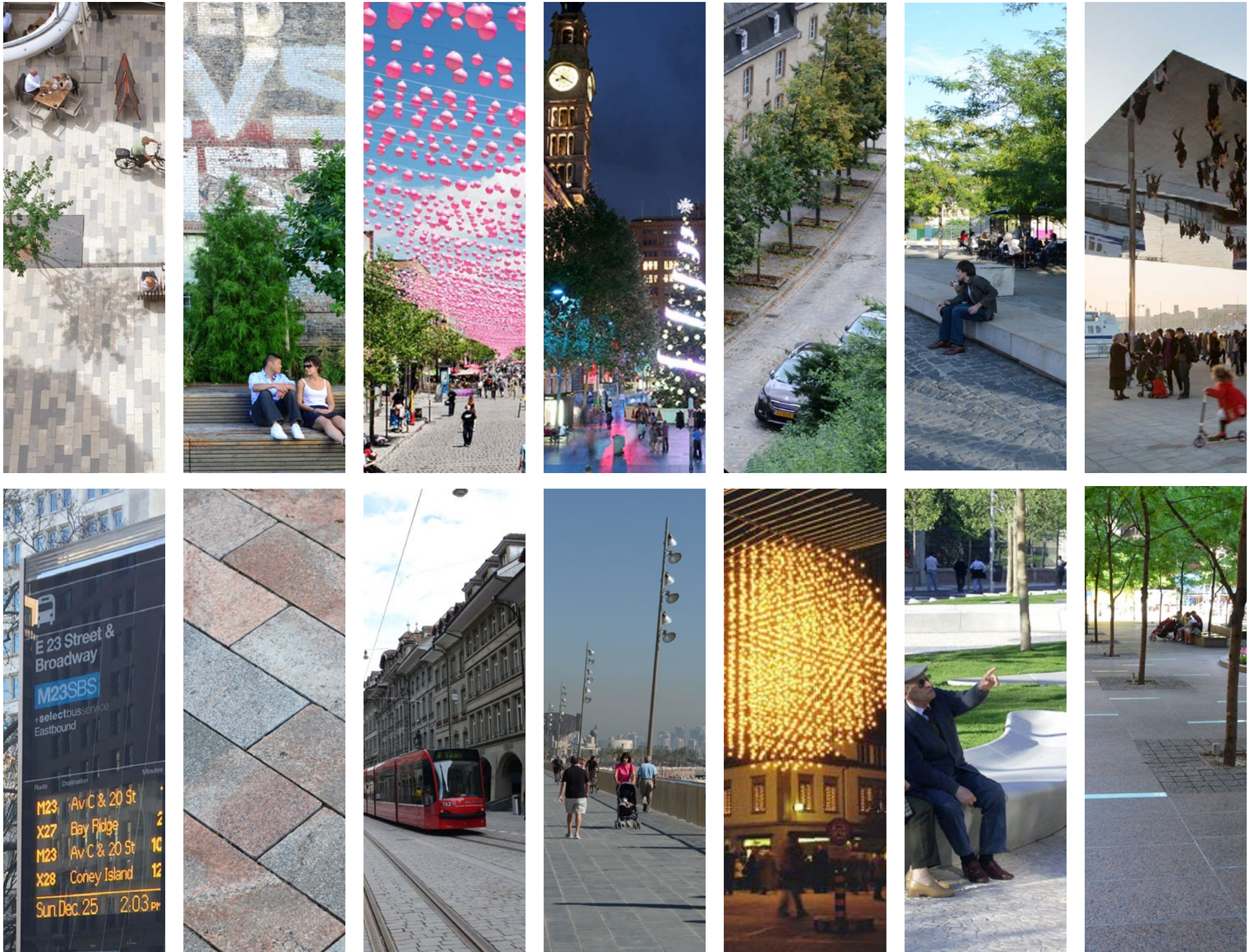
Furniture and public art contributes to amenity, consistency, distinctiveness and memory within the street. The repetitive use of a coordinated and flexible suite of high quality street furniture is an important step in achieving a distinctive and activated public realm that attracts and retains pedestrians within the precinct. A curated public art program strengthens identity and civic pride.

Paving

High quality paving provides a robust and durable asset that defines the street template. Paving is chosen for its long asset life and requirement for easy maintenance.

Signage

A hierarchy of signage elements that are integrated within the streetscape and work alongside other elements and buildings.



Examples of the quality of materials and finishes Jetty Road should aspire to.



The Masterplan

The Jetty Road Masterplan describes a number of key moves that can be implemented in one project or in stages.



Jetty Road Zones

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The character of Jetty Road varies along its length. In describing the Masterplan and the key moves that will lead to its realisation, three distinct precincts - coast, core and gateway - are considered.

01 Coast

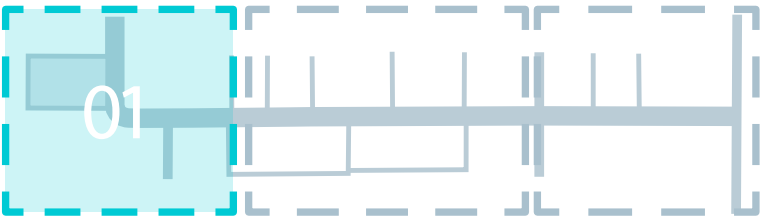
- Improved connectivity and integration with Moseley Square and Colley Terrace.
- Safer pedestrian crossings.
- Wider footpaths, street trees, new street furniture and pedestrian lighting.
- Removal of on-street carparking.

02 Core

- Wider footpaths, street trees, new street furniture and pedestrian lighting.
- On-street carparking (short term).
- Utilisation of side streets and laneways to extend street activity.
- Chapel Street Plaza.

03 Gateway

- Continuity of the Mike Turtur greenway and crossing of Brighton Road.
- New Gateway at the Brighton Road intersection to identify Jetty Road.
- On-street carparking.
- Wider footpaths, street trees, new street furniture and pedestrian lighting.

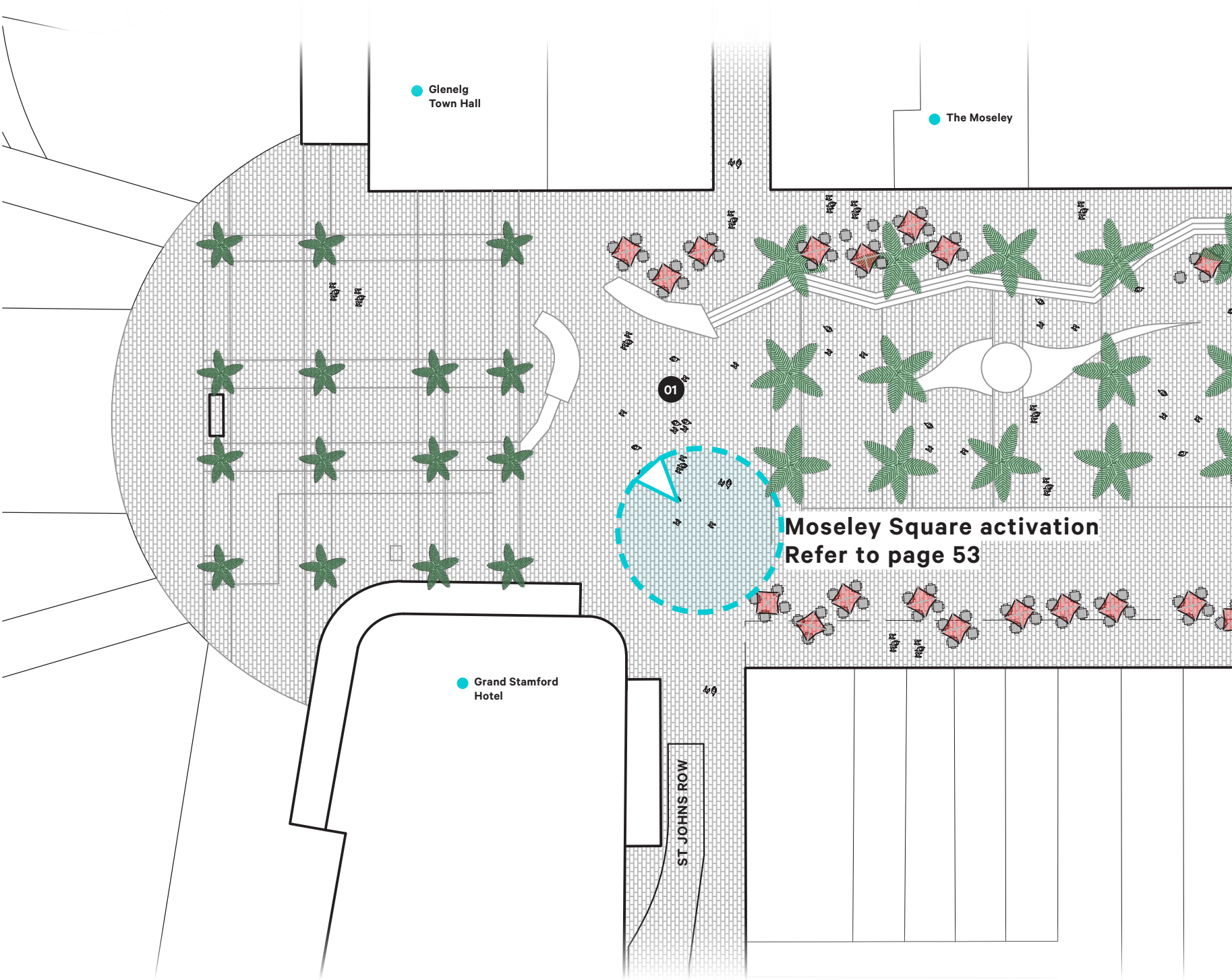


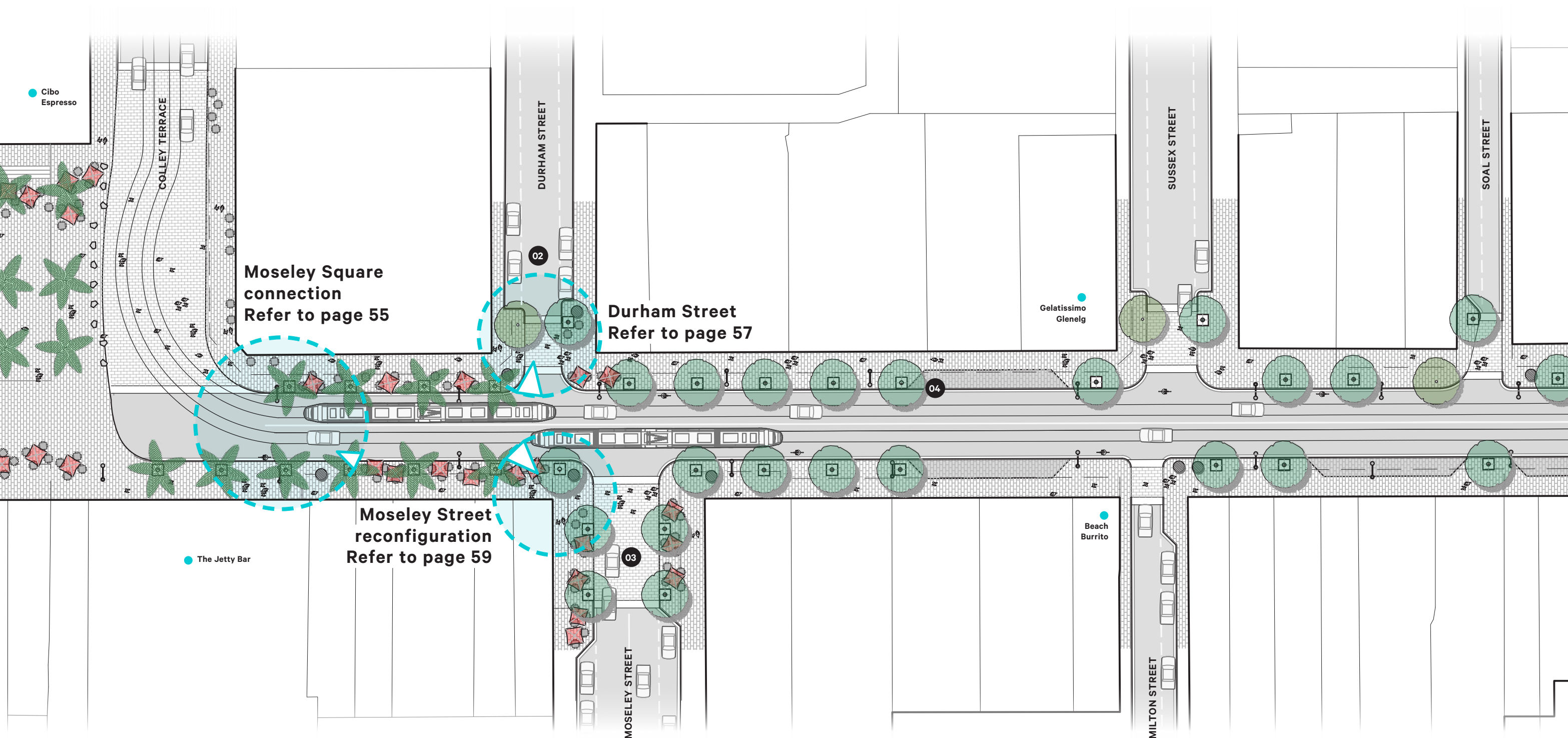
Key Moves

- 01 Moseley Square**
 - Continue streetscape improvements west of the Moseley Street intersections into Colley Terrace, including wider footpaths, street trees, re-aligned kerb lines, new street furniture and lighting.
- 02 Durham Street**
 - Partial closure with local vehicle access only to Durham street at its southern end - maintain service and vehicle access to properties on both sides of the street accessed from the north.
- 03 Moseley Street**
 - Provide a continuous footpath along Jetty Road, effectively reducing the distance for pedestrians to cross by removing the left hand turn from Moseley Street and two loading zones on the eastern side.
- 04 Verges**
 - Generally extend the kerbs on both sides of Jetty Road removing on-street carparking and loading zones. Position new loading zones in side streets.

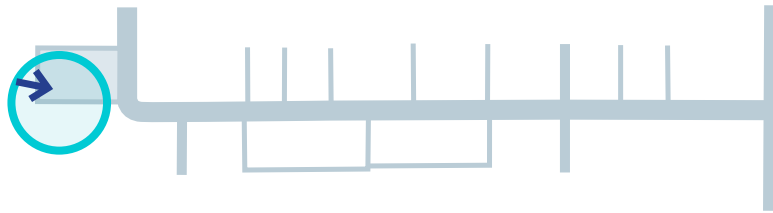
Legend

	Existing Tree		Fixed seating element
	New Tree		New Planting Bed
	Palm Tree		Loose Furniture
	New Main Street Paving		
	New Trafficable Paving		





*Car park locations are indicative. Refer to page 82 for detailed carparking strategies.



Moseley Square

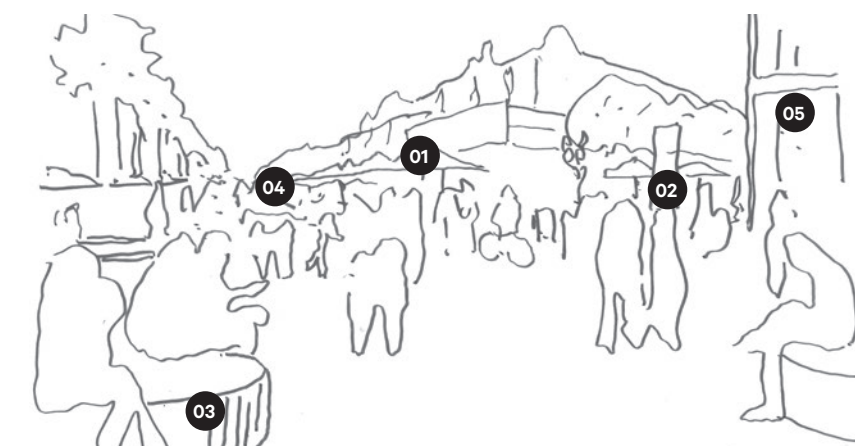


Moseley Square existing (2017)

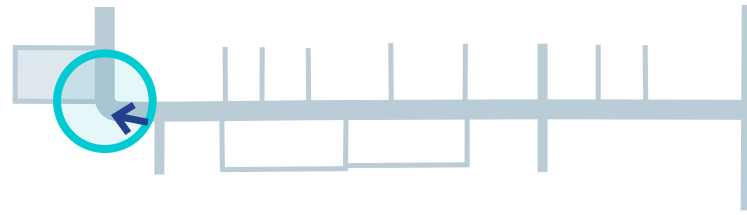




The rejuvenation of Moseley Square offering a high quality public realm. Improved edge activation, linkages and a high level of amenity creates a world class space.



- 1 Active building interface
- 2 Activated laneways
- 3 Public seating
- 4 Tram relocated
- 5 Feature lighting



Moseley Square & Colley Terrace

Safer pedestrian connectivity between Moseley Square and Jetty Road and a visual connection binding the street and foreshore into one.



Jetty Road west / Colley Terrace (2017)

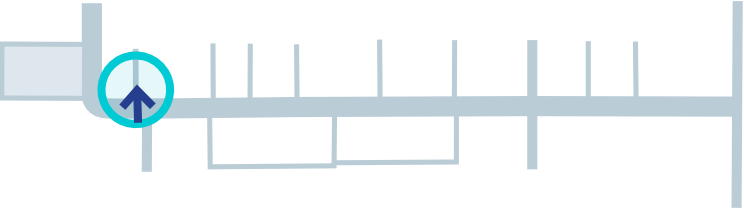


- 1 Concrete road surface
- 2 Paved pedestrian connection to Moseley Sq.
- 3 Extended kerbs and wider footpaths
- 4 Iconic tree planting
- 5 Future development



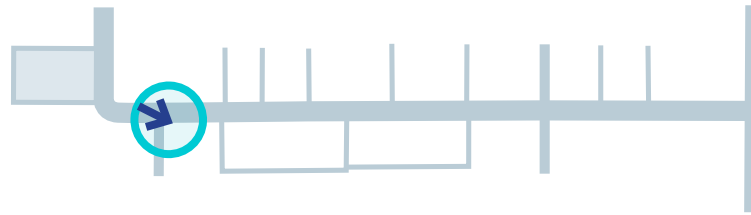


Durham Street



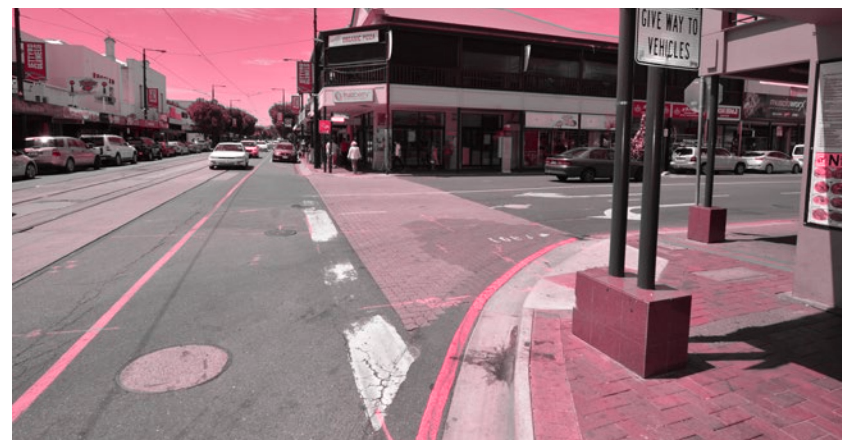
- 1 Iconic palm trees
- 2 Jetty Road bollards - furniture design suite
- 3 Paved pedestrian cross over
- 4 Extended footpath and kerb to side street entries





Moseley Street

- 1 Improved streetscape
- 2 Pedestrian priority cross over
- 3 Reconfigured Moseley St intersection
- 4 Jetty Road seating - furniture design suite
- 5 Deciduous side street trees
- 6 Widened side street footpath for shopfront activation

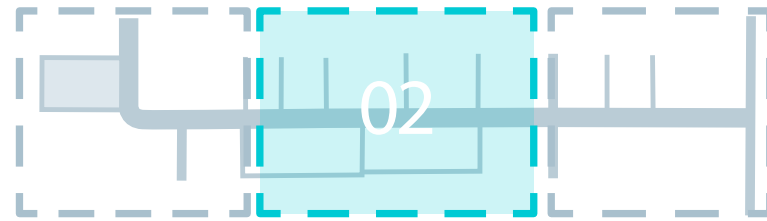




Reconfigured intersection providing an improved pedestrian environment and enhancing activation to the corner interface and side street.

Core

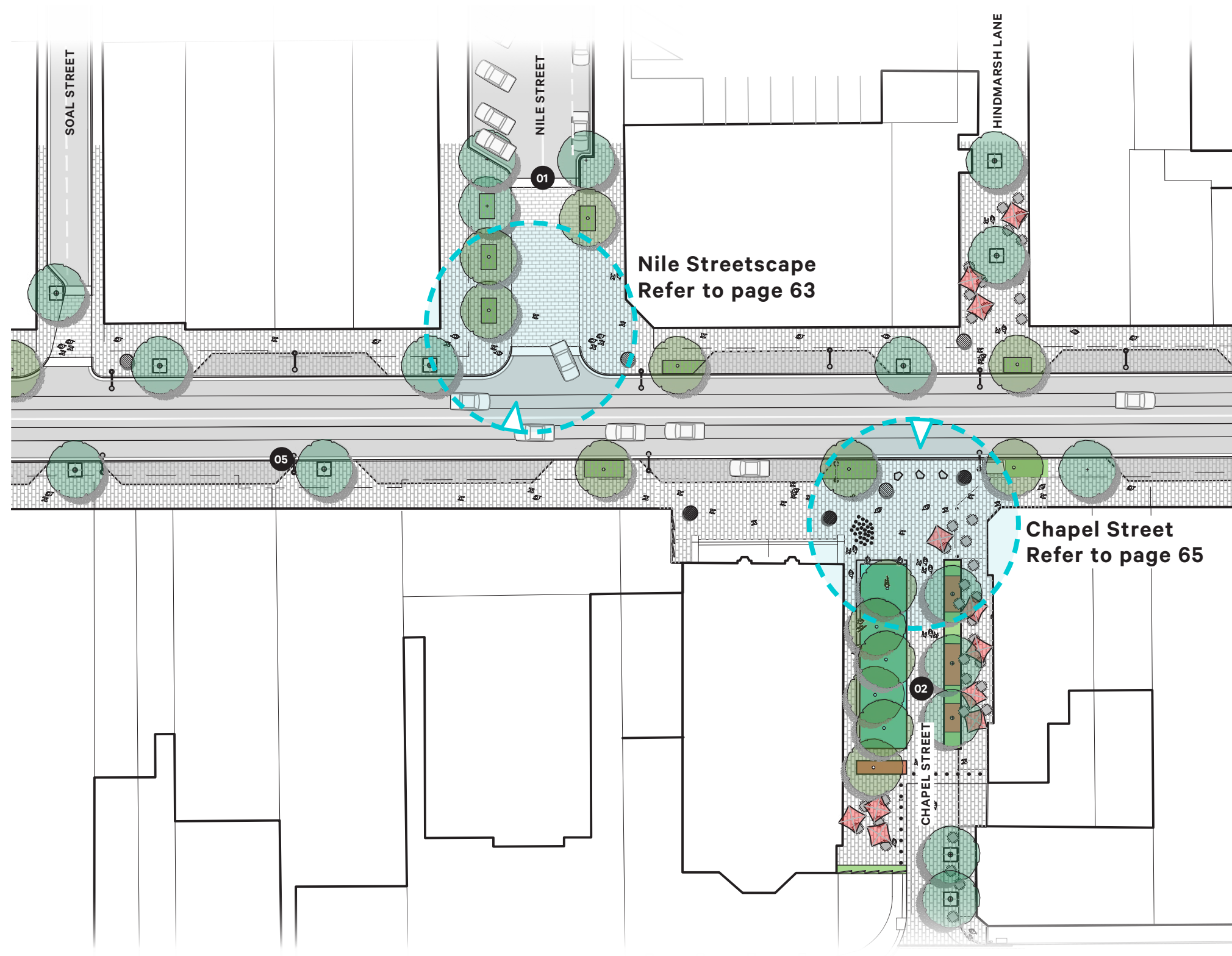
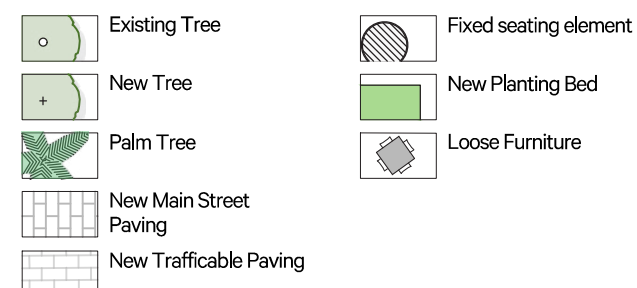
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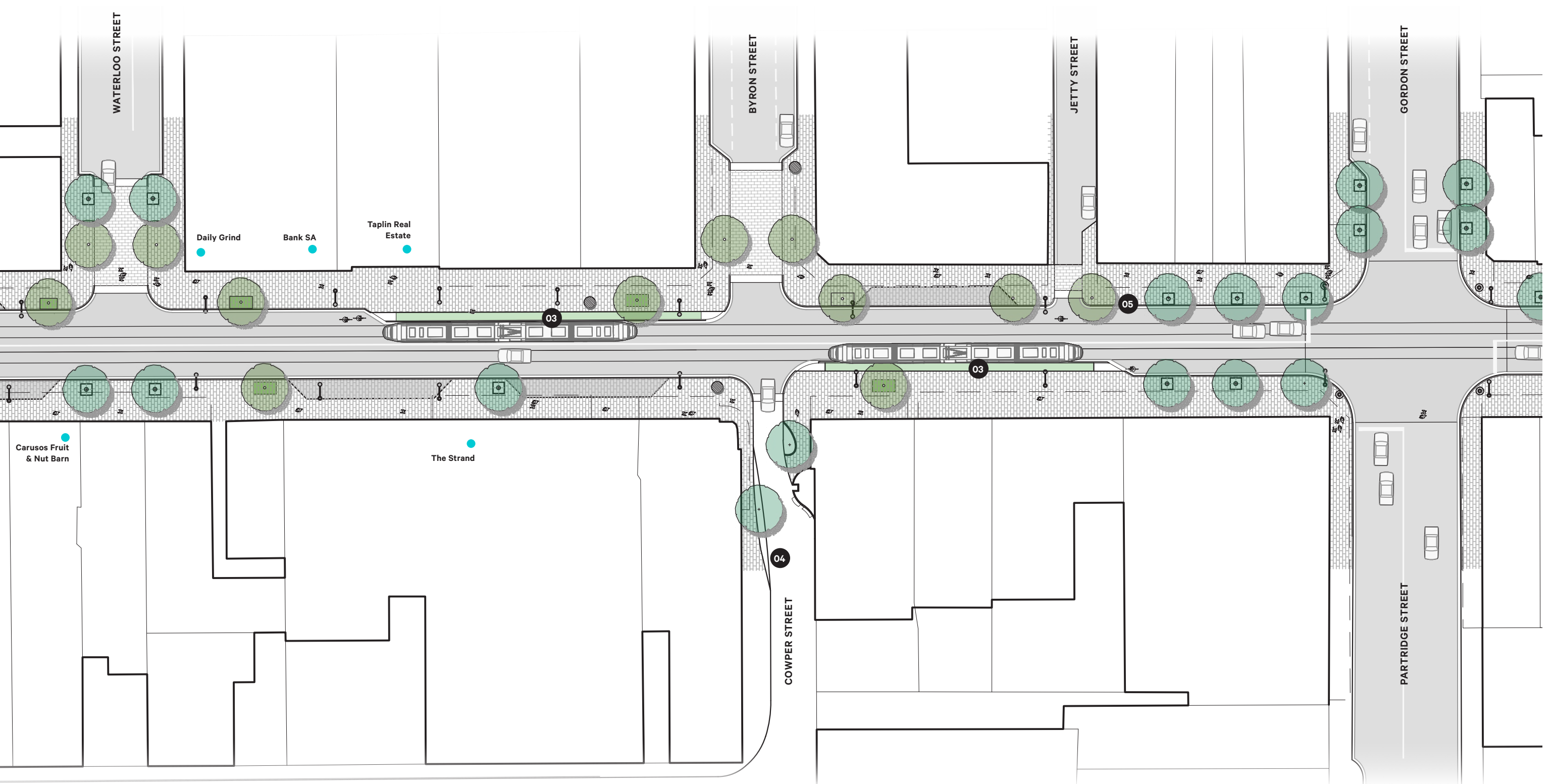


Key Moves

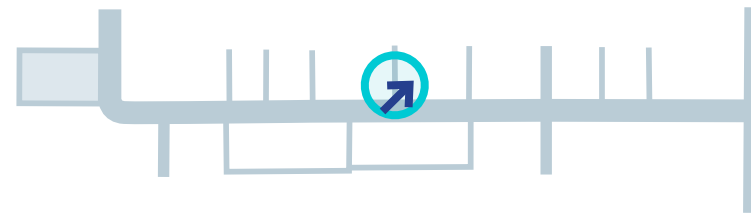
- 01 Nile Street**
 - Greater connection from Jetty Road to Nile Street for pedestrians, catering for potential future development along the street.
- 02 Chapel Street Plaza**
 - Reinforces the streets role through a publicly accessible civic space, offering a new central heart to the main street.
- 03 Tram Stop 16**
 - Reconfigured tram stop platforms to both north and south sides of Jetty Road. Accommodates for cyclists safely whilst still functioning for pedestrians boarding.
- 04 Cowper Street**
 - Reconfigured intersection to provide improved pedestrian safety and a improved corner interface with expanded foot paths for shopfronts and cafés.
- 05 Verges**
 - Extended kerbs and footpath with improved paving and strengthened street tree planting creating a pedestrianised environment that is accommodating and functional.

Legend





*Car park locations are indicative. Refer to page 82 for detailed carparking strategies.



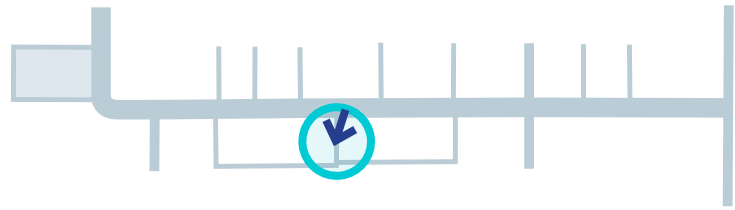
Nile street



- 1 Paved road surface
- 2 Paved pedestrian cross-over
- 3 Side street avenue planting
- 4 Future development potential
- 5 Improved corner interface activation

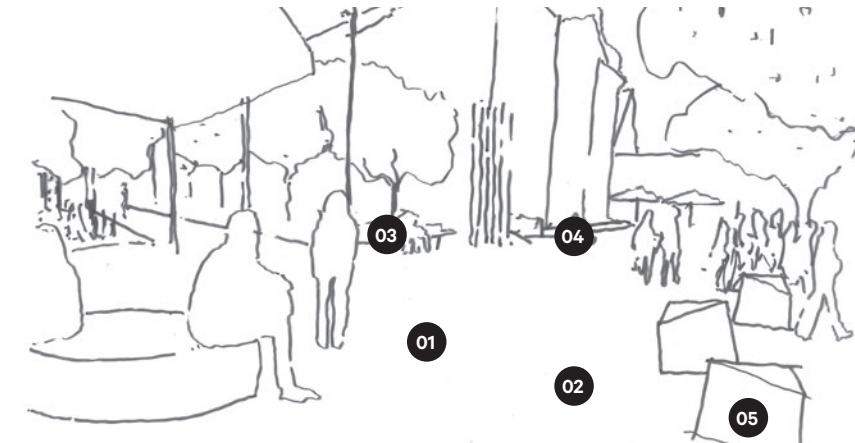






Chapel Street

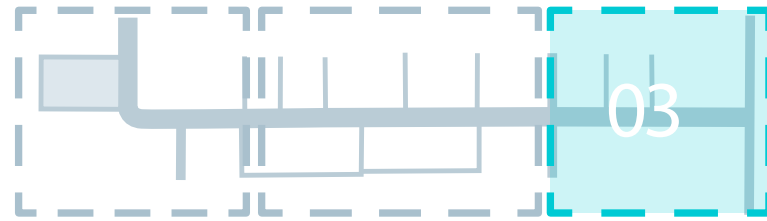




- 1 Chapel Street closure
- 2 New natural stone paving
- 3 Central public lawn
- 4 Public art integration
- 5 Jetty Road bollards (furniture design suite)

**A central civic space, offering
a destination, a heart and a
local community hub.**

Gateway



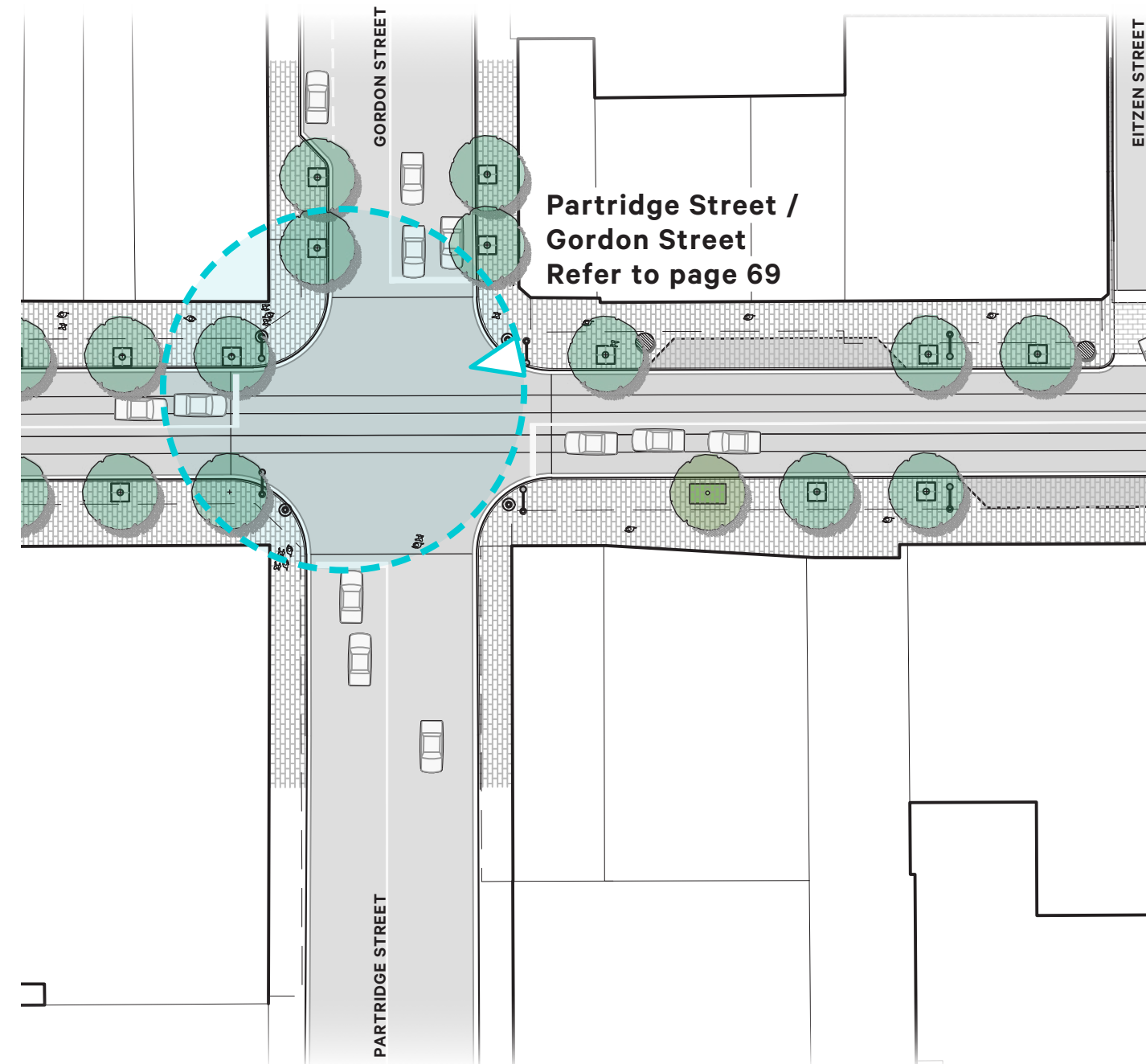
Key Moves

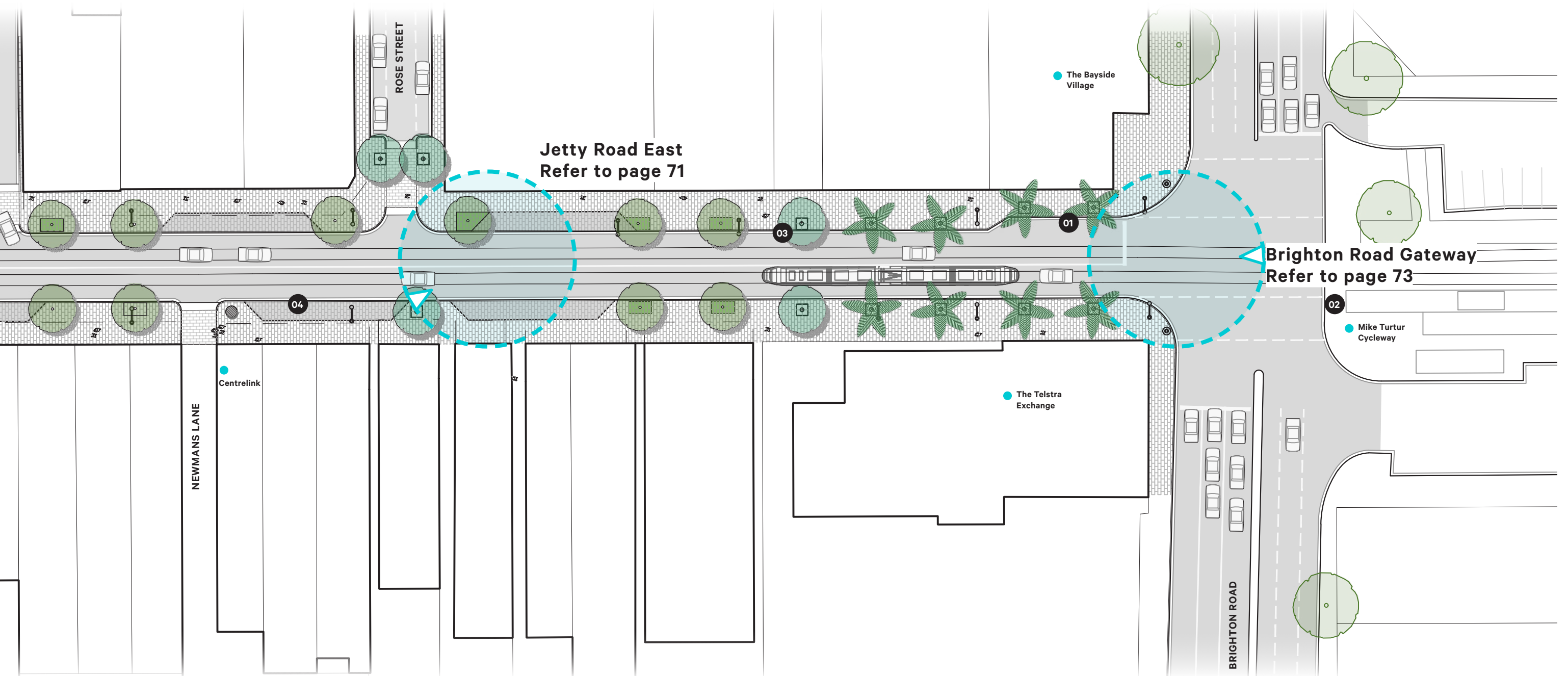
- 01 Gateway**
 - Redefining a visual identity to the eastern gateway to Jetty Road. Iconic street tree planting and improved connection provides an active entry.
- 02 Cyclist Safety**
 - Connections to the Mike Turtur Cycleway are improved through clear wayfinding and safer crossings at Brighton Road
- 03 Tree Planting**
 - Strengthened tree planting, defining a green corridor to the main street.
- 04 Verges**
 - Extended kerbs and footpath with improved paving and strengthened street tree planting creating a pedestrianised environment that is accommodating and functional.

Legend



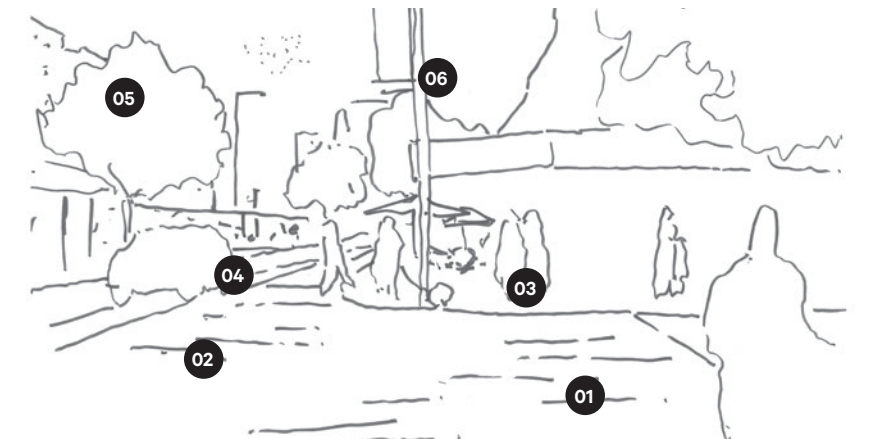
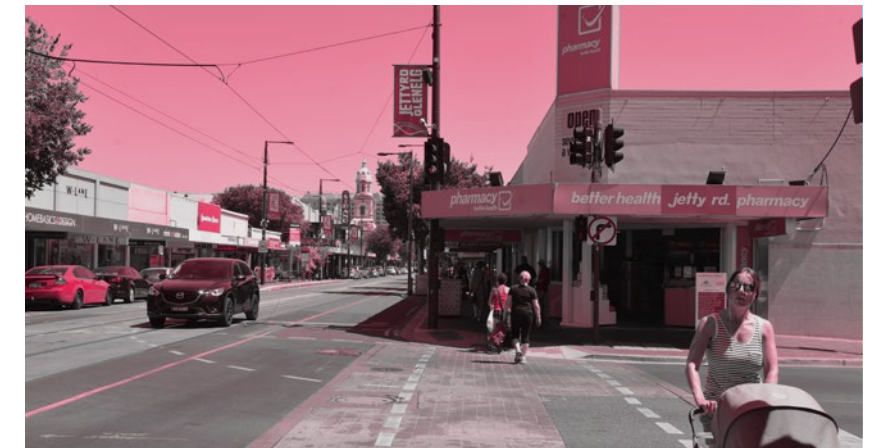
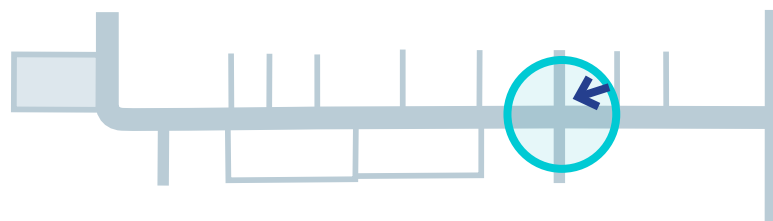
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*Car park locations are indicative. Refer to page 82 for detailed carparking strategies.

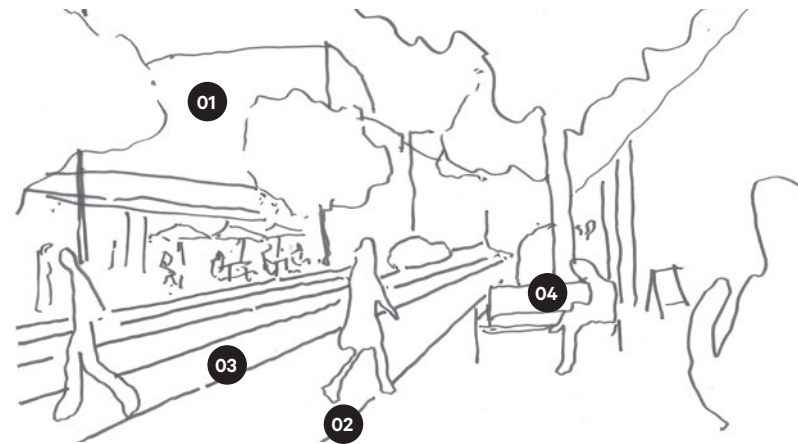
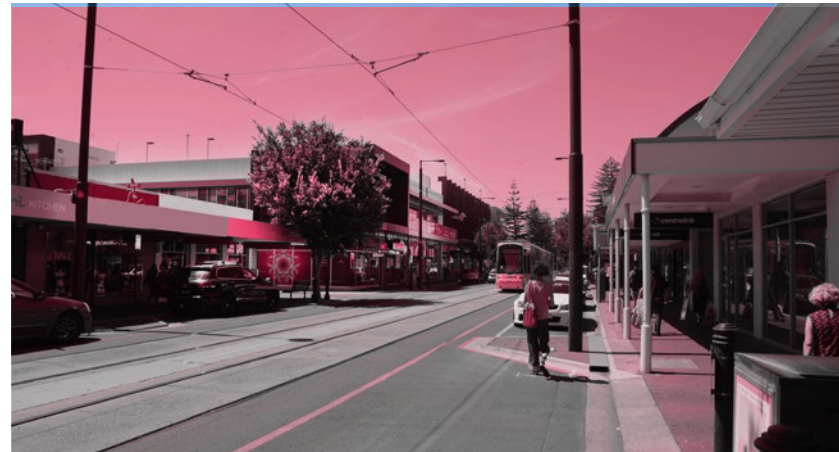
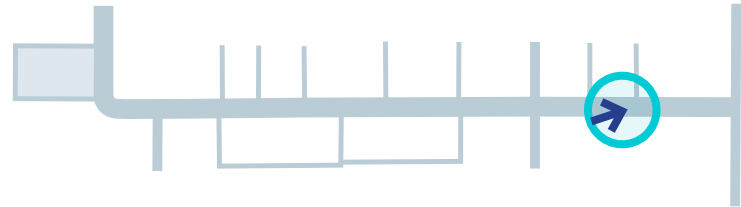
Partridge & Gordon Street Intersection



- 1 Paved pedestrian crossings
- 2 No right hand turn from Partridge to Jetty Rd from 6:30am - 9:30am
- 3 Extended footpaths
- 4 Slow speed environment
- 5 Consistent street trees
- 6 Integrated lighting



Jetty Road East

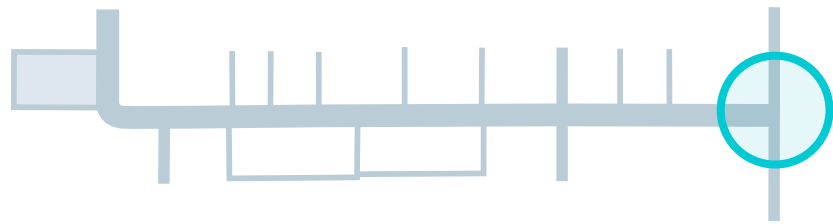


- 1 Future development
- 2 Extended Kerbs
- 3 Slow speed vehicle environment
- 4 Street furniture and new street trees





Brighton Road Gateway



- 1 Improved connectivity
- 2 Iconic corner interface
- 3 Entry statement landmarks
- 4 Strengthened promenade









Strategies

Movement & Access
Public Realm
Activation
Built Form

Strategies for Jetty Road

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The following strategies support implementation of The Jetty Road Masterplan. These strategies are broadly grouped under movement, public realm, activation and built form. Whilst each strategy addresses an individual element comprising The Masterplan, they work together and are mutually inter-dependent.

Integrated approach...



Movement & Access

Movement influences the function and feel of Jetty Road. People, vehicles and cyclists share the street; traffic speeds are reduced and pedestrian movement across and along the street made easier by reconfiguring crossings to favour pedestrians. At the same time, the importance of Jetty Road to the metropolitan traffic network is acknowledged.

- Vehicles
- Intersections
- Carparking and loading zones
- Public transport
- Cycles
- Pedestrians



Public Realm

A vibrant, active public realm supports businesses along Jetty Road and contributes towards the civic functions that occur there. The Masterplan proposal describes a high quality public realm that is attractive, safe and comfortable to use.

- Paving
- Street furniture
- Street trees
- Signage & wayfinding
- Pedestrian lighting
- Street infrastructure & services
- Public art

Activation

Public realm activation varies along the length of Jetty Road depending upon adjacent ground floor users.

Future development of residential, commercial and retail uses brings a greater influx of activation to Jetty Road. The Masterplan accommodates increased use of the public realm including wider footpaths and new spaces that contribute to more vibrancy through an active public realm.

- Art & culture
- Street activation
- Outdoor dining
- Side streets & laneways

Built Form

Buildings fronting onto Jetty Road affect the scale and volume of the street as well as activation of the public realm. Heritage buildings have particular significance in referencing the history of Jetty Road and Holdfast Bay, and their retention and interpretation into a changing built form is important in reinforcing the street's character.

Future residential, commercial and retail development along Jetty Road will increase activation and support a redeveloped public realm.

- Built form & frontages
- Interfaces

Objective:

Movement is considered in an integrated way to enable the street to accommodate vehicles, cyclists, pedestrians and multiple public transport users. The street arrangement consolidates intersections and prioritises pedestrians at intersections as well as slowing traffic speed.

Strategies:

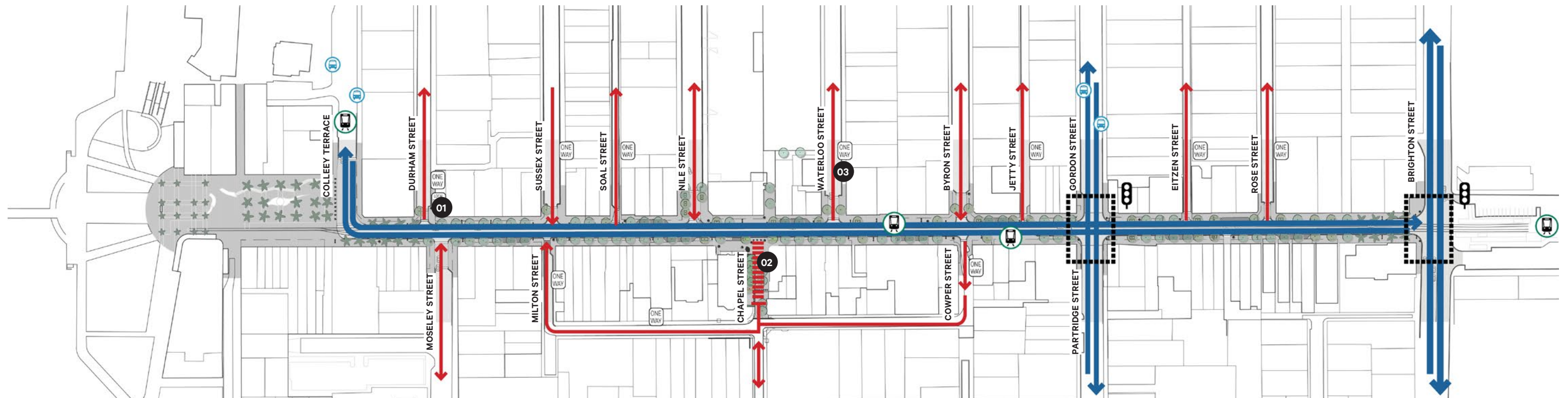
Current vehicle movement along Jetty Road is congested between multiple modes of movement and lacks pedestrian priority. To realise the potential of Jetty Road designated and safe connections must be achieved in delivering a functional vehicle environment.

Key moves:

- 1 — The overall movement network is consolidated along Jetty Road, achieving an organised hierarchy between traffic modes and pedestrians.
- 2 — Closure of selected side streets to benefit public amenity, whilst also strengthening designated vehicle corridors. Changes to traffic operation for selected side streets.
- 3 — A free flowing main street that reduces vehicle congestion and strengthening Jetty Road as a high street environment.



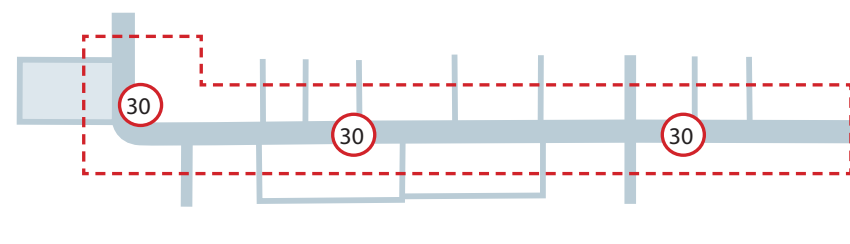
- 1 Side street configuration - continuous pedestrian cross-overs.
- 2 Extended kerb lines reducing vehicle congestion.



Legend

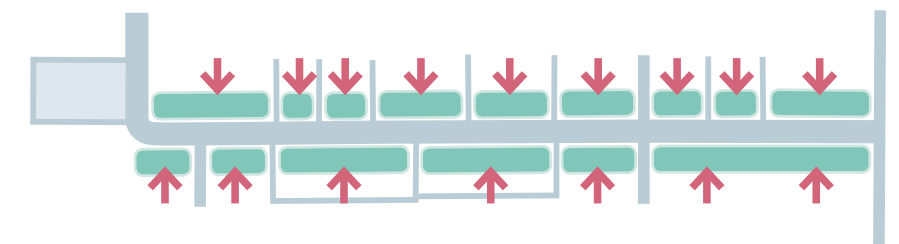
- Key vehicle movements
- Side street vehicle movement
- Tram stop
- Bus stop
- Signalised intersection

- 01** — Partial closure to Durham Street (service access allowed)
- 02** — Vehicle closure to Chapel Street (north of Milton Street)
- 03** — Waterloo Street converted to one-way (north bound) offering increased side street parking & reduced traffic



Slow speed corridor

Jetty Road effectively functions as a slow speed vehicle street. The Masterplan describes the street as a pedestrian focused environment. A speed limit of 30km/h provides for a safer environment for both pedestrians and cyclists.



Service Access

Service access to premises fronting Jetty Road occurs mostly from rear lanes and side streets, eliminating the need for vehicle cross-overs and direct access from Jetty Road. The proposed street layout maintains the current arrangement.

Objective:

Intersections are re-configured to achieve a safer pedestrian user friendly environment.

Strategies:

Intersections situated along the extent of Jetty Road pose an issue with confusion between vehicles and pedestrians. Lacking consistency between intersections, the corridor is disrupted. Continuity must be achieved along the street that is clearly understood by all movement modes.




Key moves:

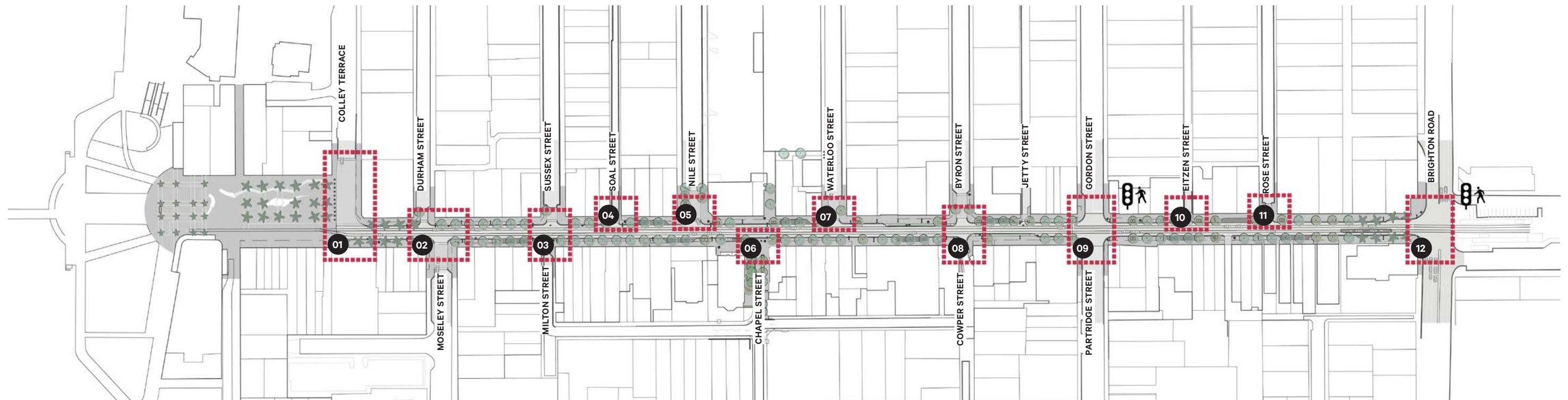
- 1 — Intersections are re-configured with continuous pedestrian cross-overs, thus slowing vehicle traffic and reducing pedestrian crossing distances.
- 2 — A template is applied to all intersections that is consistent and legible by all users. This is achieved through a consistent surface materials palette.



- 1 Tightening of Moseley Street, improving pedestrian safety
- 2 Cowper Street

Legend

-  Improved/reconfigured intersection - refer schedule
-  Existing signalised intersection retained
-  Dedicated/signalised pedestrian crossing



Individual intersection moves

01 Moseley Square crossing

- Pedestrian safety improvements
- Clear priority to pedestrians
- Reduced vehicle speeds
- Continuous footpaths

02 Moseley Street & Durham Street

- Pedestrian safety improvements
- Possible turn restrictions
- Reconfigured kerb alignment
- Continuous footpaths

03 Milton & Sussex Street

- Continuous footpaths
- Reconfigured kerb alignment

04 Soal Street

- Continuous footpath
- Reconfigured kerb alignment

05 Nile Street

- Continuous footpaths
- Reconfigured kerb alignment
- Additional corner side street trees

06 Chapel Street

- Closure to road
- Paved level to adjacent footpaths with new public plaza
- Service access still available

07 Waterloo Street

- Continuous footpaths
- Reconfigured kerb alignment
- Additional corner side street trees
- Turn restrictions with one way access

08 Byron Street

- Continuous footpaths
- Reconfigured kerb alignment
- Additional corner side street trees

09 Partridge & Gordon Street

- Paved intersection
- Removal of slip lanes

10 Eitzen Street

- Continuous footpaths
- Reconfigured kerb alignment

11 Rose Street

- Continuous footpaths
- Reconfigured kerb alignment
- Additional corner side street trees

12 Brighton Road

- Improved pedestrian safety
- Improved cycle connection to Mike Turtur Cycleway

Carparking

Movement & Access

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Objective:

Carparking is balanced between catering for a pedestrian focused environment whilst still offering sufficient numbers of readily accessible carparking.

1,214

total on-street car park spaces around Jetty Road

Approximately **35%**
of on-street carparks removed

37

carparks proposed for consolidation

09

new on-street car parks added on Waterloo Street
(converted to one-way)

Strategies:

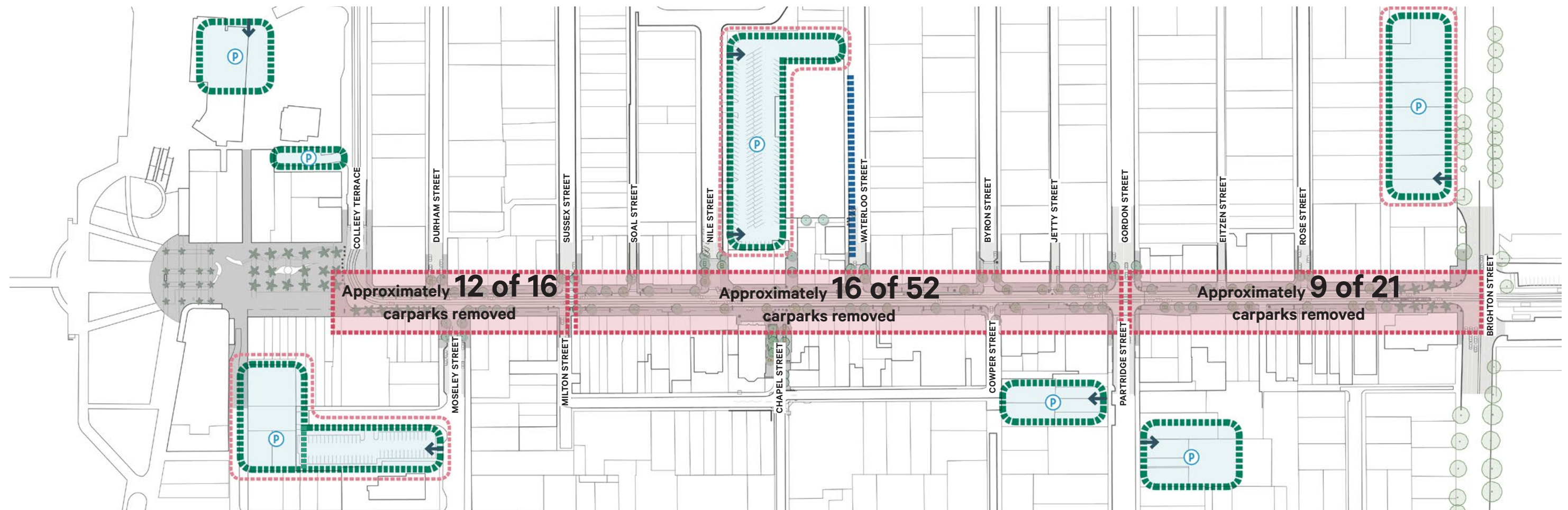
Current parking is unsuccessful in catering for the influx of vehicles to Jetty Road, through both on and off street carparking. Current over surplus of off-street carparking is under utilised. In achieving a destination street that caters for these users, car parking must be legible and readily accessible.

Key moves:

- 1 — Off-street carparks are promoted through digital signage and interactive phone applications.
- 2 — Off-street carparks are easily accessible and do not obstruct traffic.
- 3 — On-street carparks are consolidated to areas of key priority. An on-street parking strategy will define these areas.

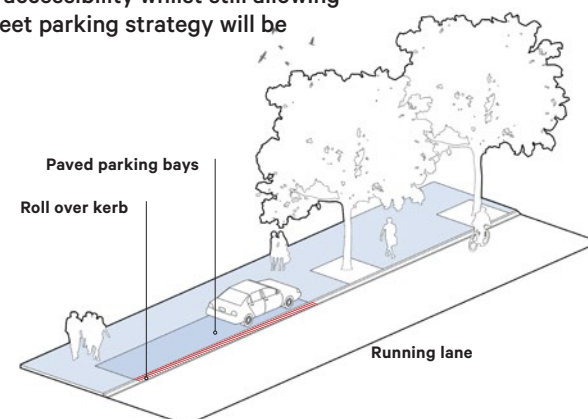


1 Existing off-street parking
2 Jetty Road West



Typical on-street parking arrangement

On-street parking is integrated into the overall streetscape and fits between tram stops, intersections and driveways where possible. It is indicated through contrasting paving and bollards. Roll over kerbs provide vehicle accessibility whilst still allowing for a flush footpath and straight kerb line. An on street parking strategy will be required to determine locations

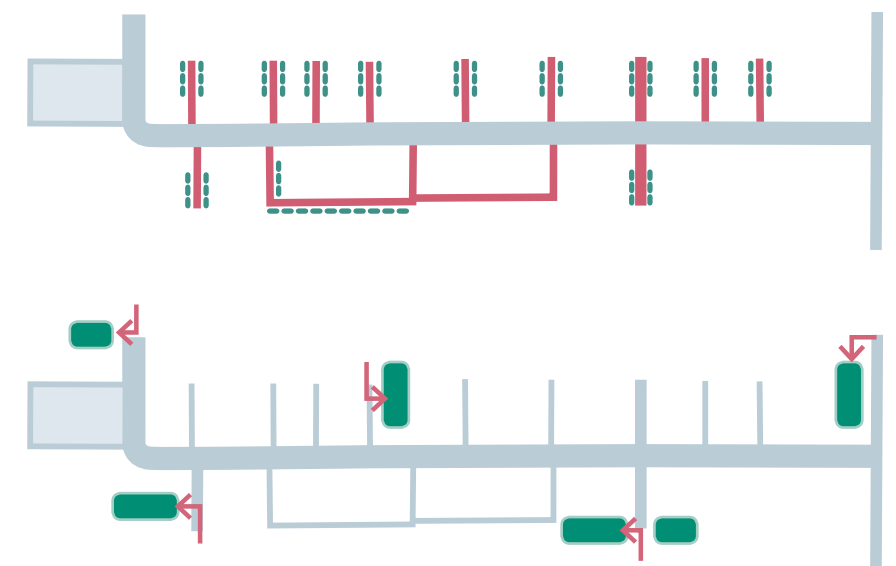


Side street parking

Improvements to footpaths, intersections, lighting and street trees improve the function of side streets as places to park and service Jetty Road precinct. A range of parking types are accommodated. Longer term parking will be provided for residents and event days, whilst day to day parking will be short term.

Rear access & multi storey parking

The precinct's current parking arrangement works effectively where carparking is catered for 'behind' Jetty Road. Pedestrians then access Jetty Road through side streets and lanes. This approach is reinforced as multi-story carparking 'behind' Jetty Road in key development sites is envisaged to reduce the need for parking on Jetty Road, resulting in a less cluttered, and less vehicle dominant street.



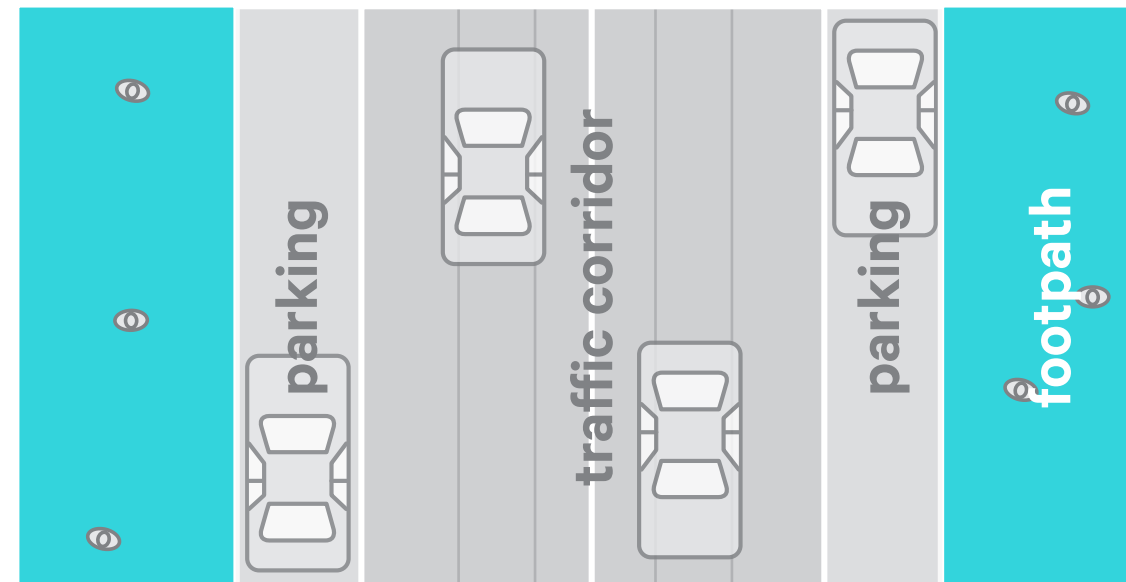
Carparking

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FOR CONSULTATION

Why consolidate parking?

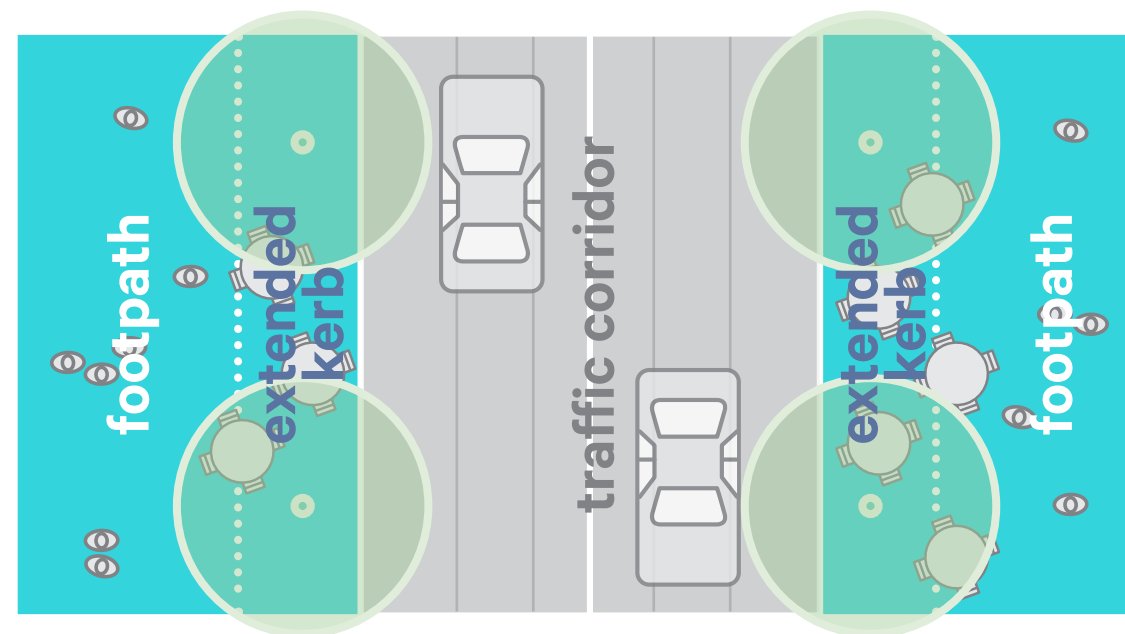
- achieve tree planting
- improved pedestrian environment - wider footpaths & additional outdoor dining locations
- economic benefits to retail environments - slower speed

On-street parking



- High vehicle traffic levels
- Lower shopfront activation
- Smaller footpaths
- Limited 'greening' opportunities

Consolidated on-street parking

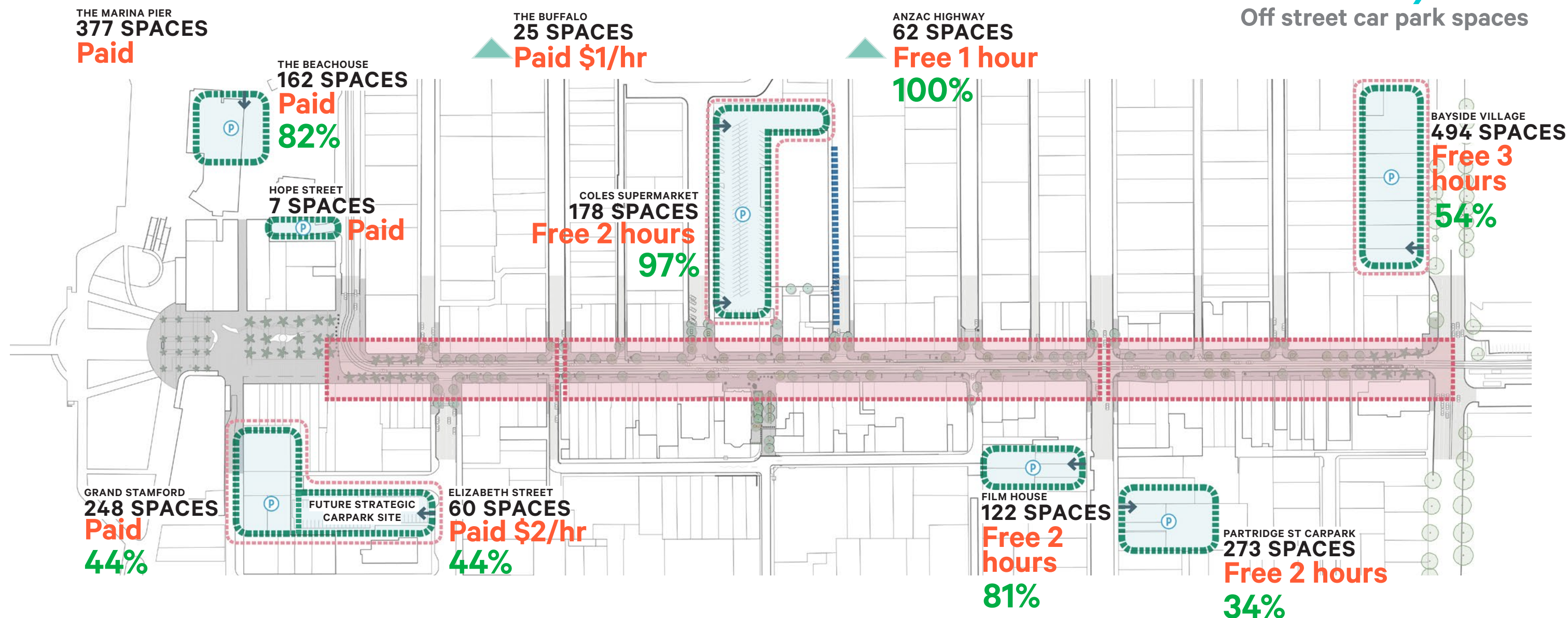


- Widened streetscape
- Street tree planting
- Outdoor dining and shopfront activation

Off-street carpark

1,983

Off street car park spaces



Capacity % full in
Summer on Sundays
(off-street)

At peak summer periods only **69%**
of all off-street carparks were utilised

Source: Frank Siow & Associates
Off-street Carparking Survey

Carparking Case Studies

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People that walk and cycle spend money.

Locally-owned businesses thrive in densely-built, walkable communities, and are more likely to stock local products, support other local businesses.

Source: American Independent Business Alliance: Multiplier effect, quoted in Walk Boston, Good walking is good business 2003.

In walkable cities there is good customer retention for local shops

Heart Foundation Good for Business Report



- A high proportion of all retail expenditure comes from local residents and workers that can easily walk or ride.
- Pedestrian friendly streets have led to more retail sales, more people shopping locally, revitalisation of areas, new businesses and higher land value.
- Space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking.
- Car parking is of less significance to local retail activity than is often thought. Space for people on foot is a more significant attribute.
- In some cases, patrons arriving by foot and bicycle visit Main Streets the most often and spend the most money per month.
- Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment.

The key findings of this research are that:

- High street **visitors tend to walk or catch public transport**, while visitors to Plaza's and shopping centres tend to drive to those centres.
- High Street **visitors are more willing to lose car parking spaces** to accommodate streetscape improvements than visitors to centres.
- Business respondents tended to **overestimate car-based travel and underestimate walking** and public transport use amongst visitors.
- This study reaffirms in an Australian context the **overemphasis placed on car travel and parking** by business respondents compared to shoppers.

Acland Street

Melbourne, Australia



- Acland Street was subject to chronic congestion, preventing the safe and comfortable passage of pedestrians. Council proposed widening the clear footpath area by relocating existing parking bay areas. This proposal was initially opposed by the Acland Street Traders Association.
- It transformed the traders association into one of the strongest supporters of the change. Acland Street is more walking-friendly than it ever was, and everyone has benefited.

Kensington High Street,

London, UK



- The design objectives shifted away from standard traffic engineering solutions to a more pedestrianised streetscape design.
- The improvements have proved a tremendous success and have reinforced the image of the High Street as a premier shopping destination and show what can be achieved with the vision and will to push the boundaries of accepted practice.

Lygon Street

Melbourne, Australia



- Each m² of space allocated to cars generates \$6 per hour.
- Each m² of space allocated to bicycles generates \$31 per hour.
- 1 car space produced \$27/hr retail spend, but 6 bike spaces replacing the car space would produce \$97/hr in retail spend.
- The project concluded that incrementally replacing car parking with bike parking would therefore make economic sense.

Objective:

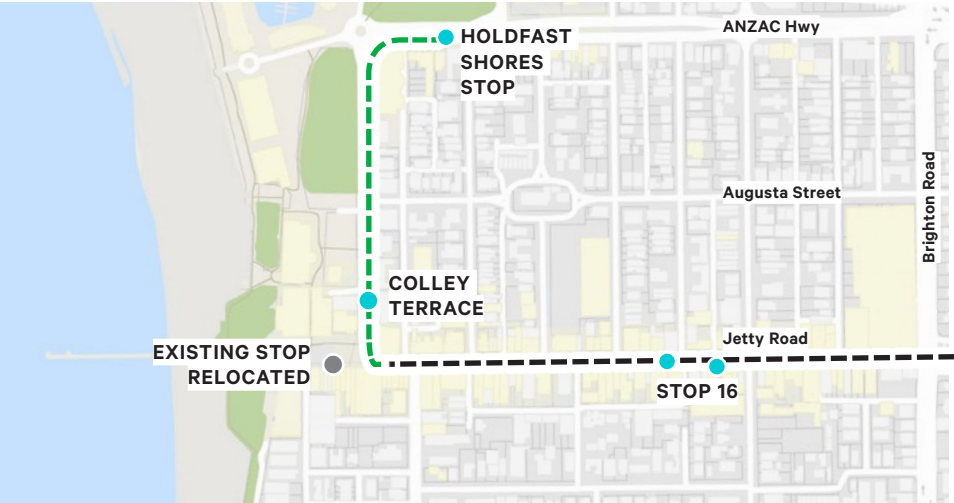
Maintain the current arrangement of sharing traffic and trams within the Jetty Road carriageway. Ensure safety to all traffic users.

Strategies:

The Adelaide - Glenelg tramline delivers a high number of users to Jetty Road. It is ensured that this line is retained and strengthened to enhance Jetty Road Glenelg as a destination high street. Pedestrian, vehicle and cycle safety must be achieved with tram movement.

Key moves:

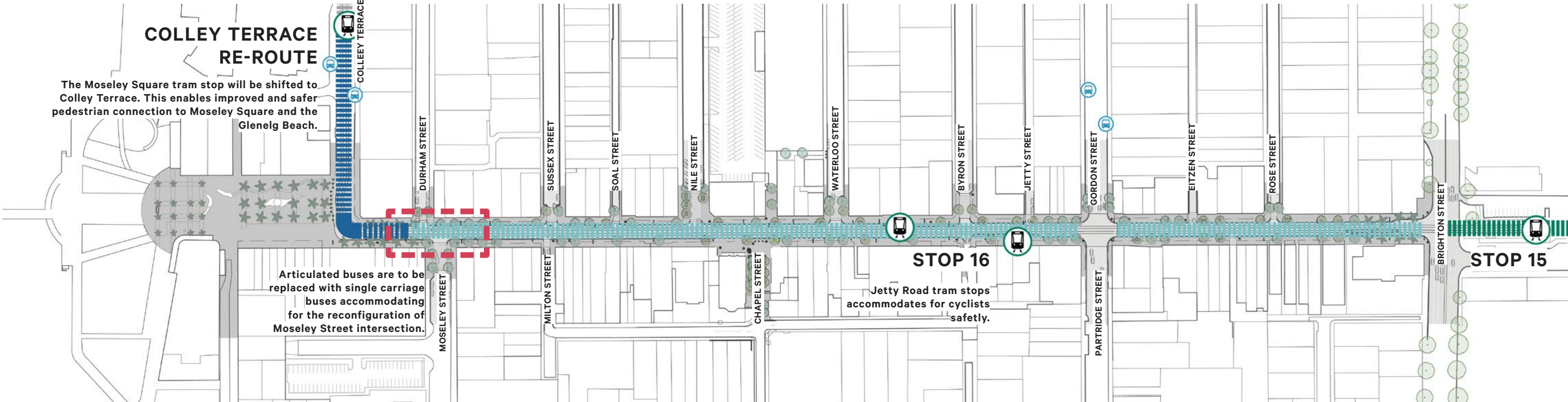
- 1 — Redevelopment of tram stop 16 to allow separation of cyclists from vehicle running lanes and tram tracks.
- 2 — Re-location of Moseley Square tram stop north to Colley Terrace. To provide a future tram link to Glenelg North developments



Broader context to tram route



1 Public transport along Jetty Road
2 Colley Tce tram stop
ca. 1948



- Legend**
- Tram line (separated)
 - Tram line (shared)
 - Reconfiguration of line
 - Future northern connection
 - Tram stop
 - Bus stop

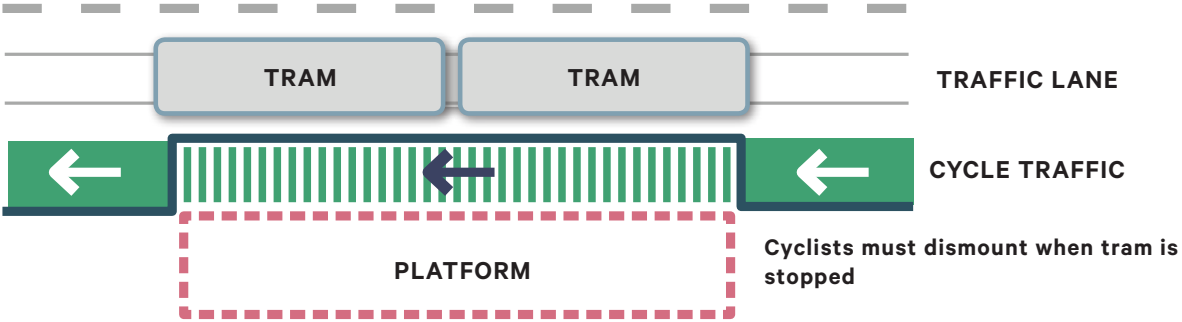
**Accommodating
cycle traffic with
trams**



Existing stop 16



Example of cycle and tram integration in Melbourne



Objective:

The Bay caters for hundreds of cyclists on a weekly basis. Accommodating for all types of cyclists is approached in an integrated and co-ordinated method that acknowledges all other users to the street.

Strategies:

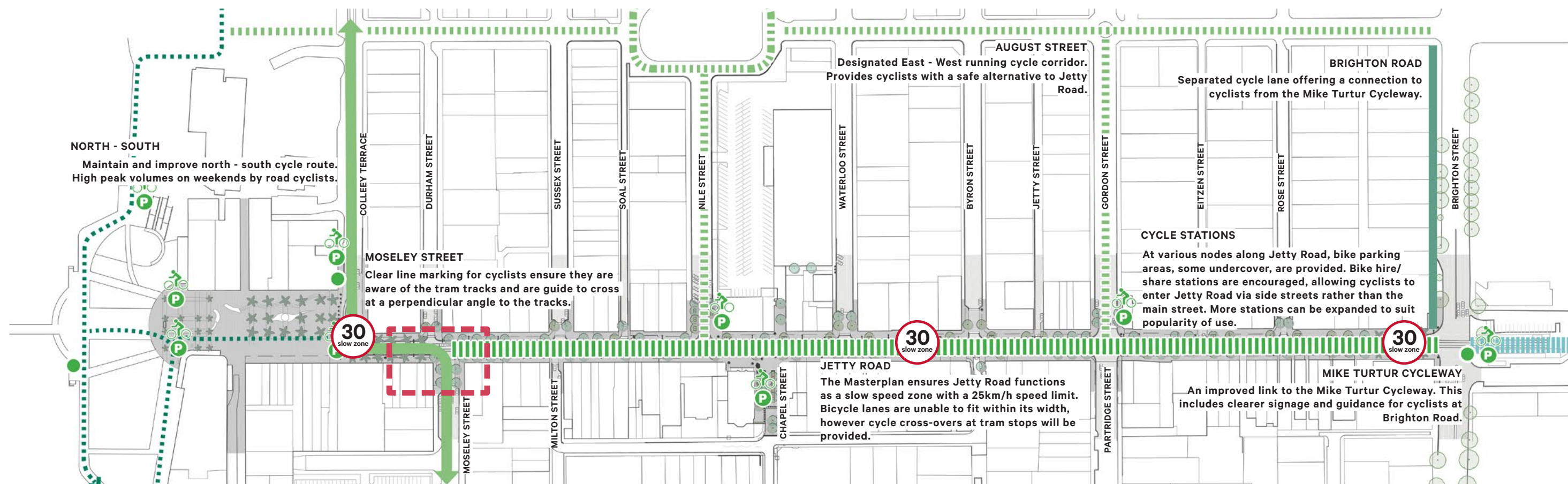
Current cycle conditions along Jetty Road involve sharing traffic lanes with vehicles, buses and trams with limited lane width and separation from parked vehicles. Ongoing issues occur between cyclists and rail tracks and particularly at tram stop 16.

Key moves:

- 1 — Redevelopment of tram stop 16 to allow separation of cyclists from vehicle running lanes and tram tracks.
- 2 — Clear linemarkings guiding cyclists across tram tracks at Moseley Street intersection
- 3 — Safer cycle connectivity between Jetty Road and the Mike Turtur Cycleway.
- 4 — Improved alternative east - west cycle route along Augusta street.
- 5 — Overall 25km/h slow zone along the extent of Jetty Road



- 1 Shared use street
- 2 Cycle share facilities introduced
- 3 Encouraging multi-modal use including cycle taxis



Legend

	Existing north-south cycle route		Alternative east - west cycle corridor
	Separated cycle path		Coast park
	Shared cycle route		Bicycle parking
	Mike Turtur Cycleway		Wayfinding signage

Key Statistics

146 'reported' crashes in the past 5 years

46 cyclists involved

12 involved trams

33 'roll over' crashes. Most roll over crashes were cyclists falling off their bike due to 'inattention'.

Source: City of Holdfast Bay

Objective:

A series of solutions to accommodating numerous forms of movements occuring along the extent of Jetty Road. Prioritising pedestrian movement is vital in creating an environment that is safe and inviting to all.

Strategies:

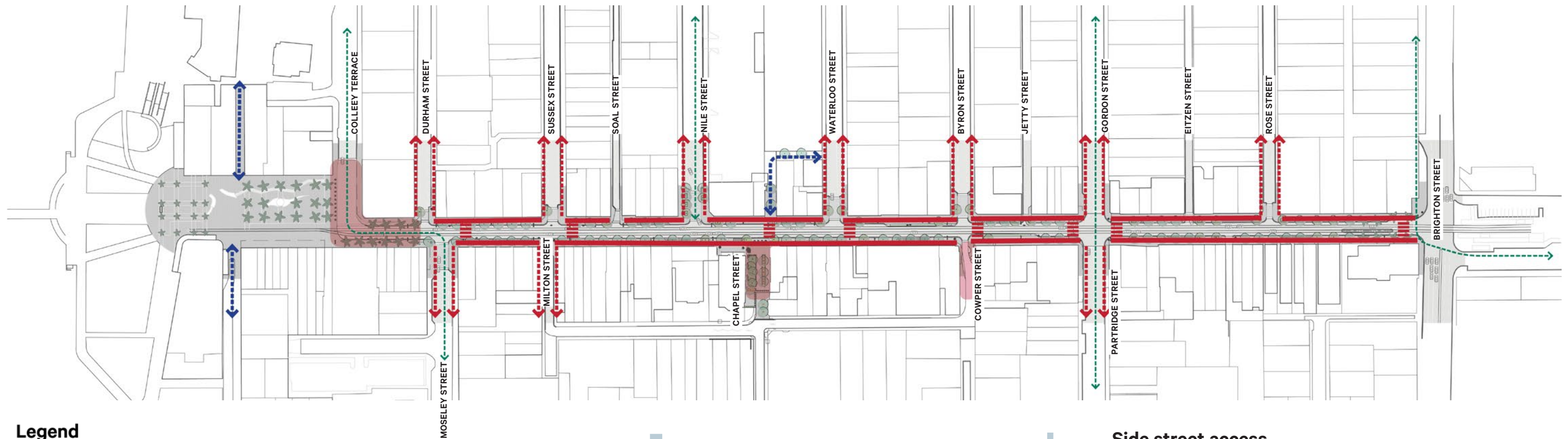
The current pedestrian environment along Jetty Road is un-inviting and precarious. With a lack of pedestrian priority and a large volume of vehicles, Jetty Road is a difficult street to navigate. In achieving a safer pedestrian environment, vehicles speeds must be slowed, crossing be safer and have an inviting and connected streetscape.

Key moves:

- 1 — Widened footpaths, reducing congestion and offering spaces for shopfronts to overflow.
- 2 — Continuous footpath cross overs at side streets, slowing entering and exiting vehicles.
- 3 — Treatment to sidestreets and laneways, enhancing pedestrian linkages into Jetty Road.
- 4 — Consolidation of pedestrian crossings providing designated DDA compliant crossings.

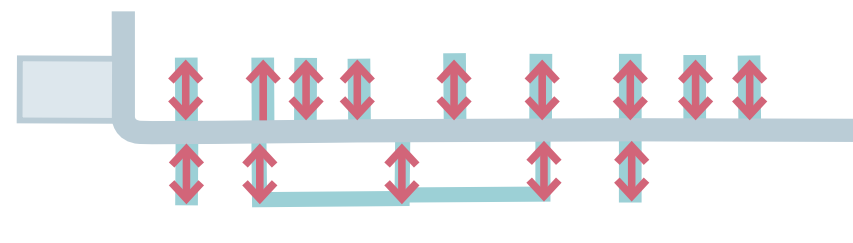


- 1 Side street treatment
- 2 Moseley Street intersection reconfiguration - improved safety to pedestrians
- 3 Chapel Street - widened footpaths



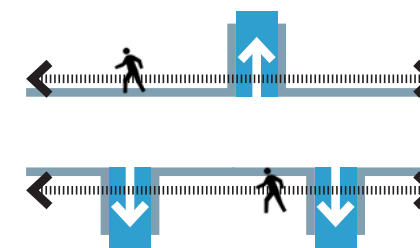
Legend

- Jetty Road promenade
- - - Connecting street footpaths
- = DDA Compliant crossings
- - - Laneway access



Side street access

Side streets along Jetty Road offer entryways for pedestrians. Side streets are enhanced by extending paving and additional street trees.



Continuous footpaths at side streets

Side streets along Jetty Road are considered toward the function and amenity of the street. Continuous footpaths, street tree planting and street furniture is continued into the side streets.

Paving

Public Realm

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FOR CONSULTATION

Objective:

The Masterplan describes a palette of paving materials that achieve continuity to Jetty Road, creating a simpler streetscape environment that is robust and contributes to Jetty Road’s character and identity.

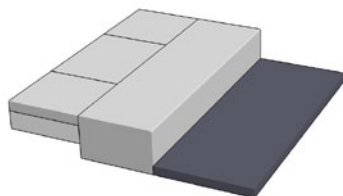
Strategies:

Jetty Road’s existing surface materials are weathered and inconsistent to pedestrians and vehicle with confusion in legibility. The Masterplan applies a palette of surface materials that contributes to the identity of Jetty Road.

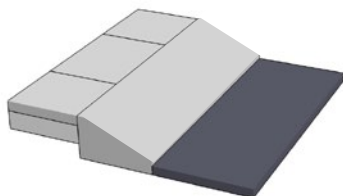
Key moves:

- 1 — A new consistent palette of surface materials with designated applications.
- 2 — High quality selection of materials that considers whole of life costs.
- 3 — Improved paving profiles reducing ongoing maintenance.

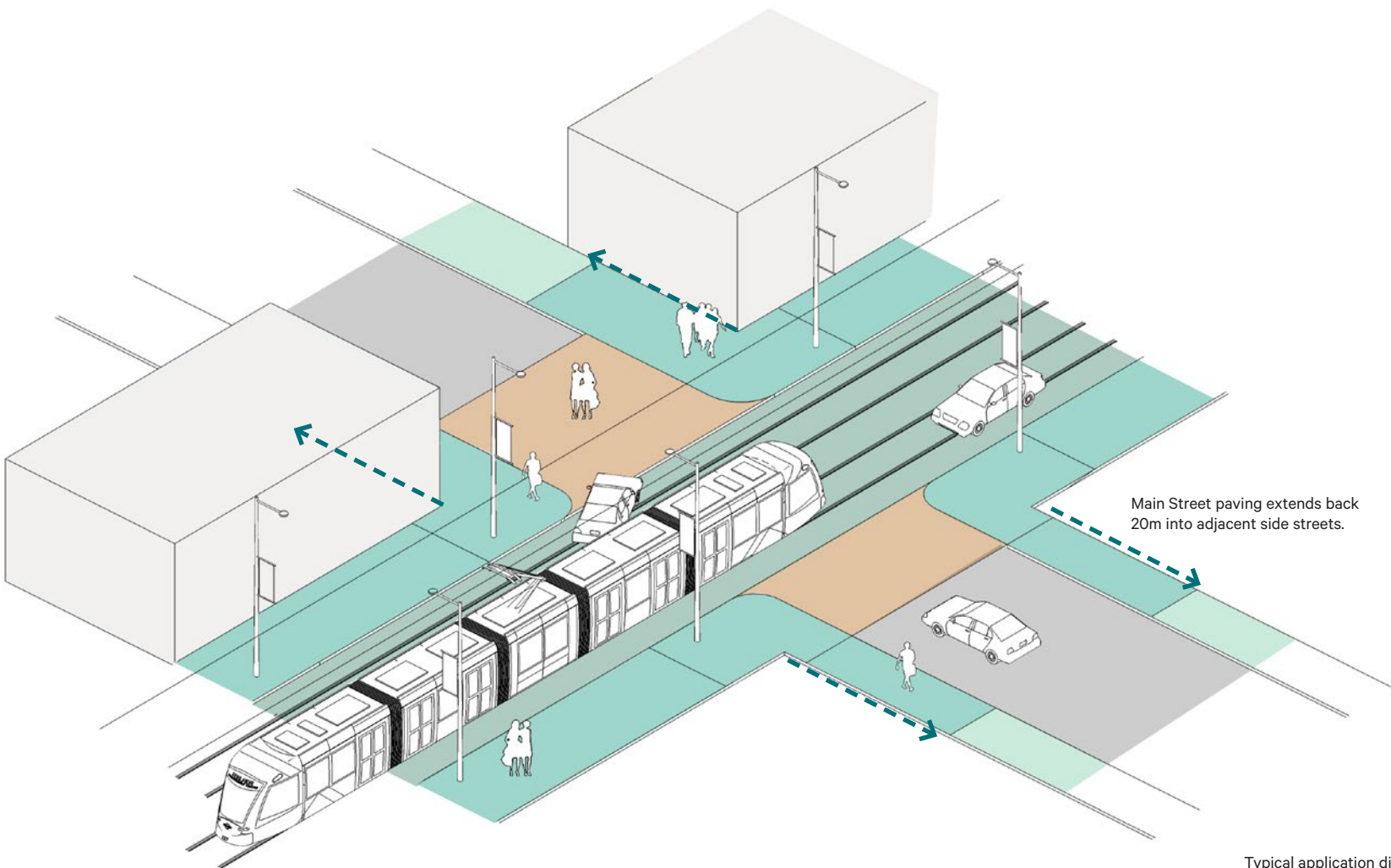
Kerbs



WIDE UPRIGHT KERBS
(150mm HIGH)



ROLL OVER KERB
(150mm HIGH)



Typical application diagram

Application

Paving and surface materials are chosen to reinforce a sense of place that is distinctive and ‘of South Australia’.

Jetty Road’s footpaths are paved with an Australian-sourced natural stone paver sized to reflect aesthetics and use.

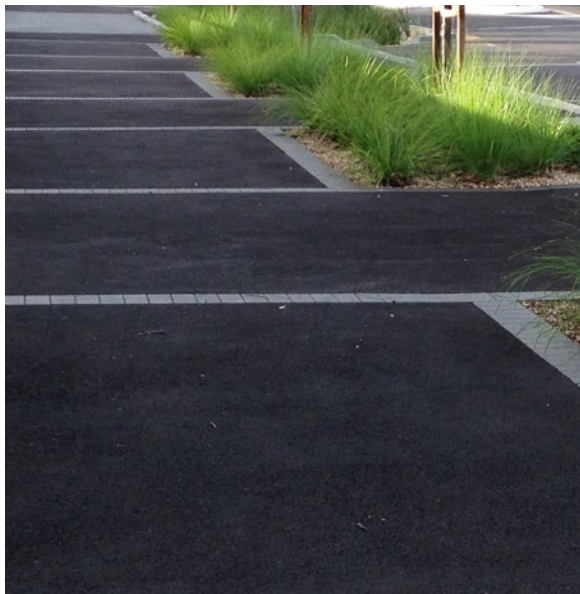
A natural, warm coloured and textured natural stone displaying grey tones is chosen as the predominant paver in high use areas.

Where the pavers are traversed by vehicles and cycles, these are laid on a reinforced concrete base. In other locations where paving is only traversed by pedestrians,

pavers are laid on a specialised sand and rubble base for cost effectiveness. Side streets integrate the Jetty Road footpath paving to a set back of 20m and then transition to hotmix paving with the same natural stone banding for continuity.

These types of surfaces are attractive, hard-wearing and easily cleaned, but also comfortable and safely traversed by pedestrians, wheelchair users, strollers and cyclists.

Paving Palette



Natural Stone - Juperana

Large Format, Stretcherbond

Applications

Main Street

A high quality paver along the extent of Jetty Road from Brighton Road to Moseley Square. Future extension to the shorefront.

Intersection nodes

A high quality paver marks all of the intersections along Jetty Road, and provides continuity along the length of Jetty Road.

Plazas

Chapel Street Plaza is paved with stone.



Natural Stone - Juperana

Small Format, Herringbone + Stretcherbond

Applications

Continuous footpath crossings

Heavy vehicle rated paving distinguishes pedestrian crossings. Wombat style crossings are made flush with adjacent paving to give priority to pedestrian movement and reduce vehicle entry speeds.

Carparking / loading zones / pullover bays

A heavy vehicle rated paver that contrasts the main promenade to distinguish vehicle use for parking and bus bays.

Plazas / highlights

Moseley Square crossing is paved with high quality stone.



Hotmix

Natural stone inlays + headers

Applications

Side streets

Laneways



Insitu Concrete

Shotblast finish, light reveal

Applications

Tram lane

Vehicle running lane (kerb to kerb)



Concrete Kerbs

Dark oxide, smooth trowell finish

Applications

Road edge

Street Furnishings

Public Realm

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FOR CONSULTATION

Objective:

The Masterplan describes a vision for a new furniture suite that showcases Jetty Road’s identity and is robust and cost effective for whole of life costs.

Strategies:

Inconsistent and outdated existing furniture clutters the street, adding to pedestrian congestion and a poor street environment. Furniture is selected strategically for key areas of use and spaced appropriately along the length of Jetty Road.

Key moves:

- 1 — A unique design suite for Jetty Road that distinguishes the street as a precinct.
- 2 — Selection of high quality and robust materials, lowering whole-of-life costs and reducing on-going maintenance.



Street Bench Seat

DESCRIPTION

Proprietary Item,
Contemporary and timeless in design
Class 1 hardwood battens
Painted steel/anodised aluminium frame
Neutral grey tone colour
Arm rests and back

Supplier

tbc

APPLICATIONS

Along the footpath & side streets



Bespoke Seats (Plaza)

DESCRIPTION

One off design
Steel frame - painted/stainless steel
Integrated lighting
Varying size

APPLICATIONS

Chapel Street Plaza
Moseley Square
Wider footpath nodes



Fixed wall seating

DESCRIPTION

Pre-cast concrete / stone
One off design to suit site conditions
Arm rests and backs can be included

APPLICATIONS

Chapel Street Plaza
Moseley Square



Drink Fountain

DESCRIPTION

Proprietary Item,
Brushes 316 Stainless Steel Finish

APPLICATIONS

Chapel Street Plaza
Moseley Square



Picnic Setting

DESCRIPTION

Proprietary Item,
Contemporary and timeless in design
Class 1 hardwood battens
Steel frame

Supplier

tbc

APPLICATIONS

Plazas, Squares and Foreshore



Bin Surrounds

DESCRIPTION

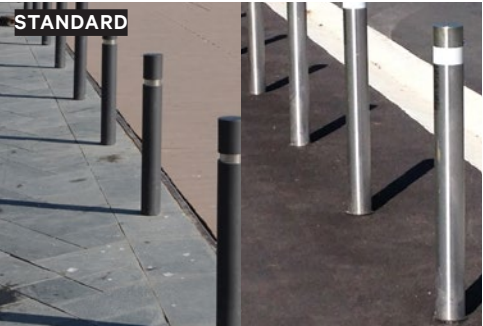
Proprietary Item
Contemporary and timeless in design
Stainless steel / painted cover
Recycling + Rubbish (tbc)
240ltr (tbc)

Supplier

tbc

APPLICATIONS

Public realm. Spacing to suit maintenance requirements



Standard Bollards

DESCRIPTION

Proprietary item
Removable option

Supplier

Leda

APPLICATIONS

Streets, vehicle control, outdoor dining

Feature Bollards

DESCRIPTION

One off item, large enough for seating
Polished Steel
Fixed position

APPLICATIONS

Plazas + Squares



Tree Grates

DESCRIPTION

Steel surrounds and grated cover

Supplier

tbc

APPLICATIONS

High traffic paved areas



Cycle Racks & Repair Stations

DESCRIPTION

Painted stainless steel
Contemporary and timeless in design
Neutral grey tone colours to match bench seats and bollards

Supplier

tbc

APPLICATIONS

Street corners, side streets & plazas

Street Trees

Public Realm

CONFIDENTIAL DRAFT
FOR CONSULTATION

Objective:

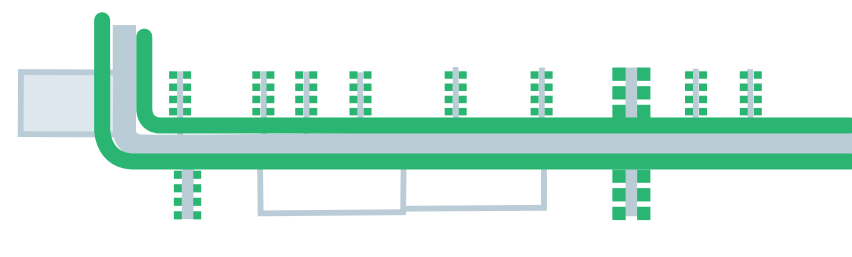
Street trees have an important role in defining Jetty Road. The Masterplan strengthens the street by having healthy and attractive street trees that contribute to the street's identity.

Strategies:

With no overarching street tree strategy, Jetty Road and adjacent side streets lack continuity and identity to the area. Reinforcing Jetty Road as a green corridor can be achieved through a long-term planting and succession plan.

Key moves:

- 1 — A new improved standard for growing conditions for street trees planted.
- 2 — Development of an overall future strategy for street tree planting to Jetty Road and adjacent side streets.
- 3 — A planting style that creates an identity for Jetty Road and side streets.
- 4 — Integration of WSUD initiatives.

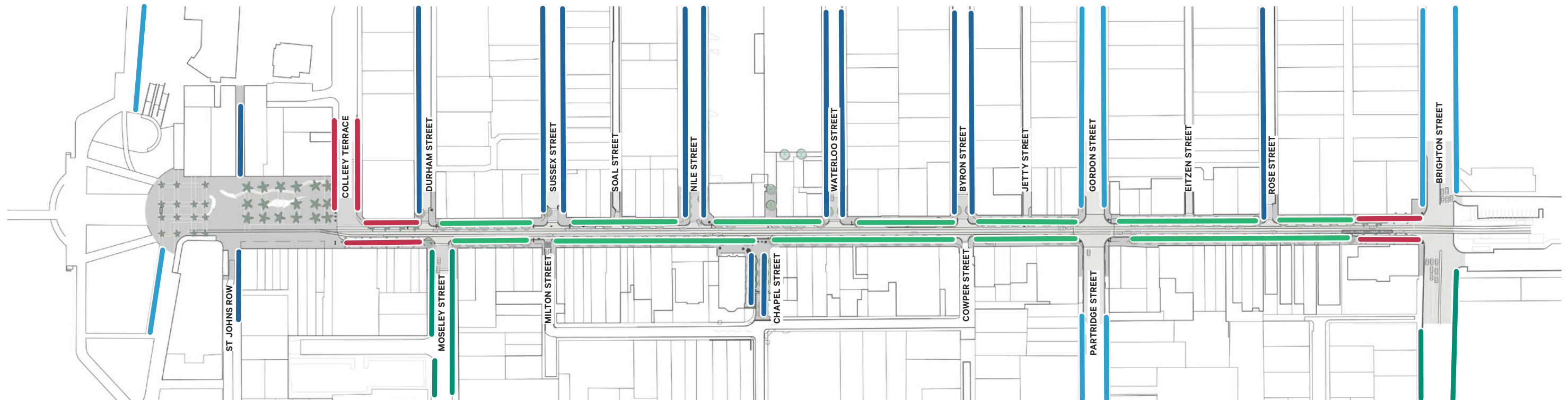


Green Corridors

Jetty Road has a strengthened green promenade achieved through street tree planting to both Jetty Road and the side streets. A variety of tree species are used to distinguish zones.



- 1 Iconic palms set an identity to a space.
- 2 Street trees softening the built interface.
- 3 Integration of street tree in the urban fabric.



**Phoenix canariensis /
Washingtonia robusta (tbc)**
Palm Tree

Iconic gateway palms to the eastern and western ends to Jetty Road.



Side street trees

A consistent palette of trees that are consistent and provide an identity to the area.



Celtis australis

Deciduous main street trees that line the central core to Jetty Road.



Platanus orientalis
Plane Tree

A consistent palette of trees that are consistent and provide an identity to the area.



Araucaria heterophylla
Norfolk Island Pine

Reinforce existing boulevards with new trees and improved growing conditions.

Signage & Wayfinding

Public Realm

CONFIDENTIAL DRAFT
FOR CONSULTATION

Objective:

An easy to use, integrated suite of street signage is described in the Masterplan as a means to improve street function, vitality and legibility.

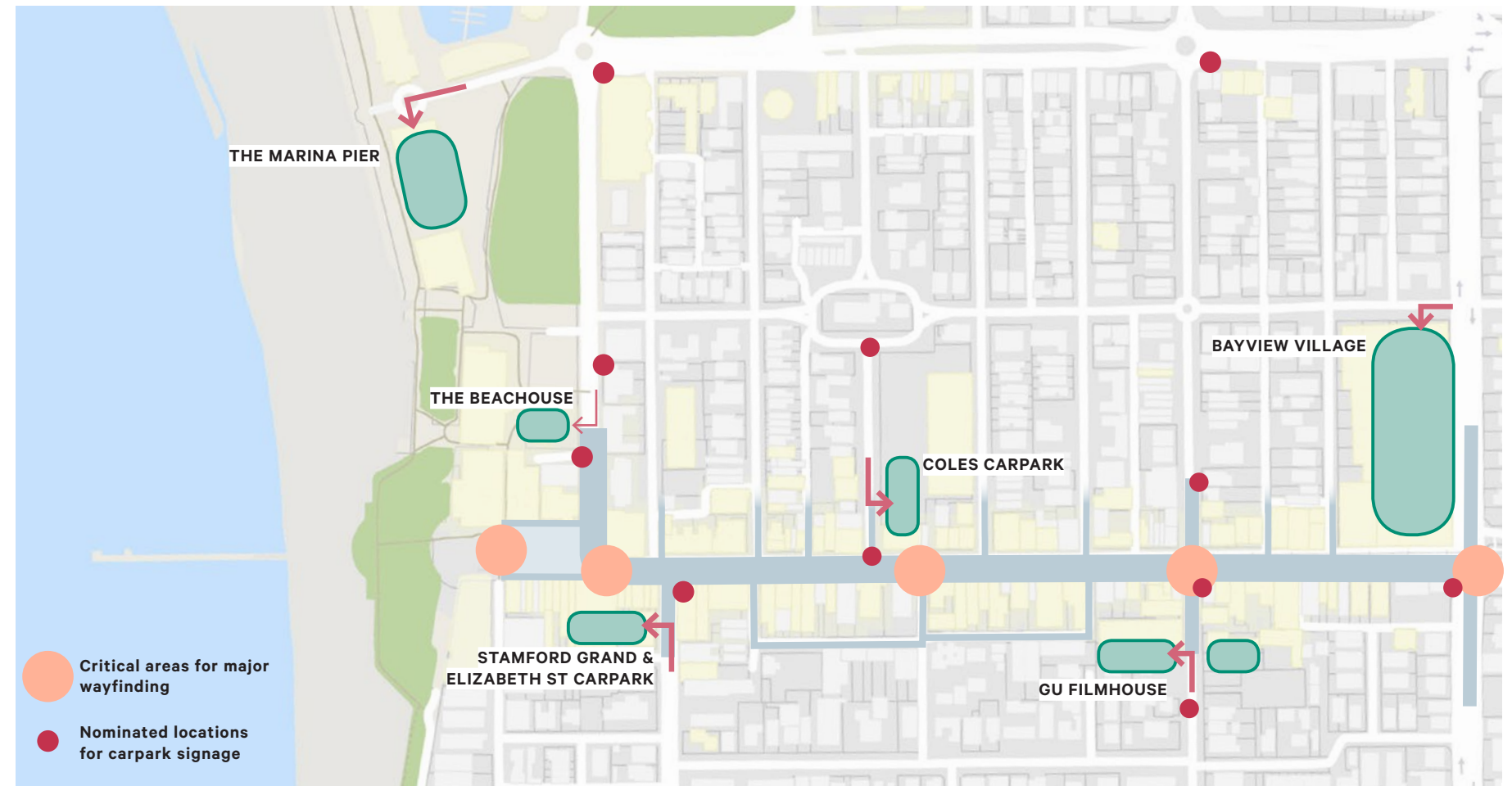
Strategies:

Integrated signage along the length of Jetty Road and side streets enhances awareness of events, activities, facilities, heritage and cultural values, reinforcing, through image, Jetty Road's distinctive sense of identity.

A co-ordinated wayfinding strategy provides directional guidance to locate community facilities, businesses and other destinations. It is concerned with the experience of using Jetty Road and ensuring people feel safe and comfortable moving along it.

Key moves:

- 1 — A simplified and consistent signage strategy.
- 2 — Integration of a wayfinding application for pedestrian and motorists.
- 3 — Improved signage to side streets.
- 4 — Signage marking off-street carparks and spaces available.



Wayfinding locations

Carpark wayfinding

Through clear signage and wayfinding drivers are aware of parking locations available. With a greater focus toward digital technology, wayfinding is integrated into Jetty Road to provide a system that is flexible and less intrusive to the street interface.

The precinct's current off-street parking arrangement caters for carparking 'behind' Jetty Road. Through digital applications and improved on-street signage, the Masterplan ensures motorists are aware of off-street carparks and available spaces.





Street banner + promotion

DESCRIPTION

Proprietary existing item to existing light poles. Banners reflect upcoming events and festive season throughout the year.

APPLICATIONS

Jetty Road and side streets.

Digital interaction

DESCRIPTION

Online digital platforms inform Jetty Road users of key information such as availability of off-street carparking, event road closures and key locations of public facilities.

Fixed digital signage indicating availability of off-street carparking in side streets.

APPLICATIONS

Jetty Road and side streets.

Pedestrian + cyclist wayfinding

DESCRIPTION

Consistent suite of wayfinding elements that are iconic to Jetty Road catering for both tourists and Holdfast Bay residents.

APPLICATIONS

Jetty Road, key public spaces & side streets.

Art + culture interpretation

DESCRIPTION

Iconic public artworks create an identity location functioning as a landmark that is referenced by both Holdfast Bay residents and tourists.

APPLICATIONS

Key public spaces and significant landmarks.

Lighting

Public Realm

CONFIDENTIAL DRAFT
FOR CONSULTATION

Objective:

Improved lighting extends use of public space with increased safety, comfort and amenity.

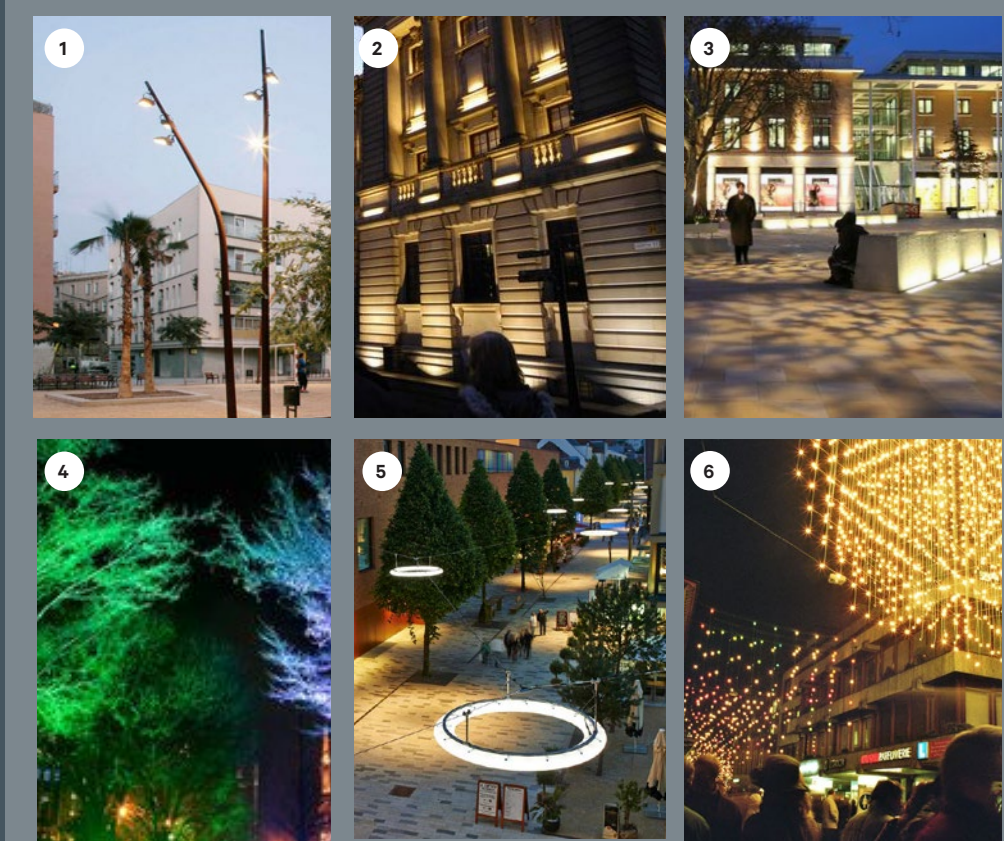
Strategies:

Current street light poles have been recently upgraded and have established future proofing of the street. New lighting types are focused towards pedestrian amenity and safety.

A layer of feature lighting accentuates special areas and elements along Jetty Road including key heritage buildings, trees and public spaces.

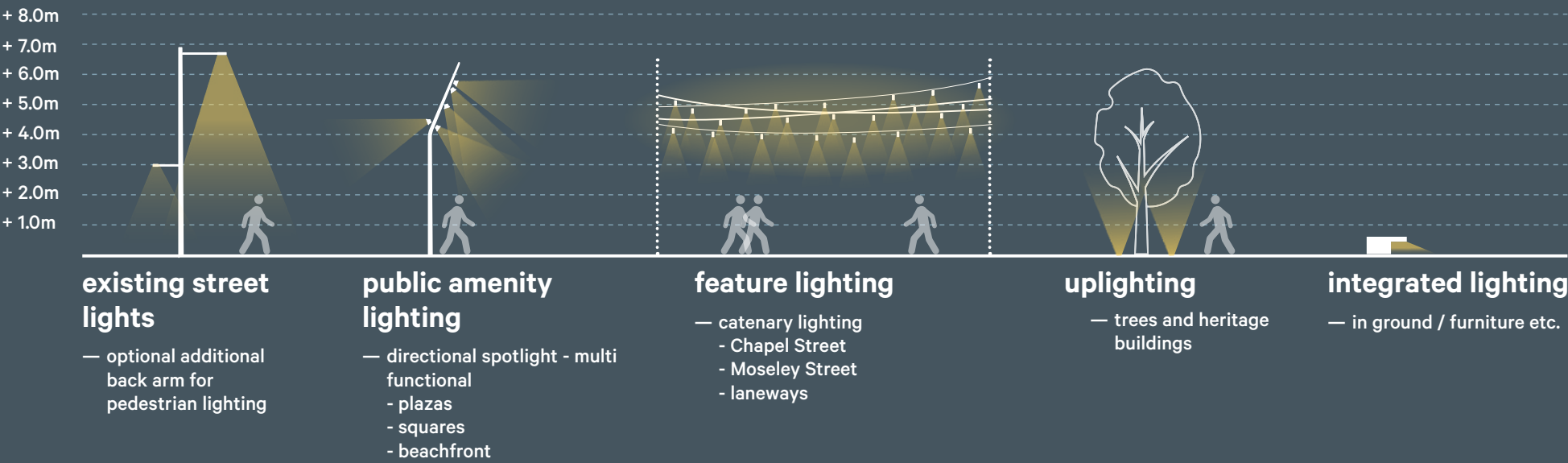
Key moves:

- 1 — Strengthened main street lighting.
- 2 — Lighting to public spaces - improved activation at night.
- 3 — Feature lighting to heritage buildings and significant landmarks.



1 Plaza pole top lights
2 Heritage feature lighting
3 Feature lighting
4 Tree up lighting
5 Plaza lighting
6 Feature lighting

Lighting hierarchy



Feature

Decorative and ornamental lighting to be used in high activation areas. In particular pedestrian corridors, laneways and malls.

Trees

Side street trees to have feature lighting where appropriate. Festive lighting to be integrated seasonally.

Heritage

Heritage buildings to be architecturally lit to become features along Jetty Road at night.

Street

Banner flags and pendant lighting will be integrated into the existing pole system.

Space

Public spaces and concentration points are to be provided with feature spotlighting, to provide additional light for users, providing safer public spaces for interactive at night.

Festive

In areas such as Chapel St Plaza, lighting installations are to be integrated seasonally for festive occasions such as Easter and Christmas.

Street Infrastructure & Services

Objective:

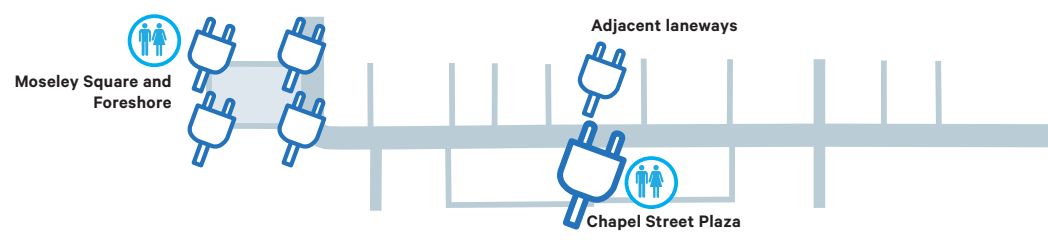
All infrastructure and services to the street are integrated and consistent. The application of systems will be continuous along the street, providing an overall strip that is clear and coherent.

Strategies:

As Jetty Road grows, the street must be prepared to future proof services to cater for new developments and further uplift. This must be achieved alongside with innovative and emerging technologies.

Key moves:

- 1 — Ensuring Jetty Road is prepared for future expansion and catering for emerging technologies.
- 2 — An infrastructure system that is consistent and functional with multiple services.
- 3 — A consistent water sensitive urban design approach.



Readily Accessible Power

All key public spaces along Jetty Road are to have access to key power sources, catering for events and functions in a variety of scales.

Public Realm

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1



3



2



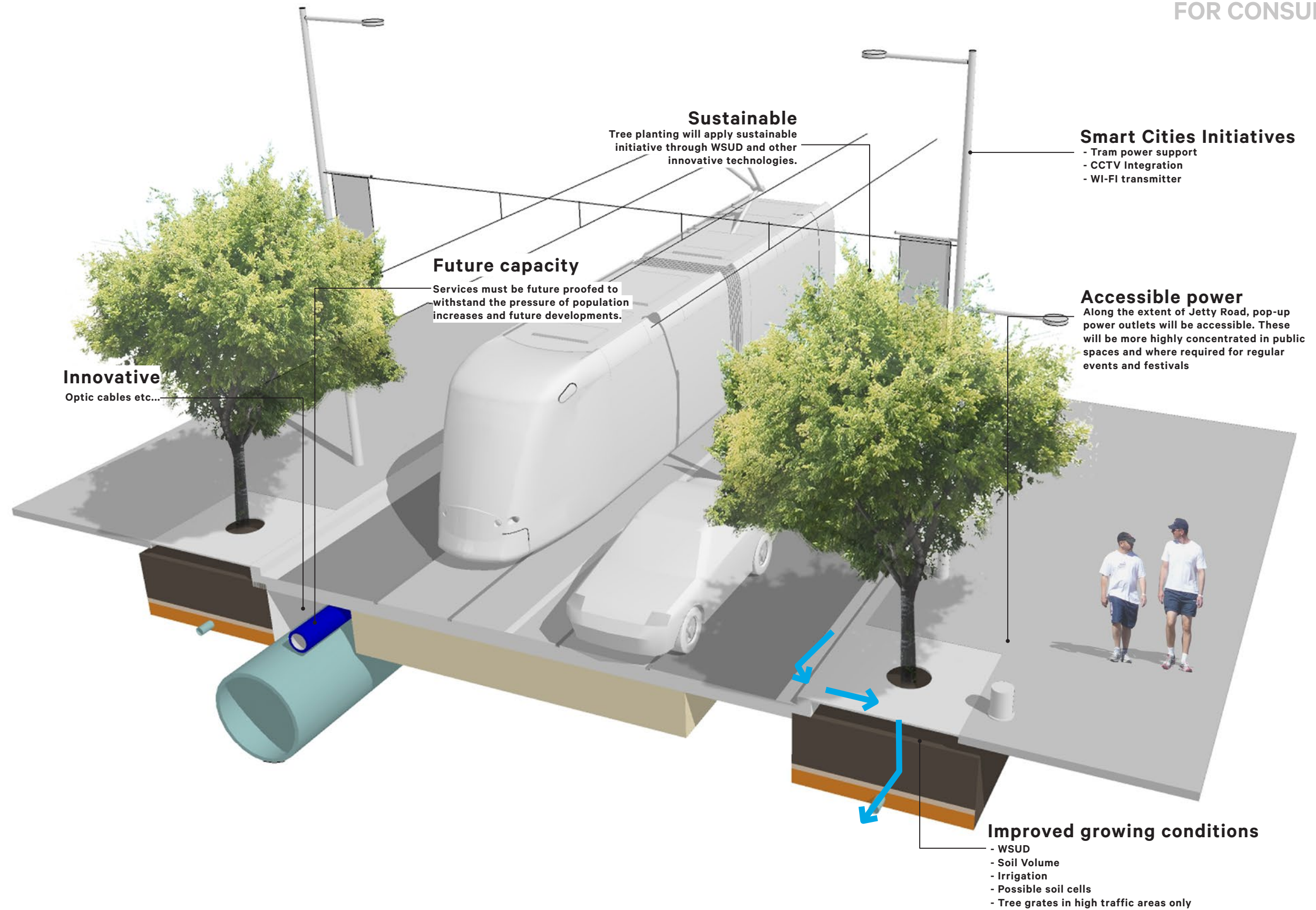
4



5



- 1 Pop-up power bollards
- 2 Public conveniences
- 3 Integrated grate
- 4 Catering for pop-up events
- 5 Integrated power - plazas & parks for events



Arts & Events

Public Realm

CONFIDENTIAL DRAFT
FOR CONSULTATION

Objective:

Jetty Road will continue to function as a festival and arts hub to South Australia. Catering for a mixture of events and activities that are spread across the year.

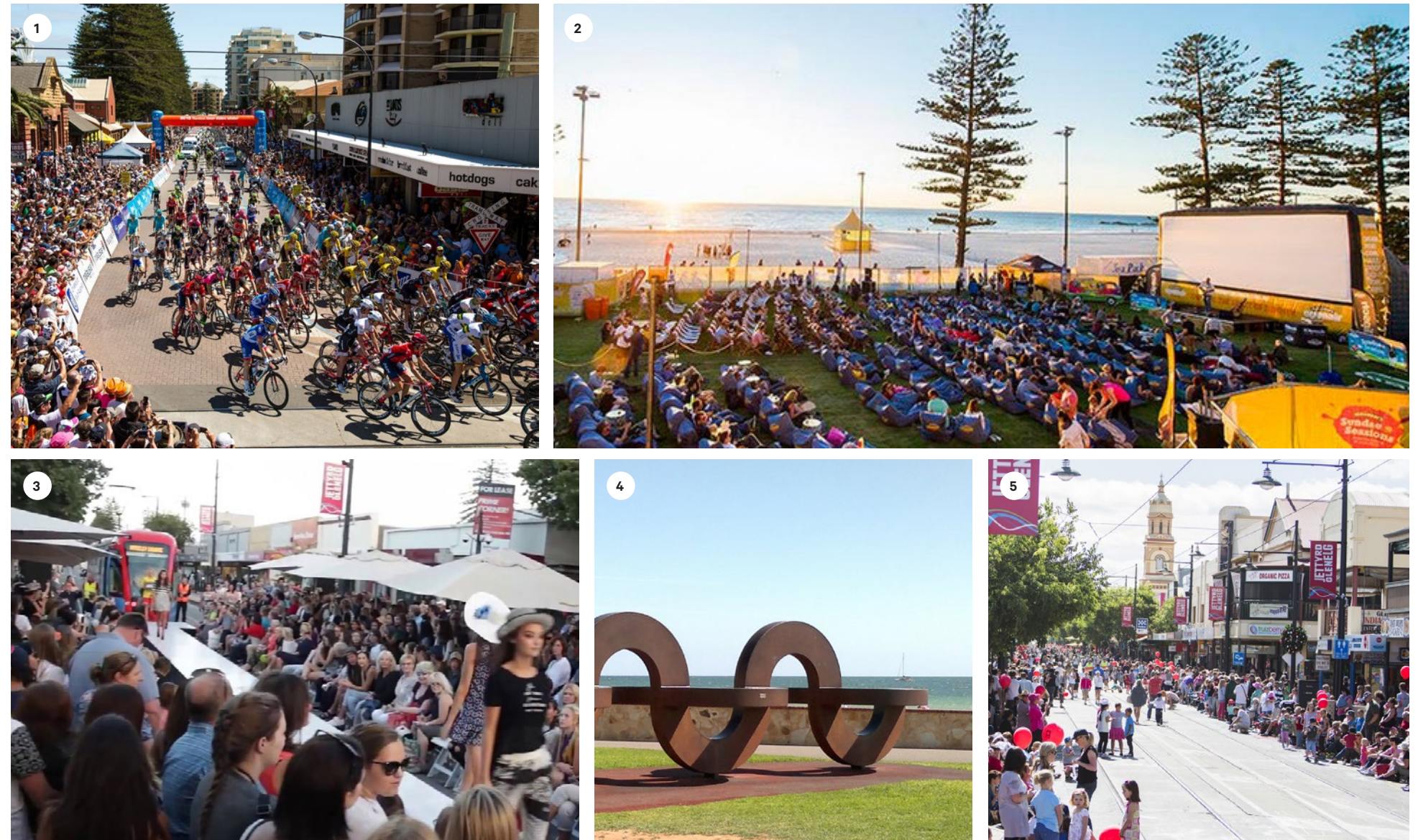
Strategies:

Jetty Road is a place, known, liked and used by both local residents and visitors. As such, the main street occupies a unique place in the life of the metropolitan coastline - a focus for recreation and festivals, but also a place that recognises the coastline's development and physical planning.

With continual uplift and development to Jetty Road, the Masterplan ensures Jetty Road remains active and caters for a scale of events and strengthens integration of the arts.

Over **500,000** visitors
generated by local events

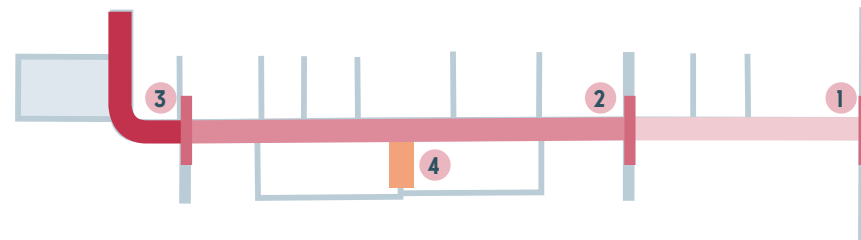
Over
'200 events'
are staged through out the year



- 1 Tour Down Under
- 2 Open air Cinema
- 3 Jetty Road Glenelg Street Party
- 4 Greg Johns Sculpture
- 5 Jetty Road Glenelg Christmas Pageant

“Jetty Road Glenelg has more events every year than any other main street in South Australia.”

Key moves



Event road closures

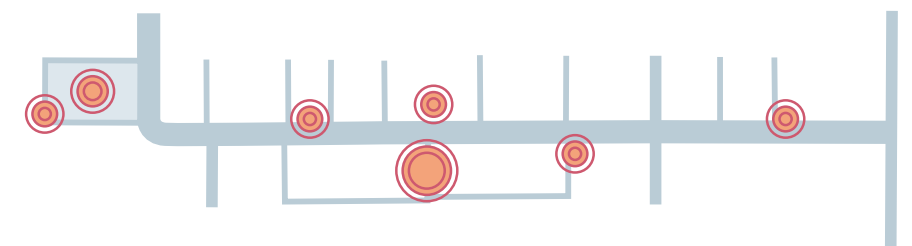
A series of scaled event road closures caters for the capacity of the event.

- 1 Full closure from Brighton Road through to Colley Terrace
- 2 Partial closure of Jetty Road from the Partridge + Gordon St intersection to Colley Terrace
- 3 Small road closure from Moseley St to Colley Terrace
- 4 Chapel Street Plaza caters for ongoing events whilst allowing Jetty Road to function normally.

Exhibition & civic activities

Jetty Road is to have a 'festive' feel throughout the year, these include a consistent style of festive decorations lining the street and also a seasonal centrepiece to be positioned at the new Chapel Street Plaza.

Chapel Street Plaza is utilised as a space for community and civic events providing a flexible space for numerous forms of activities.



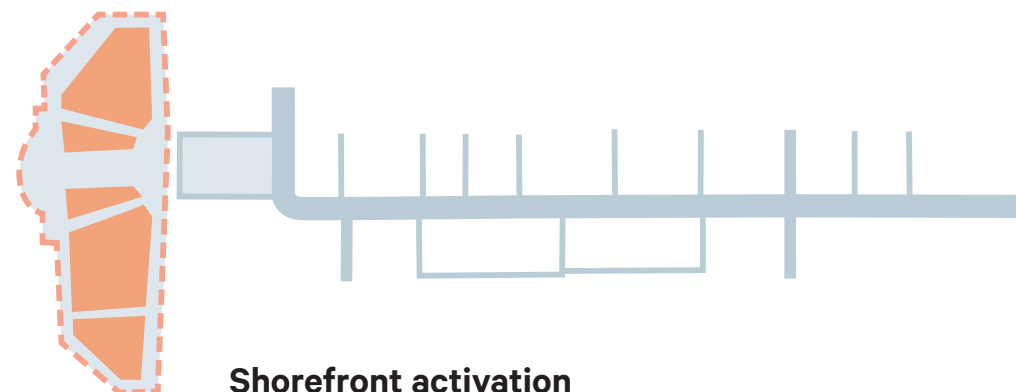
Creative opportunities

The Masterplan accommodates existing installations and events within the overall streetscape, whilst also allowing for future unplanned initiatives to be added. A variable suite of places is created within a controlled field of creative endeavour and opportunity. The intention is to avoid individual artworks 'floating' in space, ungrounded to the broader streetscape and overall connections of the Jetty Road.



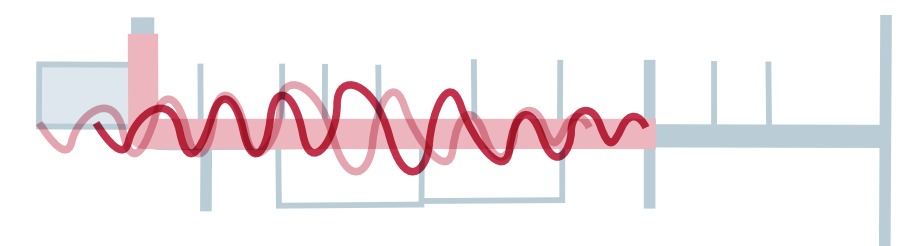
Public art

Public art contributes to cultural expression and legibility in the public realm and is a powerful contributor to the civic importance of Jetty Road. The Jetty Road template provides the planning framework into which public art fits – programmed events, festivals and performance, exhibitions, permanent and temporary artworks, performance art, memorials and commemoration. Public art is chosen for its cultural interest and quality, and is reviewed by an independent art advisory committee prior to approval for installation.



Shorefront activation

Jetty Road's main tourist draw card is Moseley Square and Glenelg Beach. With its large expansive space it will continue to cater for community events such as the open air cinema and community markets. It's connection back to Jetty Road must be clear and consistent.



Street parties

Jetty Road will be closed to vehicle traffic from Partridge / Gordon Street to Moseley Square, allowing for tenants to spill out onto the street, transforming the public realm.

Street Activation

Public Realm

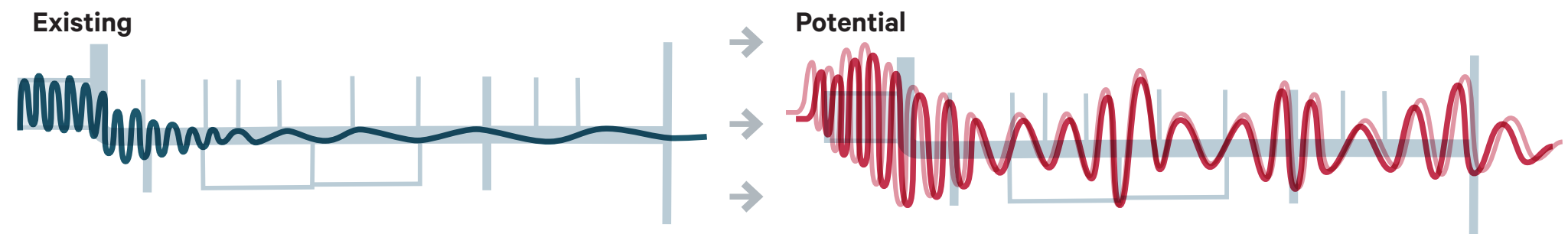
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Objective:

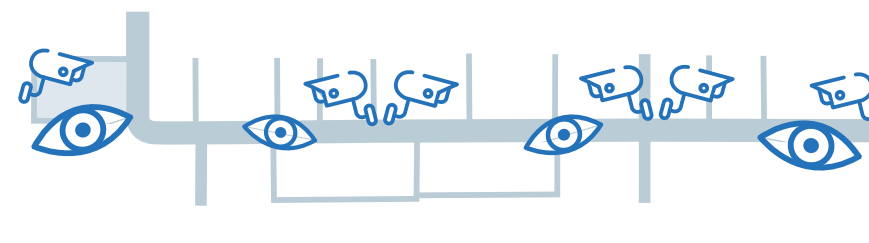
The Jetty Road Masterplan supports increased footpath activation and liveliness, working closely with visitors and residents, property owners and the Jetty Road Main Street Committee to develop a shared aspiration and commitment to a long term strategic plan for the street's retail mix.

Strategies:

Current activation along Jetty Road is varied and inconsistent along its length. Through improved streetscape conditions such as widened footpaths and overall streetscape environment, the main street will be utilised efficiently. Additional focus on small bar licences and small tenancies will create a new level of activation to the street.



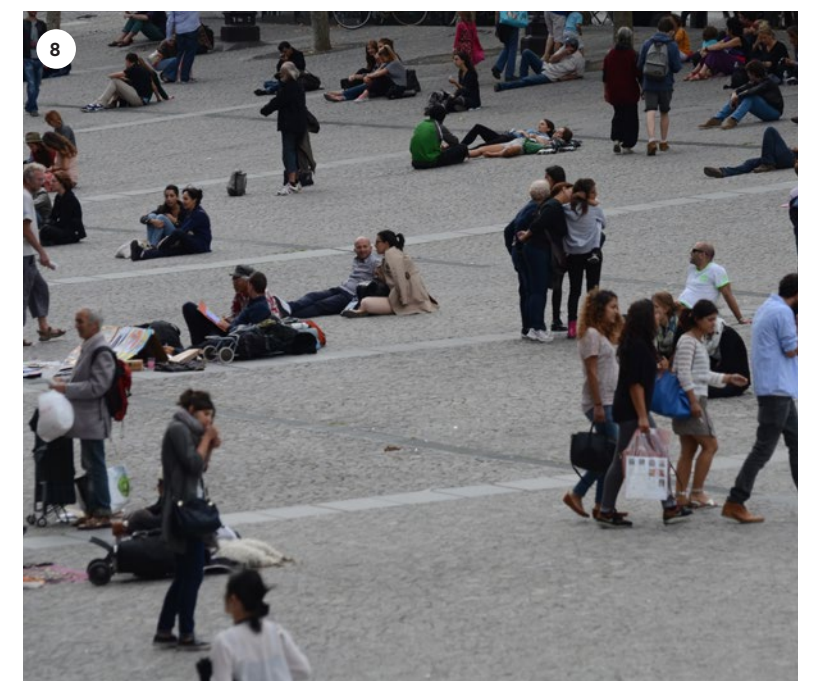
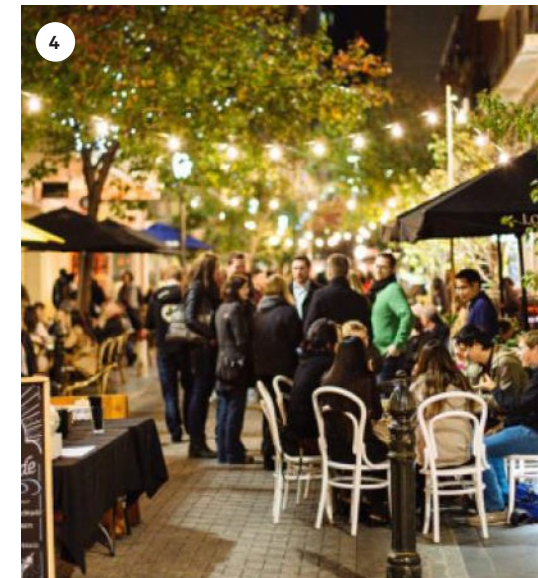
The Masterplan provides a platform for enhanced streetscape vibrancy and reinforces Jetty Road as a destination for all of Adelaide and tourists alike.



24/7 public focus & security

Through achieving a vibrant street it must be safe and secure for its users. As an active trafficable street, there is a focus towards 24/7 public focus. Jetty Road's security is supported by a surveillance system and also the public eye.

Promotion of the street & its culture



- 1 Small tenancies
- 2 Pop-up community events
- 3 Footpath dining
- 4 Night life
- 5 Alfresco dining around square
- 6 Public realm lighting
- 7 Street trees
- 8 Flexible public spaces

Outdoor dining

Public Realm

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Objective:

The Masterplan promotes a higher level of activation and encourages outdoor dining to spill out on to the street, further enhancing the cafe culture.

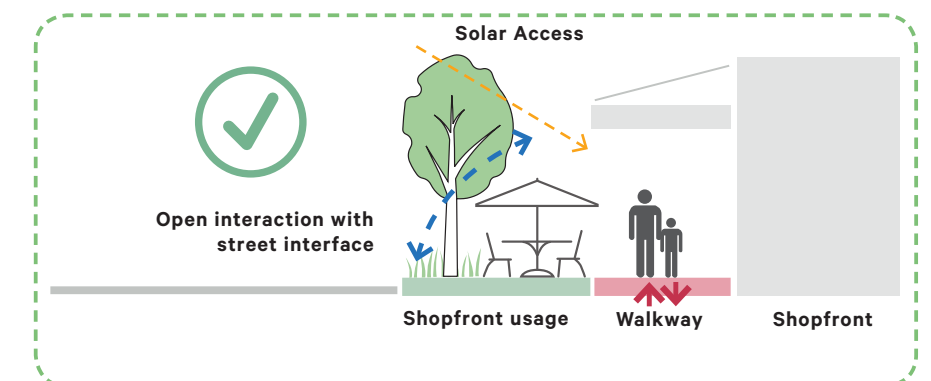
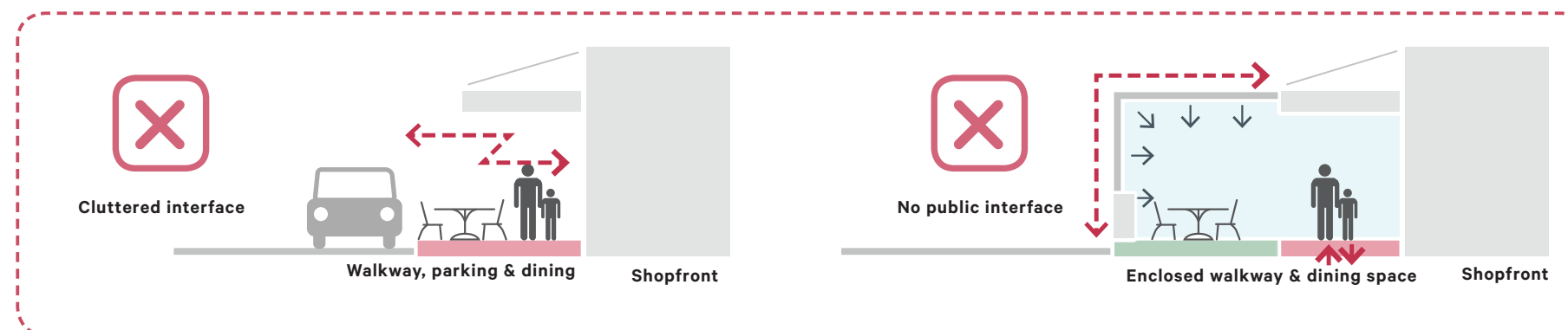
Strategies:

Current issues around street clutter and confined outdoor spaces have proven difficult for an alfresco style culture to develop. Through widened footpaths and allocated outdoor dining spaces, restaurants and cafés can have a greater streetside interface that works effectively for both pedestrians, storefronts and diners.

Key moves:

- 1 — Expanded footpath capacity and improved streetscape conditions.
- 2 — Improvements to pedestrian safety.
- 3 — Development of an outdoor dining policy.

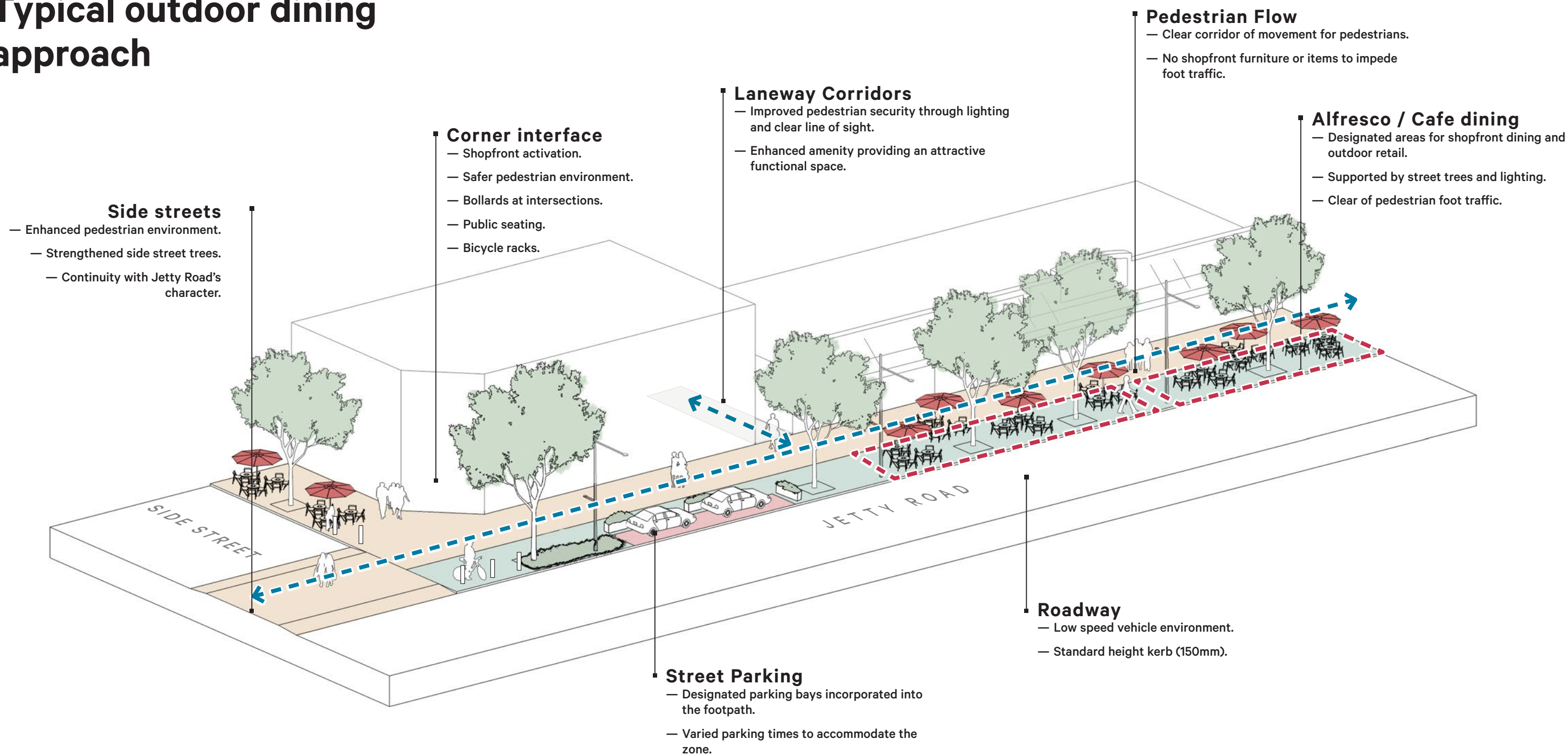
Ensuring interactive & active edges



Bollard protection for kerbside dining areas:

- Investigation into appropriate roadside dining protection guidelines was undertaken by the Local Government Association (LGA) in 2015. The draft LGA investigations included consideration of the risk management process adopted by metropolitan Councils which builds on the previous DPTI guidelines but includes consideration of more detailed factors as to whether bollards are warranted or not.
- This includes factors such as existing crash history, traffic volumes, position of traffic lanes in respect to the dining areas and proximity of intersections etc.
- Other metropolitan Councils' methodology applies a risk score for the various factors and then identifies the level at which a situation should be treated with bollards
- A preliminary assessment of Jetty Road against other Council guidelines, shows that bollards would not be warranted along the majority of Jetty Road, but may be warranted adjacent key intersections (such as Partridge Street/Gordon Street and Moseley St/Colley Tce).
- It is recommended that a further detailed assessment be undertaken in conjunction with proposed outdoor dining locations to confirm final recommendations for Council review.
- The installation of bollards relates to a risk management approach and will need to be reviewed by Council.

Typical outdoor dining approach



Laneways & Side streets

Public Realm

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Objective:

Side streets and laneways will become an extension of Jetty Road, as places of activation for shops and cafés.

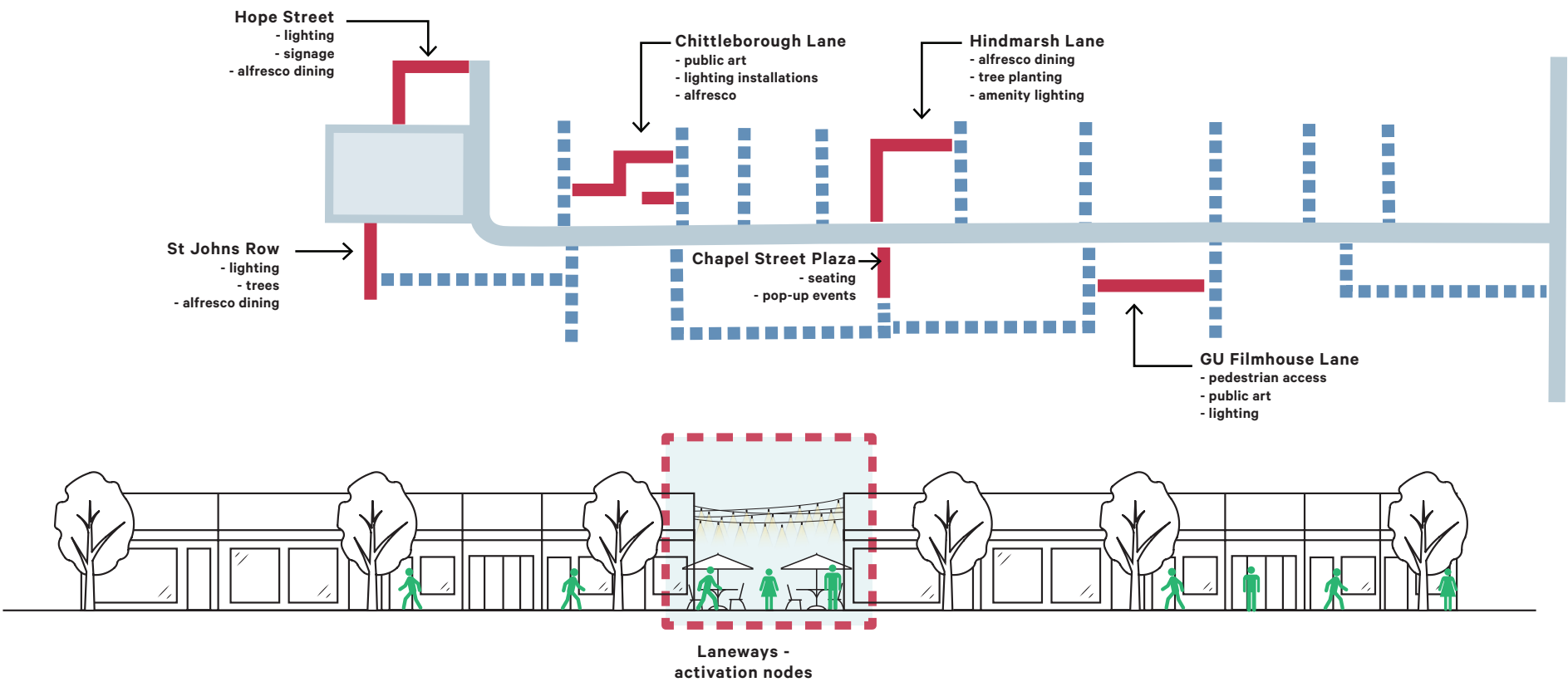
Strategies:

The side streets and laneways to Jetty Road are to support the main street, with a consistent environment that supports the masterplan vision.

Key moves:

- 1 — Improved pedestrian conditions and connections.
- 2 — Additional safety and amenity lighting.
- 3 — Clear signage and wayfinding to side streets and laneways.
- 4 — Public art integration.

Expanding the activation of Jetty Road into laneways & side streets



1 Public amenity lighting, integration of public art
2 Laneway event activation
3 Support public street art
4 Existing Jetty Road laneway



Hindmarsh Lane Vision



Built Form & Frontages

Built Form

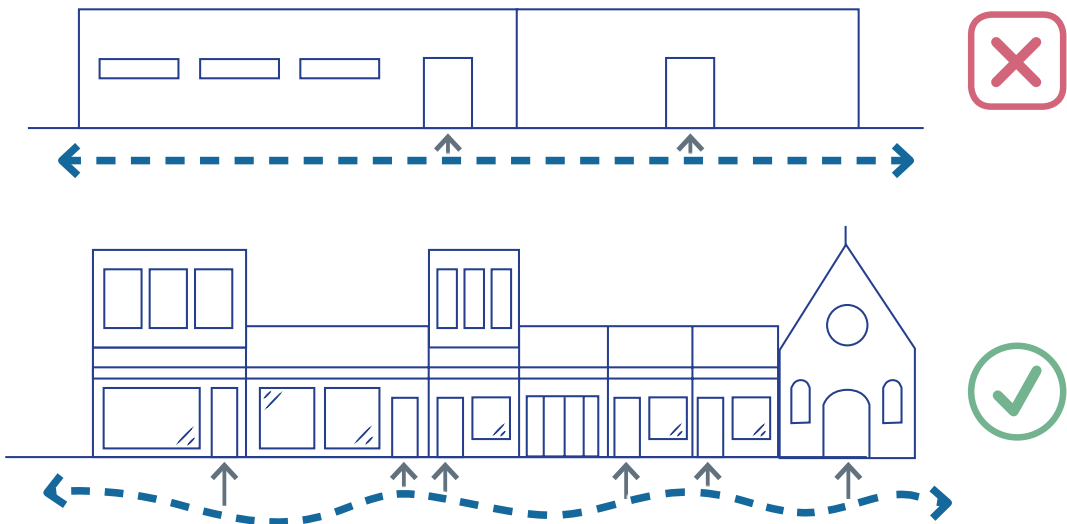
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*TO BE AMENED PENDING
COUNCIL FEEDBACK

Businesses fronting onto the redeveloped Jetty Road will attract premium rents particularly those that utilise the upgraded footpaths for outdoor dining. Other businesses will benefit from exposure and an increased passage of pedestrian traffic.

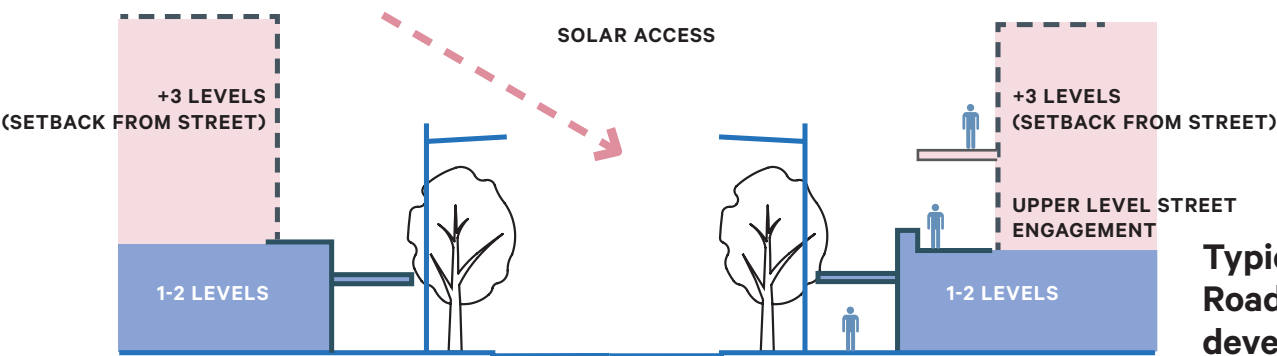
Existing buildings should address the street by providing active uses on the ground floor and utilising spaces between the building frontages as welcoming plazas with kiosks, food carts, bicycle stations and racks, public art and small pocket gardens. New buildings facing the street are designed to activate the spaces fronting the street by providing a high level of amenity for pedestrians and cyclists accessing these buildings.

Jetty Road benefits from a relatively continuous built form. A continuous edge of built form provides a density and variety of use that activates Jetty Road and contributes towards its success as a retail, commercial and civic destination and, simply, a good place to ‘hang out’.

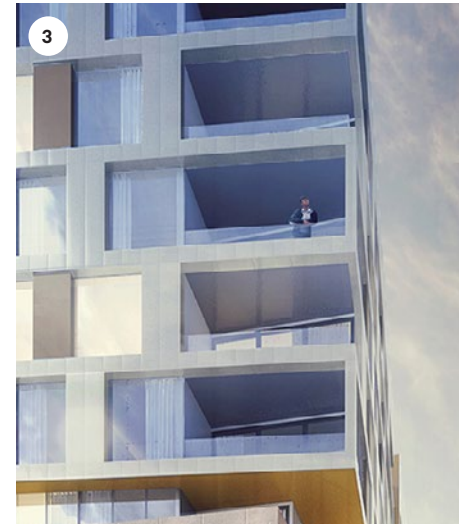
Interactive shopfronts



Zoning + heights



Typical section of Jetty Road outlining built development set backs.



- 1 Consistent built form
- 2 Ground plane activation
- 3 Building edges encasing public laneways
- 4 Appropriate built form densities
- 5 Visual activation
- 6 Footpath interaction
- 7 Diverse building façades



Strategic Implementation

Transformation of Jetty Road will take time. Great streets will not be realised instantaneously, nor should they be. The process of transformation is incremental, building on the existing layers of infrastructure and adding new layers that provide the framework supporting new activities. It is very important that this incremental, staged transformation does not occur in an ad-hoc and uncoordinated way.

This Masterplan provides a purposeful direction and outline for development without trying to resolve all design issues.

Realising the Vision

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Strategic implementation

The Jetty Road Masterplan represents the important first step in reinforcing the prominence and success of the street over its next period of evolution, predictably 10 years.

Implementation of the plan for Jetty Road will occur both as a stand-alone project and concurrently with other public and private sector capital and recurrent works projects along and adjacent Jetty Road.

Realisation of this vision for Jetty Road will establish the infrastructure that sets the framework and provides the incentive for future private and public sector investment. Design proposals are developed in parallel with a public sector implementation plan that has tested the design against the actual site conditions, current and anticipated use and construction budgets.

Priorities and staging

- 1 Setting in place a planning and design template that clearly reinforces the coastal character of Jetty Road. The template should achieve consistency in design over the length of Jetty Road but still be flexible enough to take into account character zones and individual requirements and circumstances.
- 2 Developing the template to allow for redevelopment to occur as a single project over time or as smaller, incremental projects.
- 3 Coordinating new capital works and management programs with other works (e.g. future built form redevelopment) both now and in the future.

Priorities for implementation depend on available funds and leverage from allied programs, initiatives and private development.

Project Delivery

Outlining the urban design template for Jetty Road establishes a vision that will endure well into the future. As a guiding document, it outlines a template into which all future decision making for, built form and public realm projects affecting Jetty Road must fit.

The Masterplan describes an over-arching and coordinated vision for Jetty Road, identifying within the template a program and guidelines for development that includes indicative costs to assist in delivering forward budgets. The Masterplan provides sufficient details and guidance to ensure all future works in and adjacent Jetty Road share the same design intent.

The detailed components of the Masterplan described in this report will be further developed with The City of Holdfast Bay community and input from the South Australian Government.

Staging

Significant investment from local and state governments is needed to realise the vision for Jetty Road, and the timing and magnitude of commitments for capital funds will inform staging. Staging will also be informed by the timing of other developments proposed within, adjacent to, and affecting Jetty Road including major capital programs being considered by the South Australian Government and private investors.

Staging is intended to help prioritise key actions to allow the Masterplan to be realised either as one project or as a series of staged projects over a period of time. Prioritising the actions assists The City of Holdfast Bay and South Australian Government with future planning, arranging funding from future budget cycles and other sources, and allows for efficient delivery of on-ground works.

The proposed strategy for staging:

- 1 Create an impact in the first stage of investment, including the Brighton Road Gateway, Chapel Street Plaza and integration of Jetty Road and Moseley Square.
- 2 Strengthen the physical landscape framework along the whole of Jetty Road by ongoing action of Jetty Road's cross section within the central zone, tree management, new footpaths, lighting and street furniture.
- 3 Coordinate new capital works and management programs in Jetty Road with other built form, road infrastructure and landscape initiatives adjacent to, and affecting Jetty Road.

The main objectives underlying the development of the staging plan for Jetty Road are:

- 1 Maximise cost effectiveness and timing efficiencies
- 2 Create feasible stages of construction that deliver public benefits during each stage.
- 3 Provide a flexible approach that works with various funding scenarios and in conjunction with other developments adjacent to, and having impacted on, Jetty Road.
- 4 Achieve impact from progressive funding commitments, building community support and enthusiasm for the project as it unfolds.
- 5 Minimise disruption to the traders, community and visitors alike.



Envisioning Jetty Road Glenelg

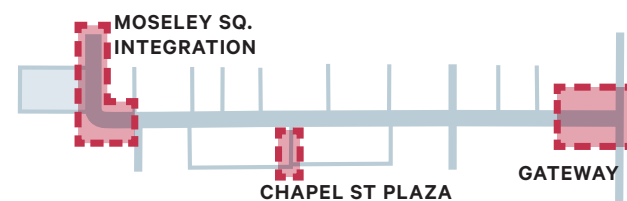
Implementation

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The physical transformation of Jetty Road Glenelg will occur incrementally over multiple years and in stages. The chief drivers behind staging are to provide additional public spaces, improve existing geometry, reconfigure intersections, and improve the amenity of Jetty Road for pedestrians.

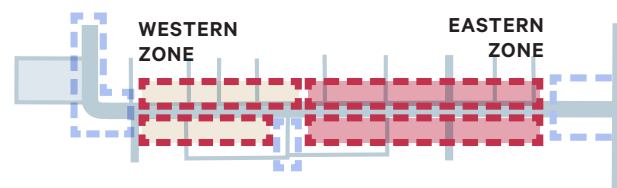
01 Key projects

The first action focuses on the three key moves to Jetty Road. This stage improves the two major gateways to the street and also introduces a new central public plaza. These improvements will provide a high visual impact on the street and address areas of priority. This early stage also commences the preparation of detailed designs for the remainder of Jetty Road.



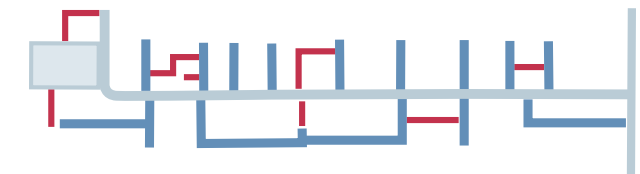
02 Streetscape projects

Western Zone / Eastern Zone - Works will include widening of footpaths, repaving, new street trees, furniture and signage. Streetscape will be co-ordinated to minimise impacts on traders and users. Northern and southern sides will be undertaken separately through phased works.






03 Side streets & Laneways

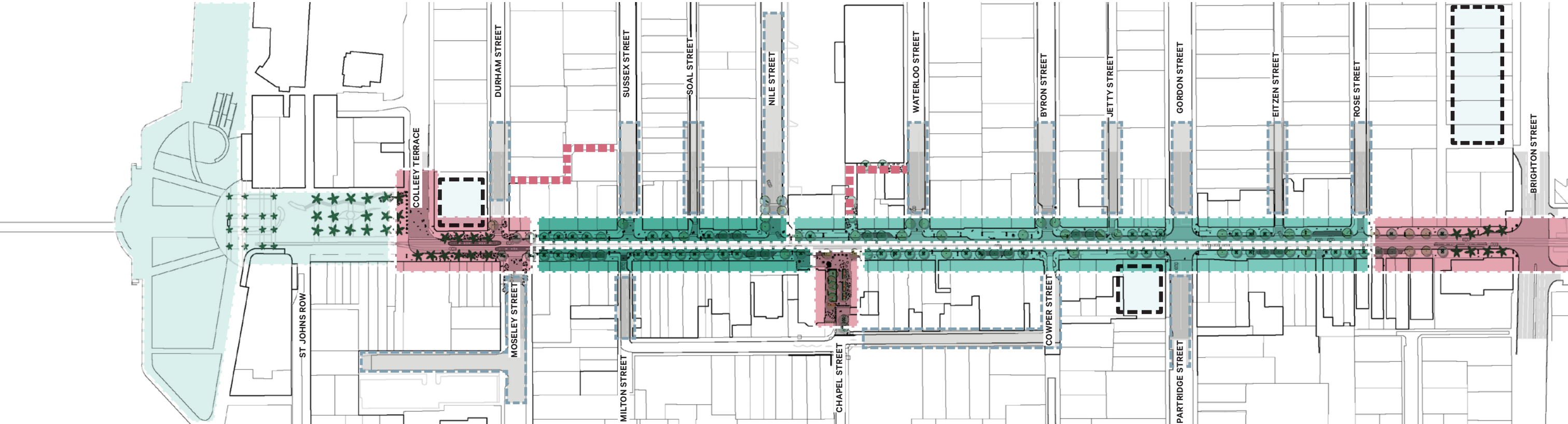
Side streets and laneways will be incrementally upgraded, dependant on funding and known development sites. This will involve overall streetscape works including, street tree planting, paving, lighting and signage.



Action Plan

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-  **Action 01**
Brighton Road Gateway
Chapel Street Plaza
Moseley Square integration
-  **Action 02**
Jetty Road western zone streetscape works
Jetty Road eastern zone streetscape works
-  **Action 03**
Sidestreet & Laneways
-  **Action 04**
Foresore precinct
-  (Known developments)



Management & Maintenance

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WITH COUNCIL**



Budget Summary

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WITH COUNCIL & COST PLANNING
CONSULTANT**

**TO BE FINALISED IN CONJUNCTION
WITH COUNCIL & COST PLANNING
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Timeline

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WITH COUNCIL**

Next Steps

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The Jetty Road Masterplan is a significant step forward in realising a sustainable future for Jetty Road. The Masterplan outlines a vision that is necessarily complex and multi-layered in implementation. The ambition is for Jetty Road to continue to be a key contributor towards South Australia's tourism, the local community and civic focus of The City of Holdfast Bay Council area. Jetty Road can continue to be a 'great place' that trades successfully and is an attractive and comfortable place to be within. This vision supports uplift in employment and new built form within and adjacent to Jetty Road. To successfully complete The Jetty Road Masterplan, it requires a focused, logical and pragmatic sequence for staged development.

Following on from The Jetty Road Masterplan is the need to prepare a detailed development plan that sequence the zones, activities and elements that comprise future works. The development plan sets out a detailed implementation plan taking into account heritage, approvals, technical requirements and constraints, construction staging, management of implementation and activation, maintenance requirements and budgeting. The development plan considers early action and preliminary works that precede the main construction activities. These include:

- Reinforcing Council's development plan in respect to future built form along and adjacent to Jetty Road and to allow for the future inclusion of trams along the street.
- Further defining movement of vehicles, pedestrians and cyclists along Jetty Road, linking access points, destinations along Jetty Road and spaces.
- Enhancing the ecology of Jetty Road, including introduction of new street trees in side streets and gateways.
- Increasing the number of activities and supporting facilities along Jetty Road including space for community events.

Introducing strategies for sustainable energy and service provision.

The following next steps towards implementation of The Jetty Road Masterplan will help in sustaining Jetty Road as Adelaide's most popular coastal metropolitan destination.

Approval and Project administration

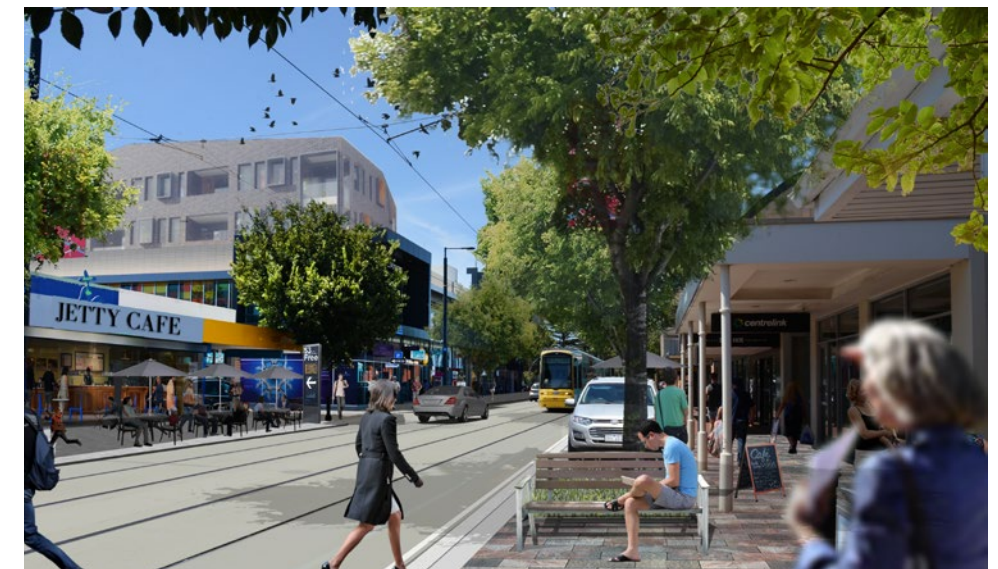
- The City of Holdfast Bay development plan review.
- Activities, events and facilities review.
- Identification of street's management structure.

Development Plan

- Inner-government coordination and collaboration.
- Overall sequencing of stages, including early actions.

Detailed design and construction

- Engineering and landscape studies (geo-technical and soils)
- Budget allocation and finance.
- Schematic design for the whole length of Jetty Road.
- Design for stage 1 and early actions.





Supporting Documentation

Community Engagement Summary Reports - 1, 2 & 3
AECOM Audit Report
Chapel Street Plaza Concept Package

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