

10.3 INTEGRATED TRANSPORT PLAN**File Number:** IC25/271**Author:** Keke Michalos, Strategic Initiatives Lead**Responsible Executive:** Sam Dilena, Director City Works & Presentation

EXECUTIVE SUMMARY**Purpose Statement**

The purpose of this report is to:

- inform the Council of the outcome of the Phase 2 Community Consultation and Stakeholder Engagement on the Integrated Transport Plan Strategic Framework and Action Plan, and
- present the final draft Integrated Transport Plan to the Council for its consideration and endorsement.

Report Summary

This report presents the final draft of the City of Prospect's *Integrated Transport Plan* (ITP) for the Council's consideration and endorsement.

The draft ITP has been shaped through extensive community consultation and stakeholder engagement. The Phase 1 consultation, conducted in October and November 2024, focused on capturing concerns and opportunities related to the five (5) transport modes of traffic, public transport, cycling, walking and parking. The Phase 2 round of consultation, undertaken in April and May 2025, focussed on testing the draft Strategic Framework, which includes the vision, themes and strategies, and the draft Action Plan, both of which form the foundation of the ITP.

The draft ITP adopts a modified version of the 'Movement and Place' concept, which is integrated with the principles of 'Living Local' and 'Places for People' to ensure that the City's transport network not only supports efficient movement but also fosters community wellbeing while enhancing connectivity. The Framework prioritises the following three (3) themes which align with the community's feedback:

- Safe and Reliable
- Accessible and Connected, and
- Dynamic and Adaptive.

Each theme is supported by a range of strategies aimed at creating a cohesive, sustainable, and adaptable transport system that integrates all modes of transport to support growth and improve the quality of life for residents and visitors.

The Action Plan is structured around the five (5) transport modes, with a clear road hierarchy to optimise traffic flow and support the fair and equitable distribution of traffic across the City. The staged Implementation Plan prioritises the actions over the next ten (10) years, positioning the City of Prospect to deliver an integrated, safe and future-ready transport network.

It is noted that this report was previously presented to the Council at its meeting held on Tuesday 28 October 2025 but lapsed due to a lack of a Mover. It is once again being presented to the Council for its consideration and endorsement. Comments received from Elected Members since the October 2025 meeting are addressed in this report.

RECOMMENDATION

That Council:

1. Having considered Item Integrated Transport Plan receives and notes the report.
2. Having considered Item Integrated Transport Plan, endorses the final draft Integrated Transport Plan (as presented in Attachment 1) with the following amendment:
 - a) That the definition of Narrow Streets on page 73 of the ITP be replaced with the following wording - A narrow street is a street with a carriageway width of 7.2 metres or less between kerbs, where car parking on both sides does not provide the minimum clear width of 3 metres required for vehicle access under the Australian Road Rules.
3. Authorises the Chief Executive Officer to make any minor amendments to the draft Integrated Transport Plan, resulting from consideration of this report and as necessary to finalise and publish the document.
4. Supports the Implementation Plan included in the draft Integrated Transport Plan and acknowledges that budget proposals for the delivery of the Integrated Transport Plan actions will be prepared and presented annually as part of the budget considerations.
5. Advises the community that the Integrated Transport Plan has been finalised and endorsed by the Council and outlines the next steps for its implementation.
6. Endorses the revised priorities for Stage 1 implementation of the Integrated Transport Plan in 2026, as outlined in this report.
7. Supports the inclusion of a detailed review of Wilcox Avenue as part of the listed Prospect Oval parking management action, with a focus on prioritising the implementation of the narrow street measures outlined in the Integrated Transport Plan in consultation with those residents.
8. Considers advocating for the proposed speed reduction from 50km/h to 40km/h along the southern portion of Prospect Road only if, and when, the State Government formalises and implements changes to the speed limit adjacent to the pedestrian activated crossing outside Blackfriars Priory School.

BACKGROUND

This report was previously presented to the Council at its meeting held on Tuesday 28 October 2025. However, due to a lack of a Mover, the item lapsed and is now being once again presented to the Council for its consideration at this meeting. It is noted that this report also includes the suggested changes proposed by Elected Members since the October Council meeting, along with the administration's response and recommendations in relation to each matter.

The development of an *Integrated Transport Plan (ITP)* is a key priority for the City of Prospect, as outlined in the Council's *Strategic Community Plan*. To support its delivery, the Council allocated funding as part of the **2023-2024 budget**.

At its meeting held on 23 January 2024, the Council considered a report on the *Integrated Transport Plan*. The purpose of the report was to provide an update on the progress of the ITP, and to seek the Council's support to procure a suitably qualified consultant based on the project scope outlined in the report. Subsequently, in August 2024, following a tender process, Tonkin Engineering was appointed as the consultant to deliver the ITP.

The purpose of the ITP is to establish a strategic framework that will guide the Council's decisions and investments in the transport network over the next ten (10) years and beyond. The goal is to create a cohesive, sustainable, and adaptable transport system that integrates all modes of transport—vehicles, buses, trains, cycling, walking, and parking—into a connected network capable of accommodating future growth while enhancing the quality of life for residents and visitors.

The role of the ITP is not to address every transport related issue within the City, but rather to establish a high-level strategic approach that enables the Council to implement proactive changes and address emerging challenges as they arise.

The draft ITP contained in **Attachment 1** has been developed through extensive consultation with the community, State Government Departments, and key stakeholders to ensure the City's transport network meets future needs. The aim of this process has been to foster strong community understanding and ownership of the long-term vision for transport in the City of Prospect.

As the first step in developing the ITP, the Council conducted consultation with the community and key stakeholders, including targeted consultation with all six (6) schools located within the City, to capture the concerns and opportunities related to each of the five (5) modes of transport.

This initial phase of consultation and engagement took place from 12 October 2024 through to 10 November 2024. The information captured through this phase of consultation was used to develop the Strategic Framework for the ITP, including the vision, themes and strategies and the Action Plan.

At its meeting held on 25 March 2025, the Council considered a report on the results of the Phase 1 consultation and the draft ITP Strategic Framework and Action Plan, and resolved the following:

10.3 INTEGRATED TRANSPORT PLAN - PHASE 2 CONSULTATION

RESOLUTION 2025/38

Moved: Cr Mark Groote

Seconded: Cr Alison De Backer

That Council:

- 1. Having considered Item 10.3 Integrated Transport Plan - Phase 2 Consultation receives and notes the report.*
- 2. Having considered Item 10.3 Integrated Transport Plan - Phase 2 Consultation, endorses the draft Vision, Themes, Strategies and Actions as presented in this report as being suitable to release for Phase 2 Community Consultation and Stakeholder Engagement.*
- 3. Authorises the Chief Executive Officer to make any minor amendments to the Phase 2 Integrated Transport Plan consultation material, resulting from consideration of this report and as necessary to finalise the information and present it in a format suitable for community consultation and stakeholder engagement.*
- 4. Defers consideration of whether or not to proceed with a third phase of consultation until the results of Phase 2 Consultation have been considered.*
- 5. Supports the inclusion of a budget proposal for the delivery of the Stage 1 Implementation of the Integrated Transport Plan as part of the 2025-2026 budget considerations.*

CARRIED 5/2

Subsequently, the draft ITP Strategic Framework and Action Plan was released for Phase 2 consultation from 9 April through to 18 May 2025.

The key objective of this second phase of consultation was to consult with the community and key stakeholders on the proposed Strategic Framework and Actions for the *Integrated Transport Plan* before drafting the ITP document.

The Strategic Framework for the Phase 2 Consultation included the following elements:

- Vision, Themes and Strategies
- Proposed Road Hierarchy and road network changes, including speed limits
- Proposed Sustainable Movement Hierarchy for public transport, cycling and walking incorporating proposed walking and cycling routes, as well as an additional bus route to supplement the G10
- Proposed Parking Management Strategies
- Draft Action Plan, outlining detailed actions for each of the five transport modes

Upon completion of Phase 2 consultation, the community feedback received was used to amend the Strategic Framework and Action Plan and to draft the *Integrated Transport Plan*. The results of the consultation and the proposed changes to the draft ITP were then presented to the Elected Members at a Councillor Information and Workshop Session held on 12 August 2025.

The Phase 2 consultation process and results are discussed in more detail in the Consultation section of this report with a full summary of the consultation process and the feedback received through the Phase 2 consultation contained in **Attachment 2 - Phase 2 Community Consultation Summary Report**. The report also includes a full copy of all the submissions received.

Prospect Primary School and Rosary School Precinct Study

The Department for Infrastructure and Transport, in partnership with the City of Prospect and the Department of Education, initiated a School Precinct Study to assess traffic, parking, and safety around Prospect Primary School and Rosary School. The study was undertaken in response to concerns raised by the schools and the local community regarding the impact of school-related traffic and parking on surrounding streets. The key issues investigated included:

- High parking demand in streets immediately adjacent to the schools
- Localised congestion during school drop-off and pick-up times
- Road safety risks associated with high traffic volumes and speeding
- Pedestrian safety concerns near the school entrances.

The Study's recommendations aim to enhance pedestrian access, improve traffic flow and parking management, and increase overall safety within the school precinct. These recommendations have been translated into a series of actionable items which have been incorporated, where appropriate, into the ITP. It is intended that where possible, the Council will seek grant funding to implement the actions. A copy of the Study Outcomes is contained in **Attachment 3**.

DISCUSSION

The draft *Integrated Transport Plan* contained in **Attachment 1**, provides the Council with a strategic framework to guide decisions and investments across all transport modes, including vehicles, public transport, cycling, walking, and parking. By establishing a clear direction and focus, it supports liveability, promotes active transport options, and strengthens economic and business outcomes within the City.

The development of the ITP recognises the leadership role of the Council in setting a clear direction for transport, traffic, and parking within the City, and in supporting the community to make the City of Prospect more liveable now and into the future.

The ITP, and particularly the ITP Action Plan, has been informed by two (2) rounds of community consultation, as well as detailed technical investigations and data analysis. This ensures that the proposed actions respond to the full range of transport and parking issues, support active transport and reflect local priorities. By incorporating community feedback, stakeholder engagement, and evidence-based analysis, the ITP facilitates a coordinated approach to emerging transport challenges and proactive improvements across all modes of transport to meet current needs while accommodating future growth.

The draft ITP also provides a mechanism for the Council to advocate for and collaborate with key stakeholders, including State Government agencies, developers, businesses, and residents. These partnerships are essential to delivering transport initiatives and achieving the long-term vision of a connected, safe, and sustainable network.

Overall, the draft ITP positions the City of Prospect to deliver strategic, evidence-based transport solutions that enhance accessibility, safety, and quality of life for the community, as set out in the Vision, Themes, Strategies, and Actions contained within the draft ITP.

Outlined below is an overview of the key sections in the draft ITP, along with a summary the key changes made since Phase 2 consultation.

Strategic Framework

As the City of Prospect grows, transport infrastructure faces increasing pressure from population growth, changes in the urban landscape, and rising demand for sustainable travel options. The Strategic Framework within the draft ITP responds to these challenges by promoting efficient traffic flow and parking while encouraging active travel and public transport to reduce car dependency.

To maintain the City's liveability, the draft ITP adopts a modified version of the Movement and Place concept, integrated with the Council's road classification hierarchy and supported by the Living Local and Places for People principles. Together, these principles form the foundation of the ITP, guiding how the transport network is planned and managed to meet current and future community needs while supporting the Council's vision of *Creating Community*.

The principles underpinning the Framework are:

- Movement and Place, which balances the efficient movement of people, goods, and vehicles with the creation of safe, attractive, and vibrant streets and spaces. Arterial roads prioritise movement, while local streets focus on walking, cycling, and social interaction.
- Living Local, which promotes neighbourhoods where daily needs can be met close to home, supporting walkability, cycling, and active travel choices.
- Places for People, which ensures that transport and public spaces are designed around people, creating inclusive, accessible, and safe environments that foster community connection and well-being.

These guiding principles are reinforced by a Place Hierarchy, which classifies key locations across the City of Prospect and guides future investment, ensuring transport planning reflects the function, identity, and liveability of each area.

The Strategic Framework prioritises a consistent, equitable, and sustainable approach, linking transport with land use, economic growth, and community wellbeing. It also aligns with both community and State Government objectives and is structured around three themes: Safe and Reliable, Accessible and Connected, and Dynamic and Adaptive, which guide the Council in achieving its vision of:

'A connected city with a safe, accessible and sustainable transport network, designed to adapt to the evolving needs of the community.'

Each theme is supported by a series of strategies, which outline specific ways to achieve the broader goals set by the theme.

The City's five-tier road hierarchy, consisting of:

- Arterial
- Sub-Arterial
- Major Collector
- Minor Collector, and
- Local roads.

organises the City's roads by function, capacity, and role within the transport network. This structure promotes efficient traffic flow, enhances safety, and supports appropriate land use. By limiting the number of collector roads, traffic is more evenly distributed on local streets, reducing the impact of through traffic on any one roadway. Clearly defining each road type also helps the community understand expected service levels and guides when Council intervention is needed. The results of the Phase 2 consultation indicating overall support for the proposed road hierarchy.

To complement the Movement and Place concept and the Living Local, and Places for People principles, hierarchies for public transport, walking, and cycling have also been established. These include dedicated cycling and walking routes connecting key destinations within the City, as well as links to adjoining Councils. Tables and maps illustrating these hierarchies are included in the draft ITP.

Actions

The Actions outlined in the draft ITP set out the specific tasks required to achieve the overall vision, themes and strategies. To enhance clarity and relevance, the Actions have been grouped under the five (5) transport modes of traffic, public transport, cycling, walking, and parking.

In total the draft ITP contains 124 individual actions, 31 relating to traffic, 10 to public transport, 28 focused on walking, 15 for cycling, and 40 addressing parking. This is an increase from the 85 actions presented during the Phase 2 community consultation. The additional actions reflect the inclusion of the recommendations from the *Prospect Primary School and Rosary Schools Precinct Study* undertaken by the State Government, as well as additional initiatives addressing narrow streets, parking around Prospect Oval and a review of accessible parking within the Prospect Road Village Heart. In some instances, existing actions have also been refined or divided to support more practical implementation.

Road and Traffic

For roads and traffic, the key actions include implementing the new hierarchy to promote a fair and equitable distribution of traffic, re-classifying Churchill Road from an Arterial Road to a Sub-Arterial Road, advocating for and implementing speed limit reductions along Churchill Road (between Torrens Road and Regency Road), and extending the 40km/h speed limit north along Prospect Road to Barker Road and south to Fitzroy Terrace. The draft ITP also includes initiatives to improve access and safety on Main North Road and around schools.

Due to limited community support, the proposed action to reduce the speed limit on Galway Avenue from 50 km/h to 40 km/h has been removed.

Public Transport

For public transport, the focus is on advocating for improved services, including lobbying the State Government to introduce an additional service along Prospect Road to support the existing G10 route and exploring options for a local east–west connection. There are no significant changes to the proposed public transport actions as a result of community consultation.

Walking and Cycling

The walking and cycling priorities centre on establishing clear and connected routes supported by signage and appropriate infrastructure treatments. Actions include targeted upgrades, safety improvements, particularly at Arterial and Sub-Arterial crossings, and initiatives to encourage greater uptake of active travel.

Key changes to the cycling network include a refinement to the scope of the Braund Road cycling route action and modifications to the east–west cycling route in response to community feedback. Specifically, the Braund Road action has been revised to include a detailed study to determine the most appropriate cycling safety treatments along the route, including at the intersections of Olive Street and Gladstone Road, with implementation of the study's recommendations to follow.

Similarly minor adjustments to the walking network have resulted in improved connections across the City, reflecting suggestions received during consultation.

Other key changes to the walking network include the addition of the following three actions:

- W13 - Upgrade and maintain lighting and amenity in laneways throughout the city, such as in Goode Lane, Mona Place and Church Lane to improve safety and encourage greater public use.
- W22 - Review the design and function of the emu crossing on Braund Road to improve safety for pedestrians.
- W23 - Install informal crossing point with kerb build-outs and pedestrian ramps along Olive Street near the oval entry to reduce the road width and narrow the road environment to help reduce speeds.

Overall, there was very strong support from the community for the walking and cycling actions.

Parking

The parking-related actions involve undertaking traffic and parking management studies for the key precincts across the City, including

- Churchill Road/Devonport Terrace,
- Prospect Road/Village Heart,
- Prospect Lifestyle Precinct,
- Main North Road,
- Regency Road, and
- North East Road.

Assuming the Council endorses the draft ITP, the Churchill Road/Devonport Terrace study is scheduled to commence in late 2025.

As part of the 2025-2026 budget process, the Council considered a proposal to undertake a strategic review of carparking within the Prospect Road Village Heart. The study aimed to assess projected growth and other factors influencing parking demand in and around the Prospect Road Village Heart, while identifying demand management strategies for Council's consideration, including options such as multi-level off-street parking, paid on-street parking, and other feasible measures. Although the project was not funded in the 2025–2026 budget, it has been identified in the ITP as a priority project to be delivered within the next three years.

The Parking mode has seen the largest number of additional actions, including the following:

P4 - Conduct a review of accessible parking within the Prospect Road Village Heart and identify opportunities to increase the number of designated accessible parking spaces.

P5 - Conduct a comprehensive review of the parking management approach on all streets surrounding Prospect Oval, with a focus on managing parking during large gatherings and events.

Update parking signage to adopt an event-based framework, replacing restrictions tied to specific days or limited solely to football, to effectively manage parking impacts across a wide range of activities in the Prospect Oval precinct.

P16 - Where practicable on narrow streets with high on-street parking demand, establish no parking zones in the vicinity to driveway crossovers that are long enough to accommodate one vehicle while allowing another vehicle to pass safely.

P19 - Investigate removing parking along Braund Road between Olive Street and Gladstone Road during school drop-off and pick-up times to improve visibility, traffic flow and safety for cyclists, pedestrians and motorists.

P21 - Investigate the potential to install 90-degree parking on Barrage Place to increase the short-term turnover of car parking.

Implementation Plan

The draft *Integrated Transport Plan* includes an Implementation Plan that prioritises the actions across the five (5) transport modes, structured to guide implementation as ongoing, action in 2026, short (1-3 years), medium (3-5 years), and long-term (5+ years) initiatives and projects.

The success of the ITP will require the Council to act as a leader, partner, facilitator, and regulator, collaborating with the State Government, neighbouring councils, local partners, small businesses, and the community.

The effective delivery of these actions will also require appropriate resourcing. Currently, the Council's Senior Traffic Engineer is responsible for managing customer requests related to traffic and parking, issuing Section 221 permits, administering various other traffic and parking permits, and supporting a broad range of additional tasks.

To enable the successful delivery of the ITP actions without compromising existing service levels, it is proposed that an additional resource be allocated to support the day-to-day and business-as-usual functions of the traffic and parking portfolio. This will enable the Senior Traffic Engineer to focus on the implementation of the ITP actions without compromising existing service levels.

In addition, the ITP includes several strategic initiatives and projects that extend beyond the technical scope of the traffic engineering function. These will require higher-level oversight, integration, and coordination across the organisation. Major initiatives such as traffic and parking studies, updates to traffic and transport-related policies, and broader strategic transport planning will require this level of leadership. Retaining the Strategic Initiatives Lead role will be critical to maintaining organisational capability, ensuring alignment between the ITP and the broader Council strategies, and supporting the effective implementation of complex, cross-disciplinary initiatives and projects.

The provision of these additional resources is considered essential to ensure the timely and effective delivery of the ITP, thereby maximising its benefits for both the Council and the broader community. Details of these resources will be brought back to the Council for consideration in the near future.

Financial Considerations

It is anticipated that the completion of the ITP will exceed the allocated budget of \$117,172 by approximately \$10,000, due to additional tasks added to the project scope — such as additional meetings and workshops, and further work relating to the Prospect Lifestyle Precinct, which were not original anticipated.

While this overspend can be managed, securing sufficient and consistent funding over the full lifespan of the ITP is a significant risk. Without adequate resourcing, projects may experience delays or be unable to proceed, particularly the larger-scale or more costly infrastructure initiatives.

The Implementation Plan has attempted to prioritise the projects, allocating an indicative timeframe for their delivery and the likely long-term financial implications for the Council. Where appropriate, the ITP will be used to support grant funding applications, to assist in the financial delivery of the Actions. However, financial implications are only one aspect of implementing the ITP; the staff resources and associated costs required to deliver the actions are also important considerations.

It is anticipated that the projects will be funded through a combination of operating, capital, and recurrent budgets, with scope determined on a year-by-year basis. Many of the projects will be subject to the annual budget process and will need to compete with other Council priorities for funding.

As part of the 2025-2026 Annual Business Plan and Budget the Council allocated a budget of \$103,000 to deliver the following:

- Local Transport and Parking Plan focussed on the area around Churchill Road and the railway line (ie Devonport Terrace), to address traffic, parking and safety concerns.
- Cycling Corridor Improvements, which include the implementation of sharrows and signage for primary and secondary cycling corridors, including planning and installation.
- Other actions to be determined once the draft ITP is developed.

Through the development of the draft ITP it has been identified that these priorities should be changed with the following key initiatives now proposed as part of the Stage 1 deliverables in the 2025-2026 financial year:

- A comprehensive study to develop a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.
- A comprehensive review of the parking management approach on all streets surrounding Prospect Oval, with a focus on managing parking during large gatherings and events - replacing restrictions tied to specific days or limited solely to the football season.

This project will also include a detailed review of Wilcox Avenue, which is experiencing several challenges due to high parking demand and its narrow width, particularly during events at Prospect Oval. As part of this work, staff propose to prioritise the implementation

of narrow street measures outlined in the draft ITP and to work closely with the local community to address their concerns.

- Delivery of the following actions identified for the Prospect Primary and Rosary Schools:
 - investigating the removal of parking along Braund Road (between Olive Street and Gladstone Road) during school drop-off and pick-up times to improve visibility, traffic flow and safety for cyclists, pedestrians and motorists, and
 - reviewing the design and function of the Braund Road emu crossing to enhance pedestrian safety.
- Removal of parking on Prospect Road, between the Blackfriars Priory School exit and Te Anau Avenue, during school drop-off and pick-up times to improve safety.
- Implementation of signage for cyclists on the Galway Avenue cycling route.

Risk / Opportunities for Consideration

The individual risks associated with the implementation of the ITP Actions will need to be assessed at the planning and design stage of implementation. However, given that the ITP is a strategic document the potential risks associated with the delivery of the Actions identified within the ITP include:

- **Stakeholder and Community Opposition**: Transport plans and actions, especially those involving infrastructure changes, could face community scrutiny and criticism. Community opposition can delay projects, require redesigns, or even lead to the cancellation of projects and initiatives.
- **Budget Constraints**: Implementing an ITP can be expensive. Financial limitations may hinder the ability to execute the Plan effectively or result in the prioritisation of less impactful actions over more critical ones.
- **Data Inaccuracy or Gaps**: The ITP relies heavily on accurate data, such as traffic patterns, population growth, and environmental considerations. Inaccurate or incomplete data can lead to ineffective recommendations, ultimately undermining the ITP's effectiveness.
- **Over-Estimation of Benefits**: Projected benefits, such as reduced congestion, may not materialise as expected, potentially impacting the Plan's effectiveness.
- **Technological Changes**: The rapid pace of technological advancements (e.g. electric vehicles, autonomous transport) may render parts of the ITP outdated or less relevant before it is fully implemented.
- **Dependency on External Partners**: The success of some of the actions in the ITP depend on the support and approval of external partners, adding an element of uncertainty to the ITP's implementation.

Community Engagement

The original project scope, endorsed by the Council in January 2024, outlined a two-phase consultation process. Phase 1 focussed on capturing the community's concerns and ideas, while Phase 2 was intended to seek feedback on the draft ITP. However, due to the large volume of community responses, the extensive amount of information collected, and the wide range of proposed actions, it was determined that the consultation approach needed to be refined.

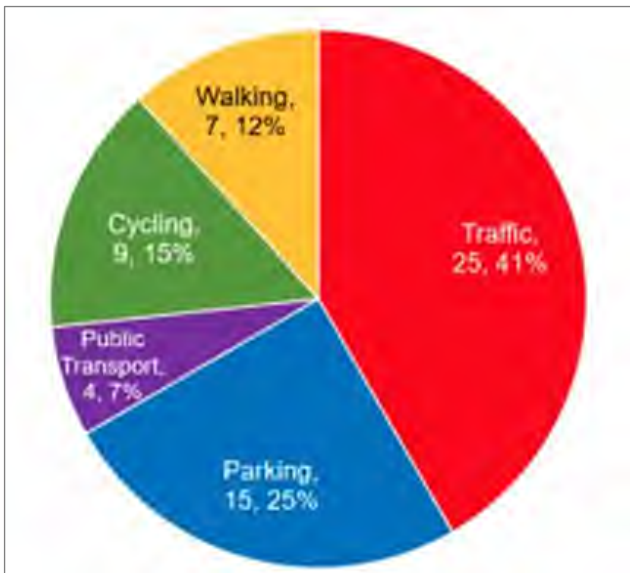
As a result, Phase 2 was modified to focus on consulting on the proposed ITP Strategic Framework and Action Plan, enabling the community to review and respond to the targeted outcomes proposed through the ITP. The Strategic Framework included a series of actions for each of the five (5) transport modes. To assist the community in understanding the journey so far, a series of fact sheets were developed summarising the overall framework and the proposed actions for each mode. This approach also allowed the Council to assess whether the ITP was progressing in the right direction and whether it was likely to meet both current and future community needs before drafting the final ITP.

In accordance with the Council's *Community Engagement and Consultation Policy*, Phase 2 Consultation on the ITP Strategic Framework ran for a period of 40 days, from Wednesday 9 April to Sunday 18 May 2025. The Community was able to provide feedback via the online interactive maps and poll, hosted on the Council's website and Engagement Hub, completing a hard copy survey form, making a written submission, or attending one of the face-to-face community drop-in sessions, pop-up session or the community workshop. The consultation was also promoted widely, including but not limited to a city-wide letterbox drop of promotional postcards, physical signage, and footpath decals and via online channels including Council's website, social media accounts and Your Prospect eNews. Targeted emails were also sent to key stakeholders, the Local Residents Association and all local schools to promote the consultation process and invite submissions.

Phase 2 community engagement resulted in a total of 869 page views from 595 unique visitors (individual people) to the ITP project page hosted on Engagement Hub, and 63 page views along with 31 link clicks on the public consultation webpage on Council's main website. There was also a total of 61 face-to-face interactions with community members.

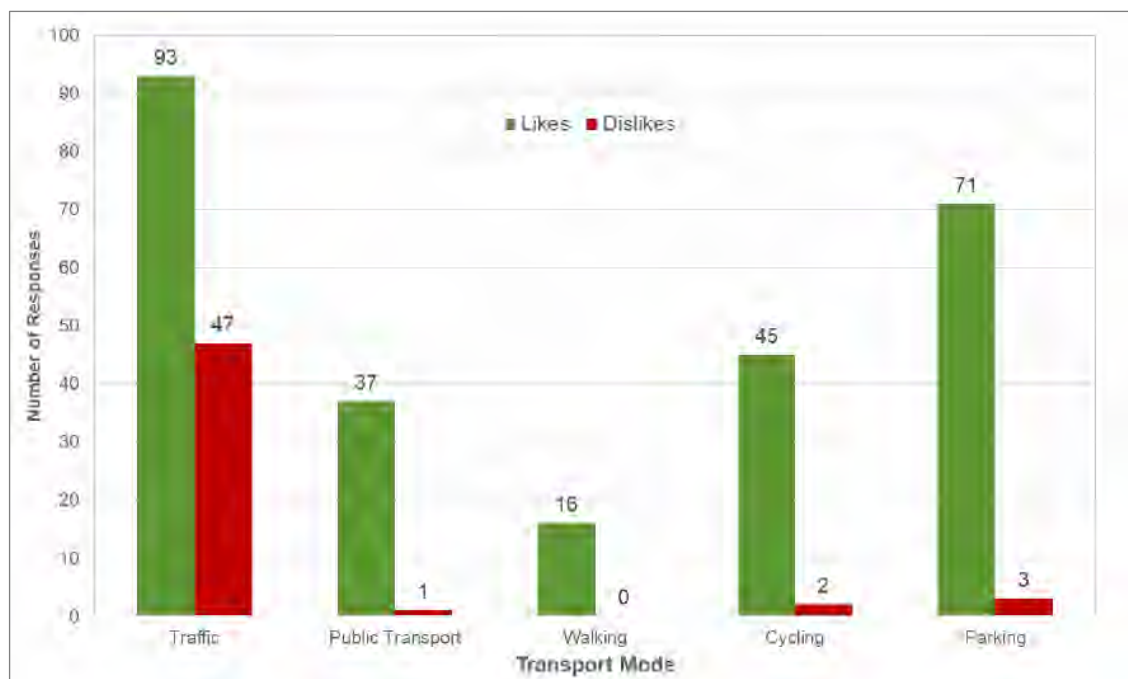
37 respondents provided feedback, contributing 60 comments on the initiatives proposed in the five (5) ITP Action Plans. Of the five modes of transport, traffic was the mode that received the most interest, with 25 comments (41% of the total comments) followed by Parking with 15 comments, or 25% of the total comments. The pie chart below (Figure 1) illustrates the distribution of the comments across the five (5) modes.

FIGURE 1. DISTRIBUTION OF COMMENTS ACROSS TRANSPORT MODES



There were 315 responses to the 53 online questions about the ITP actions, with 262 likes (83% support) and 53 dislikes (17% do not support). The results for the likes and dislikes for the draft actions by transport mode are shown in Figure 2 below.

FIGURE 2. INTERACTIVE POLLING RESPONSES ON THE DRAFT ITP INITIATIVES



Further details on the engagement approach and the methods employed are provided in the *Phase 2 Community Consultation Summary Report (Attachment 2)*.

Given the significance of this project as one of the Council's top four priorities, it is essential that the community and key stakeholders have the opportunity to contribute at each critical stage of the ITP's development. As outlined above, extensive engagement has already occurred through Phase 1 and Phase 2 consultation.

At its meeting held on 25 March 2025, the Council resolved to defer consideration of a third phase of consultation until the Phase 2 results had been reviewed. The low response rate during Phase 2 is assumed to reflect that the draft Strategic Framework and Action Plan addressed most of the community's concerns, albeit at a high level. Based on the generally favourable results of Phase 2, and with initiatives that were not supported either amended or removed, a third phase of consultation is not recommended.

However, should the Council wish to undertake an additional consultation phase to seek feedback on the final draft ITP, this can be incorporated into the project schedule. Phase 3 would again include a community engagement process, following which the Council would be asked to endorse the final ITP for implementation.

Alternatively, the Council may choose to endorse the ITP as contained in **Attachment 1**, with any necessary amendments, and then publicly release the final version for the community's information. This is the recommended approach.

Elected Members Engagement

Since the project commenced in August 2024, there have been five (5) Workshops with Elected Members in relation to the *Integrated Transport Plan* and one (1) workshop on the Village Heart Parking Solutions.

The purpose of the first Workshop on the ITP, held on Tuesday 1 October 2024, was to 'set the scene' for the development of the ITP and to seek input from the Members in relation to the current issues and opportunities. The second workshop, held on Tuesday 3 December 2024, outlined the process and feedback received from the Phase 1 Consultation with the community and key stakeholders.

The purpose of the third workshop, held on Tuesday 18 February 2025, was to present the draft Vision, Themes, Strategies and Principles for the ITP and to seek the Members' feedback on the proposed Strategic Framework. The comments received from the Elected Members at that workshop were used to refine the Vision and amend the Strategies.

At the fourth Workshop, held on Tuesday 18 March 2025, the Council considered the draft Strategic Framework, focussing on the proposed Actions. Elected Members provided a considerable amount of feedback on the draft Actions at that workshop.

The fifth workshop was held on Tuesday 12 August 2025, where the results of the Phase 2 consultation was presented to the Elected Members along with the proposed changes to the actions. Based on the feedback received from the Elected Members the following changes have been incorporated into the final draft ITP:

- The proposed speed reduction to the southern portion of Prospect Road has been retained as an action in the ITP, but will only be implemented if and when the change to the speed limit adjacent to the Pedestrian Activated Crossing outside of Blackfriars Priory School is formalised by the State Government. This reduction is intended to provide a consistent vehicle speed along Prospect Road. If the State Government implements a 40 km/h speed limit at all Pedestrian Activated Crossings, drivers travelling north along Prospect Road from Fitzroy Terrace would encounter multiple speed changes — starting from 60 km/h down to 50 km/h, then 40 km/h, back up to 50 km/h, down to 40 km/h within the Village Heart, and then back up to 50 km/h. The proposed speed reduction aims to simplify and standardise these transitions, improving driver understanding and safety. A recommendation relating specifically to this matter has been included for the Council's consideration.
- Minor adjustments to the Walking Hierarchy Map have been incorporated to ensure that the walking routes adjacent to Blackfriars Priory School, Prescott College and St Helens Park are connected.
- A comprehensive map illustrating all key actions from across the five (5) transport modes on a single, consolidated map has been developed and included in the ITP. The map will also be uploaded to the Council's website once the final ITP is endorsed by the Council.
- To address the parking issues around Prospect Oval, the ITP has incorporated two actions relating specifically to this matter. These actions have also been prioritised for implementation this financial year.
- The ITP makes reference to the *Statutes Amendment (Personal Mobility Devices) Bill 2024*, which came into effect on 13 July 2025.
- To ensure that the implementation of the ITP takes into consideration best practice for active travel, the *Active Travel Guide* has been referenced in the ITP.

Elected Member Feedback Post Council Meeting 28 October 2025

Outlined below are the suggested changes received from Elected Members since the Council meeting held on 28 October 2025, when the draft ITP was first presented for the Council's consideration and endorsement. Included under each comment is the response from staff and the recommended action.

1. Removal of reference to prescriptive definitions of narrow streets in the ITP. Should be in the policy documents, which can change. There is currently an action in ITP to review policies.

The 7.2 metre threshold used by the City of Prospect reflects the Australian Standard dimensions, comprising of two 2.1 metre parking lanes (one on each side adjacent to the kerb) and a 3.0 metre traffic lane. This is considered a reasonable threshold compared with other metropolitan councils, many of which apply narrower criteria. For example, the Cities of Norwood Payneham & St Peters, Unley and Burnside define narrow roads as less than 7.0 metres, the City of Salisbury as 6.0 metres or less, and the City of Port Adelaide Enfield as less than 7.2 metres

The City of Prospect identifies 96 roads within the ITP as being defined as a narrow road. This aligns with the Council's current Parking Management Policy, which nominates a carriageway width of 7.2 metres or less as being narrow.

While each Council has the ability to determine its own criteria, generally informed by the Australian Standards, staff consider the current 7.2 metre threshold to be clear, practical and appropriate. It also provides a buffer for any future increase in the width of vehicles.

While the suggestion to remove the prescriptive definition is possible, it is not recommended for the following reasons:

- ITP is the Council's strategic framework that should inform the Council's policies and guidelines relating to transport related matters.
- Narrow Street are a prominent feature within the City of Prospect (44% of the streets within the Council area fall within the definition of Narrow Streets ie less than 7.2m).
- Narrow Streets were a significant focus of the responses in Phase 1 Consultation.
- The Council already has a clear policy position on how to determine a Narrow Street and a clear definition – it strengthens its importance if it is outlined within the ITP as well as in all relevant policies.
- A number of additional actions specific to Narrow Streets have been included in the draft ITP, which when implemented will improve the functionality of Narrow Streets.
- Referring residents to the ITP, which is easier to read, and the relevant policies shows consistency.
- The 7.2-metre street width remains well within the Australian Standard B85 and B99 vehicle design standards commonly used in the design of streets and car parking spaces. This means that even with potential increases in vehicle size, there is sufficient allowance to accommodate typical and larger vehicles. The B85 design vehicle standard, represents 85% of passenger cars and light commercial vehicles, has overall dimensions of 4.91 metres in length and 1.87 metres in width, while the B99 design vehicle standard, represents 99.8% of these vehicles, measures 5.20 metres in length and 1.94 metres in width.

Recommendation

It is recommended that Council maintain reference to the 7.2 metre carriageway in the definition of narrow streets, to ensure clarity and consistency across the Narrow Streets Policy, Traffic Management Policy and Parking Management Policy. Including reference to both the 7.2 metre carriageway width and the 3 metre clear traffic lane provides unambiguous guidance for staff and the community and supports the continued effective implementation of these policies.

It is recommended that the following refined definition replace the current definition on page 73 of the ITP:

A narrow street is a street with a carriageway width of 7.2 metres or less between kerbs, where car parking on both sides does not provide the minimum clear width of 3 metres required for vehicle access under the Australian Road Rules.

2. Removal of PLP map as it indicates traffic onto Kintore Avenue. Understanding is that Council is still investigating entry and exit from Main North Road. The masterplan was a concept, and no design has been finalised.

Given that the Prospect Lifestyle Precinct (PLP) is a significant project for Council, and that parking and traffic are key components, it is important to demonstrate to the community that Council is thinking strategically across all projects and how they interrelate.

The Prospect Lifestyle Precinct Transport Interventions Opportunity Plan (Plan) on page 23 of the ITP, was presented to the Council when it adopted the PLP Master Plan in June 2025. It is this Plan that has been included in the ITP.

It is noted that through the various stages of consultation on the ITP, a number of community members expressed a strong interest in ensuring that the PLP is referenced within the ITP, on this basis it would be remiss of the Council not to include this Plan in the ITP.

The Plan does not commit Council to any actions, rather, it provides strategic guidance. The inclusion of a note at the bottom of the Plan - stating that the Plan is indicative and may be subject to change acknowledges that adjustments may occur following future investigations.

Recommendation

On this basis, the staff recommendation is to retain the Plan within the ITP with the notation as stated.

3. Advocate to move 40 km zone south of The Harrington on Prospect Rd. Many YoChi customers including families with kids crossing there.

While staff originally supported the intent of this proposal, information released by the State Government on Monday 10 November 2025, regarding the rollout of new 40 km/h time-based school speed limits around Pedestrian Actuated Crossings (PACs) near schools on busy roads has changed staff's position on this matter. In total, 150 locations adjacent to schools across the State will be affected by these new speed limit changes, which will include both standard and electronic speed limit signs to alert motorists of the speed limit change.

The three (3) schools within the City of Prospect which will be affected by these new speed limits are Blackfriars Priory School, Nailsworth Primary School, and Prospect North Primary School. Although Council has not yet received formal notification, information published on the Department for Infrastructure and Transport's website indicates that these new speed limits in the City of Prospect will be implemented in 2026. Given the imminent timing of these changes and the lead time required to seek State Government approval for any speed limit amendments, staff recommend that Council not proceed with this suggested proposal at this time.

If Council wishes to proceed with the proposal notwithstanding the staff recommendation, it is suggested that this be presented as a new, standalone recommendation to be considered prior to, and in addition to, existing Recommendation 8.

Should Council support progressing the proposal, staff suggest initially extending the current 40 km/h zone on Prospect Road south to Daphne Street, with a subsequent extension to Fitzroy Terrace once the new school speed limits are introduced.

Staff recommend retaining existing Recommendation 8, as it reflects feedback from Elected Members and ensures that any speed limit changes along Prospect Road align with the State Government's forthcoming PAC related adjustments.

Finally, should Council support the proposal to bring forward this interim 40km/hr zone extension, the additional recommendation should also include extending this zone north along Prospect Road to Barker Road at the same time.

Recommendation

Given the updated information regarding the State Government's rollout of the 40 km/h school speed limits, staff do not recommend progressing this proposal at this stage.

4. PLP traffic study impact area should be broader and extend to Prospect Road and over Main North road

The intent of the *Prospect Lifestyle Precinct Parking and Traffic Study* shown on the Parking Management Plan on page 53 of the draft ITP, is to cover an area broader than that illustrated on the map. The final extent of the study area will be determined during the project scoping phase and once more detailed information is available about the extent of development within the Prospect Lifestyle Precinct and its potential impacts.

The draft ITP also proposes a comprehensive review of the parking management approach on all streets surrounding Prospect Oval, which is scheduled to occur in the coming months.

This is a separate from the Prospect Lifestyle Precinct Parking and Traffic Study. As part of this project, staff also intend to undertake a detailed review of the parking demand along Wilcox Avenue and respond to the concerns of local residents through the implementation of the narrow streets initiatives outlined in the draft ITP.

Recommendation

To ensure that the intent of the *Prospect Lifestyle Precinct Parking and Traffic Study* and all of the other proposed traffic and parking studies is clear, the word 'area' has been removed from all references to Parking and Traffic Studies shown on the map on page 53 of the draft ITP (on both the map itself and in the legend). The following note has also been added at the bottom of the map.

Note: The map shows the number and general location of the proposed parking and traffic studies over the 10-year life of the Integrated Transport Plan. The boundaries are for reference only and do not define the final study areas. These will be determined during the scoping phase of each study.

5. Currently there is no Narrow Streets Policy as mentioned in the ITP. It is a section of the Parking Management Policy so perhaps reference that document

This is partly correct. Narrow Streets are referenced in the *Parking Management Policy* (2022), however, the *Narrow Streets Policy* does still exist and remains technically in effect, as it has never been rescinded by the Council.

The *Narrow Street Policy*, endorsed in 2015, outlines the process for addressing traffic and parking issues within Narrow Streets and continues to be used by staff. Implementing ITP Action P14 will provide the opportunity to resolve the existing discrepancy and incorporate the relevant recommendations from the ITP.

Recommendation

In response Action P15 has been amended to include reference to the *Parking Management Policy* in addition to the *Narrow Streets Policy* and the *Traffic Management Policy*.

It is recommended that the reference to the *Narrow Streets Policy* within the ITP not change as suggested and that it be reviewed in line with the ITP, either in the next financial year (as proposed in the ITP Implementation Plan) or sooner if resources allow.

To ensure clarity in relation the Council's existing policies, the section on page 20 relating to the Parking Management Policy and the Narrow Streets Policy has been amended.

6. Access to driveways is not defined - a three-point or five-point turn- What is acceptable clearance for a residential driveway - turning circle - does this come under our current traffic management policy? This detail is also important for managing traffic around schools and events.

Staff agree that this is an important issue, however it is largely addressed operationally on a case-by-case basis. Notwithstanding this, Actions P14, P15 & P16 relate to Narrow Streets and support improved accessibility into the future.

Recommendation

No action is proposed as this matter is an operational consideration and the actions proposed in the draft ITP will support improved accessibility on Narrow Streets.

7. Recognition that people are driving larger vehicles should be mentioned in our ITP and our plans should reflect/ mention this.

Recommendation

In response to this suggestion, the following wording has been added to page 14 of the draft ITP.

Traffic

Over recent decades, there has been a clear shift toward larger vehicles, particularly SUVs, utes, light commercial vehicles, and, more recently, electric and hybrid models. The most significant increases have been in vehicle length and mass, with more modest growth in width. Height and ground clearance has also risen, influencing sightlines, turning radii, and parking requirements.

Within the City of Prospect's established and often narrow street network, these changes have important implications for road safety, access, and parking efficiency. Roads, intersections, and parking areas may need to accommodate longer, heavier, and taller vehicles to maintain safety and operational performance. Recognising this trend in the ITP helps to ensure that planning, parking, and traffic policies reflect the current and future vehicle mix.

8. Planning requirements for developments to add directional signage and allocated positions to offsite car parking - planning law vs best practice

There is currently no policy or requirement in the Planning and Design Code for such advertising or identification. However, several actions in the ITP address precinct parking (refer to Actions P28–P31).

Recommendation

No action is proposed in relation to this matter.

Staff Engagement

Following the Phase 2 Consultation period, an engagement session with the Internal Staff Working Group was held to present the draft ITP and the proposed changes to the Action Plan, this was held on 24 July 2025. Comments received from the Internal Staff Working Group were used to refine the Actions prior to presenting them to Elected Members at the Workshop on 12 August 2025.

Other Stakeholders Engagement

The Council's Disability & Inclusion Advisory Group was also consulted as part of the Phase 2 Consultation. The Committee's comments have been incorporated into the draft ITP contained in **Attachment 1**. A summary of their feedback is included in the *Phase 2 Community Consultation Summary Report Attachment 2*.

STRATEGIC COMMUNITY PLAN 2023-2027

Alignment to Strategic Community Plan

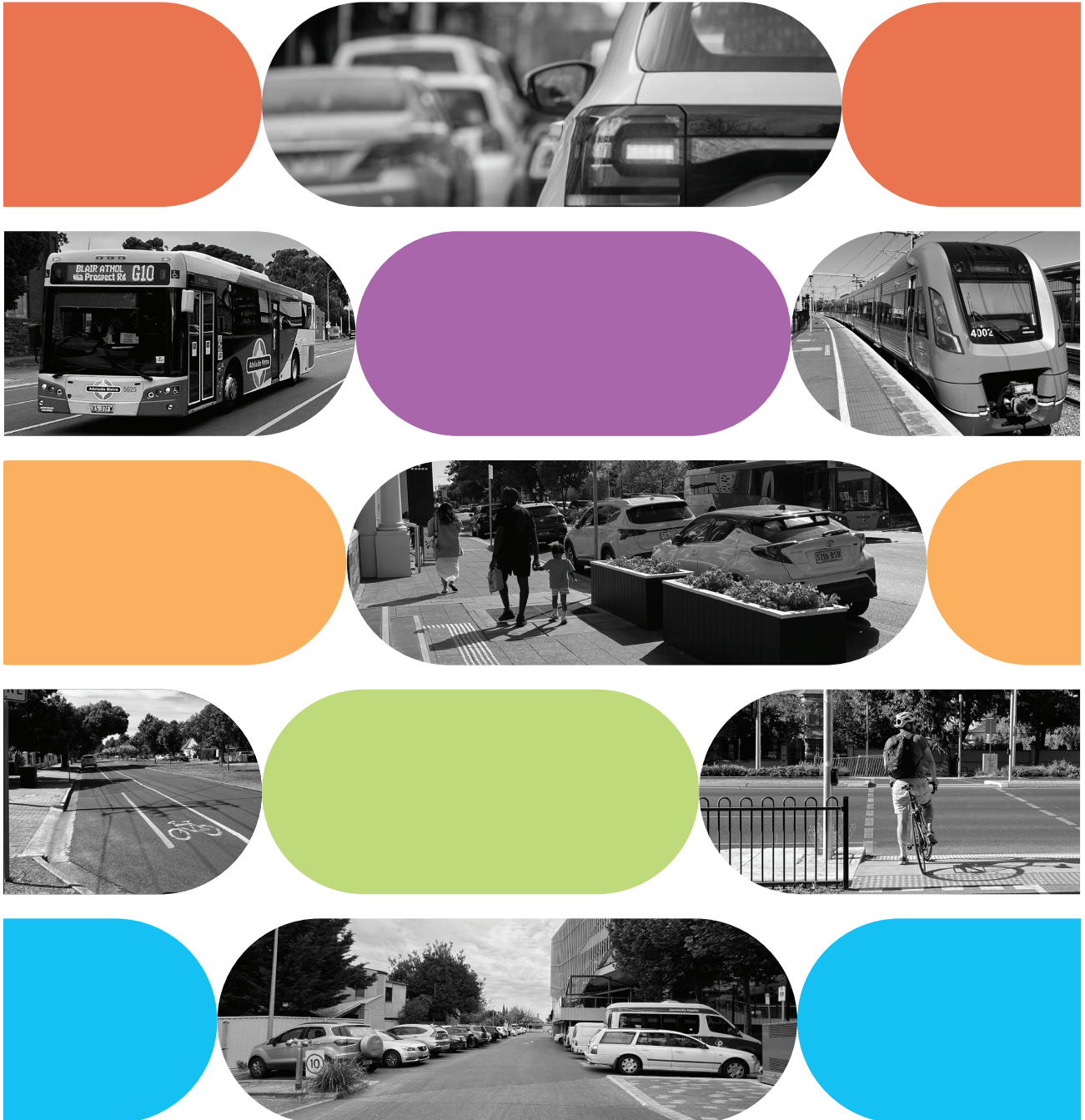
COMMUNITY VALUE Empowering a thriving, engaging and welcoming city	A safe, welcoming and accessible city
QUALITY INFRASTRUCTURE Building a sustainable connected city	Quality public realm Fit for purpose community infrastructure
SUSTAINABILITY Actively protecting and nurturing our environment	A sustainable urban environment Educating and empowering the community to adopt best practice environmental stewardship Resilience to climate change
FUNDING OUR FUTURE Future focused for the next generation	Thriving urban environment
OUR PRINCIPLES Driving the delivery of the Community Plan	Innovation Community Value Governing with Integrity Sustainability Evidence Based Decisions
TOP FOUR PRIORITIES Representing the foundation of our strategic efforts	Address Traffic and Parking

ATTACHMENTS

1. Draft Integrated Transport Plan [↓](#) 
2. Phase 2 Community Consultation Summary Report [↓](#) 
3. Prospect Schools Precinct Placemat [↓](#) 

Connecting Prospect

An Integrated Transport Plan for the Future



2025-2035

DRAFT





Kaurna Acknowledgment

City of Prospect acknowledges that we are situated on the traditional country of the Kaurna people of the Adelaide Plains region, and we pay our respects to Elders past and present.

We recognise and respect their cultural heritage, beliefs and relationships with the land, and we acknowledge that they are of continuing importance to the Karuna people living today.

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Mayor's message

Our Integrated Transport Plan lays the foundation to providing a more connected, sustainable, and resilient transport network.

As your Mayor, I'm incredibly proud to present this Plan. This is a cornerstone initiative and one of Council's Top 4 priorities in our 2023-2027 Strategic Community Plan. The Plan is central to delivering a transport network that meets the needs of our residents and visitors, supports our local economy, and prepares our City for the future.

The way we move around City of Prospect has a huge impact on our quality of life, from how safely our children attend their schools to how easily our local businesses connect with customers. This Integrated Transport Plan sets a strong foundation for a connected, sustainable, and resilient transport network, shaping how our community moves, thrives, and grows over the next decade.

Over the next ten years, building a strong and future-ready transport network will require dedication, collaboration, and strategic focus. This Plan plays a critical role by focusing on tangible improvements: making our streets safer, reducing congestion, improving accessibility for all, making walking, cycling and catching public transport easier and addressing parking demand in areas of higher urban growth.

Developed through extensive consultation with residents and key stakeholders, this Plan acts as a clear roadmap for action. It directly addresses the key concerns our community raised, across all modes of transport, namely traffic, public transport, cycling, walking and parking.



This Plan is a testament to Council's dedication to forward-thinking transport planning. By strategically aligning our work with both State Government and local initiatives, we ensure investment is targeted, efficient, and directly responsive to our community's needs. We are looking beyond today's challenges and actively preparing our city for emerging transport technology and ensuring our infrastructure supports a lower-carbon environment. Through encouraging active travel and planning for smart city solutions, we are responsibly investing in a greener, more resilient City of Prospect for the next generations.

On behalf of my fellow Elected Members, I sincerely thank everyone who contributed to the development of this Plan. Your participation has been vital in shaping a transport future that strengthens our community wellbeing and ensures the continued vibrancy of our City.

I encourage all residents and stakeholders to support the implementation of the Integrated Transport Plan as we work together to build an even more connected, accessible, and thriving community.

Executive summary

City of Prospect's Integrated Transport Plan (ITP) establishes a clear strategic framework to develop a safe, efficient, and sustainable transport network that meets future needs while preserving the City's unique character and liveability. In response to challenges such as traffic congestion, parking pressures, and growing demand for accessible travel, the ITP supports Council's commitment to helping residents "live local" by enhancing walkability, connectivity, and access to essential services.

The plan is guided by three key principles: a modified "movement and place" approach that balances efficient transport with quality public spaces; a "living local" focus that prioritises access to services and amenities within local neighbourhoods; and a "places for people" emphasis on designing streets that foster community wellbeing. These principles provide the foundation for a 10-year framework encompassing transport planning, infrastructure investment, operations, and advocacy.

Built around a clear vision, three themes, 19 strategies, and 124 priority actions, the ITP aims to improve safety, promote active and public transport, integrate innovative technologies, and create child-friendly, inclusive streets—all while respecting sustainability, heritage, and community wellbeing.

Informed by travel pattern analysis, community engagement, and emerging trends, the plan addresses key transport and parking issues and positions the City of Prospect to meet future challenges through collaboration and innovation. By aligning with Council and State objectives, the ITP ensures the City of Prospect remains a connected, adaptable, and people-focused city for years to come.



Introduction

City of Prospect is a well-established inner metropolitan council area located immediately north of Adelaide's Central Business District (CBD). Covering approximately 7.8 square kilometres, it encompasses the suburbs of Collinswood, Fitzroy, Medindie Gardens, Nailsworth, Prospect and Thorngate, as well as parts of Broadview, Ovingham and Sefton Park. It is bounded by the Town of Walkerville to the east, City of Port Adelaide Enfield to the north and west, City of Charles Sturt to the west and City of Adelaide to the south.

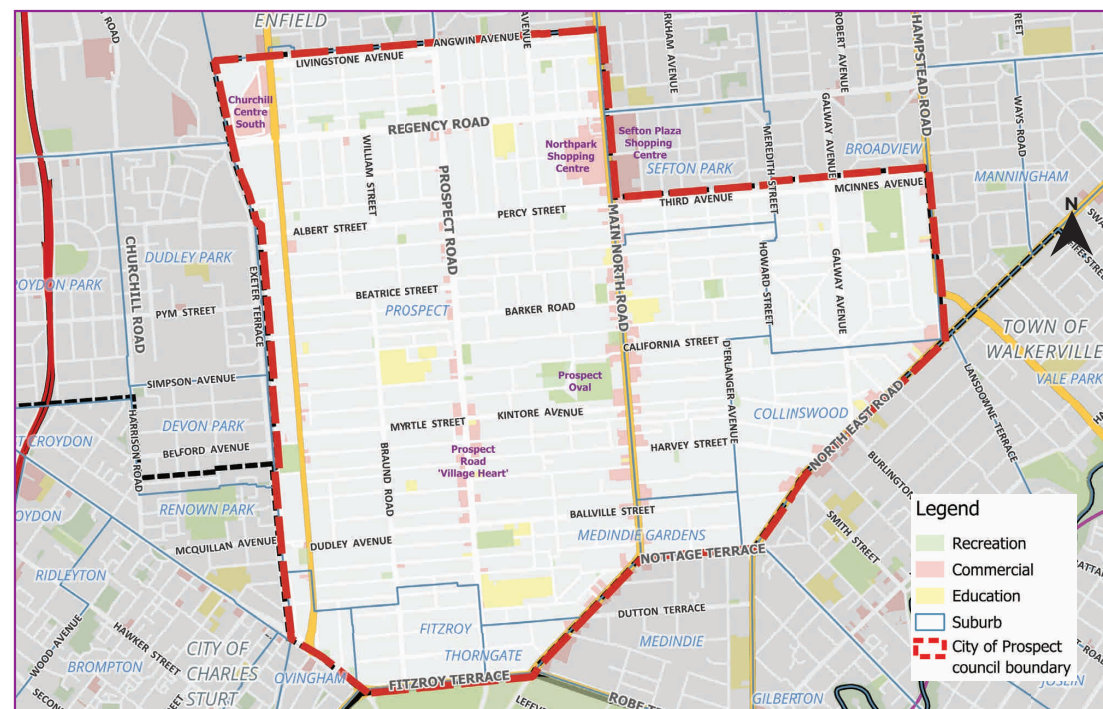
Strategically positioned, City of Prospect is well-connected by major transport corridors including Main North Road, Prospect Road, Churchill Road, and Regency Road, while the Gawler railway line along the western edge of the City provides direct rail access to both the CBD and northern suburbs. These connections make the City easily accessible while supporting movement.

Renowned for its distinctive urban character, the City of Prospect combines historic residential streetscapes with vibrant commercial precincts and a growing creative and cultural scene. Prospect Road, in

particular, has emerged as a key destination, showcasing cafés and restaurants, public art, and community events. Local heritage and character areas, tree-lined streets, and local parks and reserves enhance the City's amenity and sense of place.

Home to approximately 23,000 residents, the City is experiencing steady population growth, driven by its strategic location, lifestyle appeal, and Council's proactive planning approach, including targeted rezoning and corridor redevelopment to support increased urban density. As the City continues to grow and evolve, demand for more sustainable, accessible and resilient transport is increasing to maintain liveability, accessibility, and community wellbeing.

In response, the Council has developed an Integrated Transport Plan (ITP) to create a cohesive transport network that improves accessibility, reduces congestion, enhances safety, and promotes sustainable travel choices. The ITP aims to ensure that the community can continue to live, work and play locally while benefiting from a connected and resilient transport system.



Purpose of the Integrated Transport Plan

The ITP provides a strategic framework for planning, managing, and delivering a cohesive, sustainable, and resilient transport system across the City of Prospect. Its purpose is to ensure that transport infrastructure and services meet the needs of pedestrians, cyclists, motorists, and public transport users, while supporting the City's growth, liveability, and distinctive character.

It establishes a coordinated, long-term approach for transport planning and investment, setting clear priorities and a 10-year action plan of initiatives to improve accessibility, enhance safety, reduce congestion, and encourage sustainable travel choices, ensuring the transport network continues to support community wellbeing.

More specifically, the ITP:

- Sets out a prioritised 10-year action plan to achieve the City's transport vision and objectives, providing clear direction for implementation.
- Establishes a framework that guides transport planning, decision-making, and the integration of transport initiatives across the City.
- Directs future investment in transport infrastructure and services to maximise community benefit and ensure resources are allocated effectively.

Developed in collaboration with stakeholders and the wider community, the ITP responds to the key issues and emerging challenges and trends shaping the City's transport future, including:

- Population growth driven by corridor redevelopment and infill housing within the City's established neighbourhoods.
- An ageing and culturally diverse community, requiring safe, walkable access to shops, services, and public transport.
- Changing urban form, increasing demand for parking and local traffic management.
- Climate change, highlighting the need for a resilient and sustainable transport system that reduces reliance on private vehicles and promotes walking, cycling, and public transport.

The ITP provides a coordinated, actionable framework that aligns with Council and State Government strategies and policies. It ensures the transport network continues to support liveability, accessibility, safety, and sustainability, enabling City of Prospect to remain a connected, adaptable, and future-ready City for current and future residents.



Snapshot of our City

City of Prospect is home to approximately 23,309 residents across 9,474 dwellings, with an average household size of 2.5 people. Households own an average of 1.8 motor vehicles, reflecting a reliance on private transport.

In 2021, 66.8% of residents commuted to work by private vehicle, 7.7% used public transport, with smaller proportions walking, cycling, or working from home.

Predominantly residential, the City is bounded

by major State arterial roads, with the Gawler railway line forming the western boundary. This geography shapes the City's transport connectivity and travel choices.

This section provides an overview of the City's population, land use, and transport network, establishing the context for understanding current travel demand and planning for a connected, sustainable future.

The 2021 Census reveals the following statistics for the City of Prospect.

7.79
City of Prospect is approximately 7.79 square kilometres.

23,309
The estimated resident population.

We're home to:
2,221 businesses
28 parks and reserves
14 children's playgrounds

2,216
The number of households made up of couples without children is similar to the number of lone person households (2,331).

2,803
or 47.6% of households were made up of couples with young children.

\$2,005
is the median weekly household income.

212
residents identify as Aboriginal and/or Torres Strait Islander.

16.6%
of the population in our city reported doing some form of voluntary work.

6,392
or 28% of people who live in City of Prospect were born overseas.

49
residents from 12 countries gained citizenship at our January 2025 citizenship ceremony.

Of these people, the top 5 countries of birth are:
India, England, Vietnam, China and Italy.

The 5 largest ancestries are:
English, Australian, Italian, Irish and Scottish.

2.5
people (on average) live in each household.

63%
of households were purchasing or fully owned their home.

34%
of households are renting.

9,474
Private dwellings.

1.8
is the average number of motor vehicles per dwelling.

37
is the median age of people in City of Prospect.

29.6%
are under 25.

66.7%
are under 50.

33.3%
are over 50.

19%
are retirees and seniors (60 - 84 years)

50.1%
of the population identified as female.

2.1%
are 85 years and over.

49.9%
of the population identified as male.

Land use in our City

Understanding how land is used in the City of Prospect is an important first step for integrated transport planning. City of Prospect covers a total area of approximately 7.8 square kilometres (780 hectares), and includes a mix of residential, commercial, educational, recreational, and light industrial uses. These land uses influence how people move, where transport demand is concentrated and what infrastructure will be needed in the future.

The distribution of land uses by category is summarised below :

- Residential: 639 hectares (82%)
- Commercial and Retail: 60 hectares (8%)
- Education and Institutional: 28 hectares (4%)
- Recreation and Reserves: 25 hectares (3%)
- Industrial and Utilities: 23 hectares (3%)

The distribution of these land uses is shown on the Land Use within City of Prospect Map.

Land Use within City of Prospect



Residential

Residential development is the dominant land use in City of Prospect, covering roughly 82% of the total area. This high proportion of residential land shapes the City's character and generates consistent demand for safe, accessible, and well-connected transport networks.

Key residential developments recently completed or underway include:

- Prospect Corner (Renewal SA)
- Churchill Road (various developments)
- Prospect Road (various developments)
- Prospect Place, Regency Road

These projects contribute to the City's housing diversity and highlight the importance of integrate transport planning with urban renewal.

Retail and commercial

Retail and commercial areas occupy approximately 60 hectares, or 8% of the City's footprint. Most activity is concentrated along the Prospect Road and Main North Road corridors, which are major shopping, dining, and business destinations.

Key retail and commercial hubs include:

- Prospect Road Village Heart
- Churchill Centre South
- Northpark Shopping Centre

These areas generate significant local traffic and provide opportunities for improved pedestrian and cycling infrastructure, public transport access, and parking management.

Schools

Education and institutional uses cover around 28 hectares and are spread throughout the City of Prospect. These facilities include a range of primary and secondary schools, which contribute to transport and parking demand, particularly during student drop-off and pick-up periods. This highlights the importance of safe and accessible travel routes for students.

Schools within the City of Prospect include:

- Blackfriars Priory School
- Nailsworth Primary School
- Prescott College
- Prospect North Primary School
- Prospect Primary School
- Rosary School

Transport planning in these areas focuses on safe pedestrian crossings, cycling infrastructure, and traffic and parking management around schools.

These measures help ensure that students can travel safely and efficiently while reducing congestion during peak school periods.

Parks and reserves

Recreational and open space areas cover approximately 3% of the City and include a mix of small local parks and larger sporting facilities. These spaces promote active transport, such as walking and cycling, and provide opportunities for community recreation and social interaction.

In total the City of Prospect contains 25 parks and reserves, classified as follows:

- Regional (2): Prospect Oval, Broadview Oval
- District: Charles (2): Cane Reserve, George Whittle Reserve
- Neighbourhood (6)
- Local (15)

In addition, several new parks and green spaces have also been established recently through redevelopment projects, expanding the City's open space network beyond the existing 25 sites.

These open spaces are key destinations for active travel and contribute to community wellbeing.

Existing transport network in our City

City of Prospect's transport network is defined by four key north-south Arterial and Sub-arterial corridors - Churchill Road, Prospect Road, Main North Road, and North East Road - which provide vital connections between the Adelaide CBD and the northern metropolitan region. These corridors carry significant volumes of commuter, freight, and public transport traffic and are owned and managed by the Department for Infrastructure and Transport (DIT).

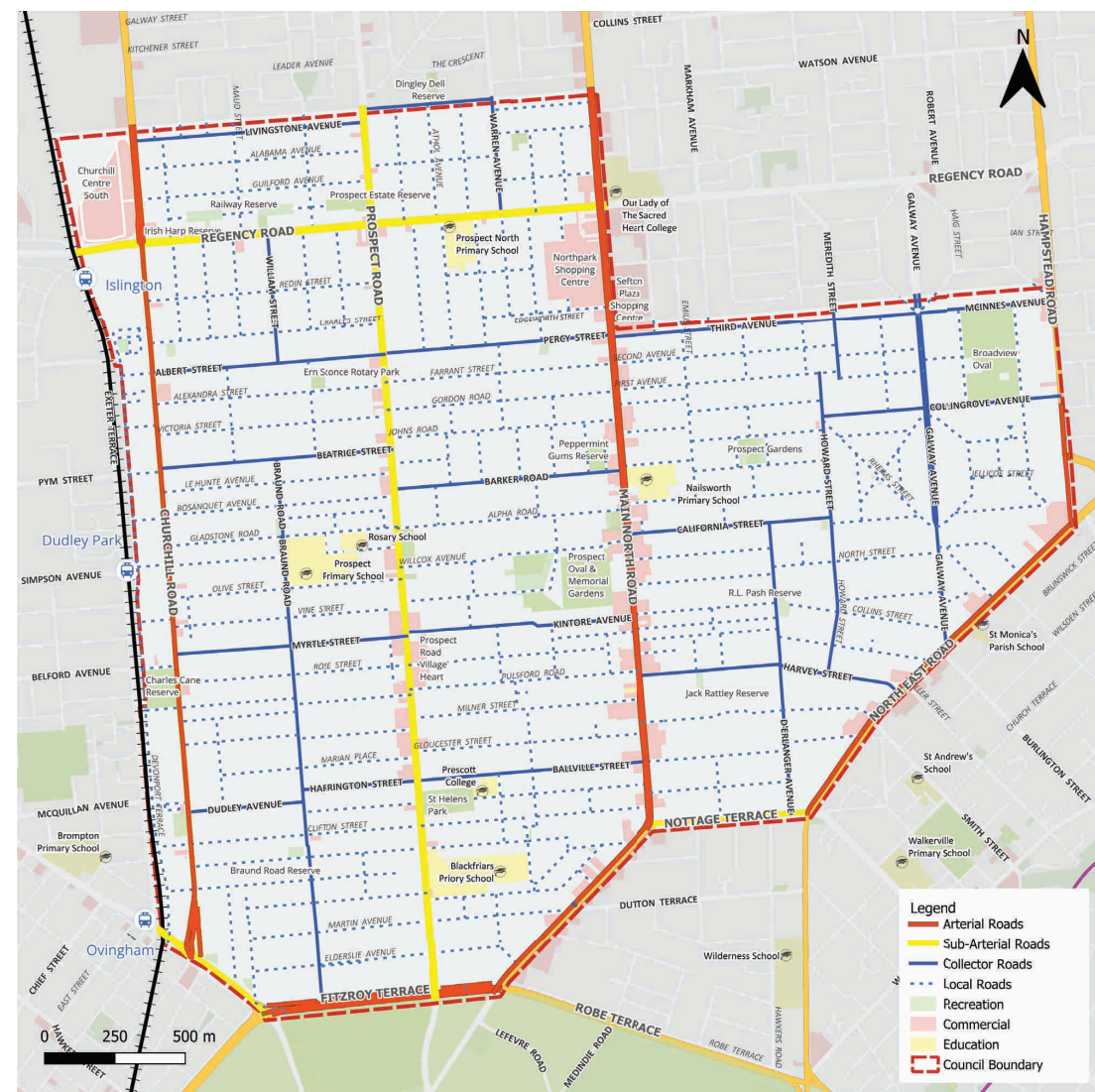
East-west connectivity is primarily supported by Regency Road, located along the northern part of the Council area, and Fitzroy Terrace, which forms part of Adelaide's Inner Ring Rout, along the southern boundary of the

Council area. These strategic routes play an important role in linking the City of Prospect with neighbouring councils, activity centres, and major employment and retail destinations.

At the local level, Galway Avenue functions as a key north-south Major Collector road and is the only Council owned and managed road with a public bus route, servicing the Broadview and Collinswood area. All other bus services operate on DIT owned and managed Arterial or Sub-arterial roads within the network.

The existing road network is shown on the plan below.

Existing Transport Network



Narrow streets

Narrow streets are a prominent feature within the City of Prospect, with 96 roads having carriageways narrower than 7.2 metres. Together, these streets account for approximately 39.1 kilometres of the Council's 89-kilometre road network, representing around 44 percent of all Council-owned and maintained roads.

The limited width of these streets creates challenges for on-street parking, driveway

access, and the safe movement of vehicles, which need to be considered when planning upgrades, managing traffic, and improving access for pedestrians, cyclists, and public transport. Addressing narrow streets is an important part of maintaining a safe and efficient transport network across the City.

The location of the narrow streets within City of Prospect are shown on the plan below.

Narrow Streets within City of Prospect



Public transport

City of Prospect is well serviced by public transport services into and out of the Adelaide city centre, with three train stations on the Gawler railway line and four north-south Go Zone bus corridors providing direct connections along Churchill Road, Prospect Road, Main North Road, and North East Road via Galway Avenue. East-west services are more limited, with the Route 300 Suburban Connector operating along Regency Road.

Walking

Most streets in the City of Prospect have footpaths that form the foundation of the walking network. However, the main challenge for pedestrians is the availability of safe and convenient crossing points, particularly across busy Arterial and Sub-arterial roads.

The walking network connects key local destinations, such as:

- Schools (public and private primary and secondary schools)
- Ovals, parks and reserves that serve as important recreational, social, and sporting facilities and destinations
- Shopping precincts and commercial centres
- Public transport facilities, such as bus stops and train stations

Cycling

The existing BikeDirect network in the City includes bicycle routes along:

- The eastern side of the Gawler railway line between Islington and Ovingham train stations.
- Braund Road bikeway through Fitzroy and the western part of the City.
- Prospect Terrace to Laura Street, Menzies Crescent to Percy Street, and Regency Road.
- Galway Avenue bicycle route between North East Road and Regency Road.

The City of Prospect has two local recreational bicycle trails that are promoted as the Prospect Landscape and Memory Ride.

Parking

Parking is a key issue for the City of Prospect, driven by population growth and an increase in multi-unit developments, particularly along key road corridors and within business precincts. Council's Parking Management Policy, updated in August 2022, provides the framework for managing the on-street and off-street parking supply under its control.

Traffic

Over recent decades, there has been a clear shift toward larger vehicles, particularly SUVs, utes, light commercial vehicles, and, more recently, electric and hybrid models. The most significant increases have been in vehicle length and mass, with more modest growth in width. Height and ground clearance has also risen, influencing sightlines, turning radii, and parking requirements.

Within the City of Prospect's established and often narrow street network, these changes have important implications for road safety, access, and parking efficiency. Roads, intersections, and parking areas may need to accommodate longer, heavier, and taller vehicles to maintain safety and operational performance. Recognising this trend in the ITP helps to ensure that planning, parking, and traffic policies reflect the current and future vehicle mix.



Strategic alignment

The City of Prospect ITP sits within the Council’s decision making framework and has been developed to align with current State Government strategies and the Council’s other key strategic and policy documents.

State Government

The key State Government strategies that have been used to inform this ITP are outlined below:

- Greater Adelaide Regional Plan - March 2025
- South Australia’s Transport Strategy - March 2025
- South Australia’s Road Safety Action Plan 2025-2027
- South Australia’s Active Travel Design Guide - September 2024
- State Infrastructure Strategy 2025

Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan (GARP) 2025 provides the strategic framework guiding population growth, housing, employment, and infrastructure in Greater Adelaide through to 2051. It emphasises the integration of land use and transport, identifying growth areas, urban consolidation zones, and key corridors to support connected, liveable, and sustainable communities.

The GARP highlights the role of transport in enabling the efficient movement of people and goods, supporting commercial, retail, and industrial investment, and fostering economic activity and employment. It also promotes sustainable travel choices, improves access to services and amenities, and encourages well-connected communities.



By providing a coordinated framework for land use and transport planning, the plan helps guide decisions that support Greater Adelaide’s long-term social, environmental, and liveability objectives.

State Infrastructure Strategy

This Strategy examines state-wide infrastructure needs over the next 20 years and represents independent advice provided by Infrastructure SA to the Premier in accordance with the Act. It reviews existing infrastructure, analyses emerging trends, and identifies the State’s infrastructure requirements, strategic goals, and priorities.

The Strategy also advocates for urban planning that reduces reliance on private vehicles and promotes streetscapes designed for pedestrians and cyclists, supporting active transport. Integrated planning approaches that incorporate the Live Local principles are further emphasised to foster connected, sustainable, and liveable communities.”



State Transport Strategy

The State Transport Strategy outlines the Government’s overarching vision for transport in South Australia. It is supported by the following:

Sub strategies:

- SA Road Safety Strategy
- Active Transport and Personal Mobility Strategy
- Freight and Supply Chain Strategy
- Passenger Transport Strategy

- Strategic Asset Management Plan



Outcomes:

- Connected, safe and accessible
- Prosperous and liveable
- Sustainable and resilient

South Australia’s Road Safety Action Plan 2025-2027 is the two-year action plan supporting **South Australia’s Road Safety Strategy to 2031**. The Action Plan identifies actions that will contribute to the target of at least a 50 per cent reduction in lives lost and a 30 per cent reduction in serious injuries on South Australian roads by 2031.

South Australia’s Active Travel Design Guide offers design principles tailored for active travel and green infrastructure development in South Australia. These principles are founded upon best practices, Australian standards, and local design conventions for creating vibrant, cycling and pedestrian-friendly streets.

The State Government has introduced new legislation, through the **Statutes Amendment (Personal Mobility Devices) Act 2024**, allowing e-scooters and other personal mobility devices to be used on public roads and paths from July 2025. Riders aged 16 and over can operate these devices on footpaths, bike paths, and many bike lanes and roads, provided they follow safety requirements, including wearing a helmet, using lights at night, and observing speed limits.

The State Government has developed the **Access and Inclusion Strategy 2023** to support people with disabilities with mobility and to access places and transport services.



Council

The development of the Integrated Transport Plan has been informed by the following Council strategies and plans, including:

- Strategic Community Plan 2023-2027
- Prospect Lifestyle Precinct Master Plan (adopted June 2025)
- Tree Strategy 2021-2026
- Open Space Strategy
- Economic Development Strategy 2023-2027
- Disability Access and Inclusion Plan 2021-2025

Aligning with these documents ensures that transport initiatives in the Integrated Transport Plan complement broader urban planning, environmental, and economic objectives.

This integrated approach ensures that future transport planning and infrastructure investment are guided by evidence-based priorities, community needs, and long-term strategic goals, delivering a coordinated, sustainable, and liveable transport network that supports the City's broader vision and objectives.

Strategic Community Plan

The Strategic Community Plan (2023-2027) is Council's principal strategic document, providing a long-term vision, guiding principles, and priorities for the next four years.

Developed through extensive community consultation, the Plan reflects the aspirations of the community and focuses on creating a vibrant, inclusive, and sustainable city. It emphasises protecting the City's heritage and natural environment, fostering social cohesion, supporting economic growth, and enhancing liveability and accessibility.

The Plan is implemented through annual business plans and a collaborative approach involving Council and the community, ensuring initiatives are delivered efficiently and in alignment with Council's strategic priorities.

For the current four-year period, Council has identified the following top four priorities, which guide resource allocation and decision-making:

- Traffic and parking management
- Supporting good planning outcomes
- Redevelopment of the Prospect Lifestyle Precinct at Prospect Oval
- Churchill Road Drainage Project

The Strategic Community Plan outlines the Council's approach to addressing traffic and parking, which includes considering current and projected travel patterns, responding to existing and emerging transport challenges, and reflecting community feedback and aspirations. It envisages objectives such as promoting innovative and sustainable transport solutions, enhancing walkability and cycling networks, integrating public transport options, and improving accessibility.

The Plan also prioritises child-friendly street designs and ensures that infrastructure is sensitive to both sustainability and the City's heritage values.

In the Strategic Community Plan, Council is committed to developing the ITP to address traffic and parking challenges. Key considerations include:

- Innovative technologies
- Walkable neighbourhoods
- Safer cycling networks
- Integrated public transport
- Child-friendly street designs
- Supporting sustainability
- Protecting heritage infrastructure.



Traffic management policy

The Traffic Management Policy aims to create a safe and efficient road network for all users, including pedestrians, cyclists, and motorists. It outlines a four-tier road hierarchy to prioritise traffic flow and safety and recommends measures such as reduced speed limits on key roads, traffic calming in residential areas, and enhanced pedestrian and cyclist infrastructure. The policy highlights the importance of community consultation and aligns with broader urban planning objectives to support sustainable transport and improve overall road safety within the City.

Parking management policy

The Council's Parking Management Policy establishes a structured approach to managing on-street and off-street parking within the City. It aims to ensure equitable access to parking spaces, enhance safety, and support the efficient flow of traffic. The policy includes measures such as time-limited parking zones, resident parking permits, and enforcement of parking regulations to deter illegal parking practices. Through these strategies, the policy seeks to balance the needs of residents, businesses, and visitors, fostering a harmonious urban environment.

As part of the Parking Management Policy, Council has specific provisions for narrow streets to ensure safe and efficient vehicle access. Narrow streets are defined as streets with a width of 7.2 metres or less, where parking on both sides would not allow a minimum 3 metre roadway width for vehicle passage. The policy prioritises emergency vehicle access and property egress, while managing parking in a way that balances community needs and safety.

Key considerations include:

- Narrow streets are based on the Australian Road Rules requirement for minimum vehicle access.
- Streets less than 5.1 metre wide cannot accommodate parking on both sides.
- Streets between 5.2 metre and 7.2 metre wide may be able to accommodate parking on one side only.

Narrow streets policy

The Narrow Streets Policy provides a structured methodology for identifying, assessing, and addressing parking and traffic issues within the City of Prospect's narrow street network. It outlines a consistent approach to managing competing demands for limited road space, improving safety, access, and amenity for all users.

Footpath trading policy

The Footpath Trading Policy provides a clear framework for managing the use of public roads and footpaths for business and community activities. It aims to balance the activation of public spaces with the need to maintain safe, accessible, and inclusive routes for pedestrians. The policy encourages outdoor dining and other trading uses that contribute to a vibrant and welcoming streetscape, while protecting public safety and local amenity.

In accordance with the Local Government Act 1999, a permit is required for any business use of a road or footpath. All applications are assessed against the Footpath Trading Guidelines, which specify design and placement standards for items such as furniture, displays, and signage.

The policy places strong emphasis on pedestrian and disability access, ensuring that trading activity enhances the City's character and vibrancy without compromising safety or accessibility.

School precinct studies

The Department for Infrastructure and Transport, in partnership with the City of Prospect and the Department of Education, initiated a School Precinct Study to assess traffic, parking, and safety around Prospect Primary School and Rosary School. The study was undertaken in response to concerns raised by the schools and the local community regarding the impact of school-related traffic and parking on surrounding streets.

Key issues investigated include:

- High parking demand in streets immediately adjacent to the schools
- Localised congestion during school drop-off and pick-up times
- Road safety risks associated with high traffic volumes and speeding
- Pedestrian safety concerns near the school entrances

The study was delivered in three stages:

- Stage 1 – Engagement with schools and key stakeholders, review of existing conditions, and problem definition
- Stage 2 – On-site investigation and observation of traffic, movement, and parking following construction completion
- Stage 3 – Identification of priority actions and potential improvement opportunities

The study's recommendations aim to enhance pedestrian access, improve traffic flow and parking management, and increase overall safety within the school precinct. These recommendations have been translated into a series of actionable items and are incorporated into this Integrated Transport Plan. It is envisaged that similar studies will be undertaken for all the other schools within the City of Prospect over the life of the ITP.



Prospect Lifestyle Precinct

The Prospect Lifestyle Precinct (PLP) is a transformative project guided by an endorsed Masterplan centered around Prospect Oval, encompassing the area bordered by Main North Road, Memorial Gardens, and Wilcox Avenue, and integrating community, mixed use and residential land use opportunities. Envisaged as a vibrant destination for health, wellness, fitness, and sport, the PLP aims to inspire greater community participation, foster active involvement, and contribute to the City's economic growth.

The following guiding principles provide a framework for future investigations, design refinements, and community engagement relating to the PLP. They ensure all transport and access solutions align with the ITP, support PLP's objectives, and maintain a balance between movement and place.

These principles are intended to guide the development of access, parking, and transport strategies that accommodate daily use and event-based demands, while integrating with the broader transport network.

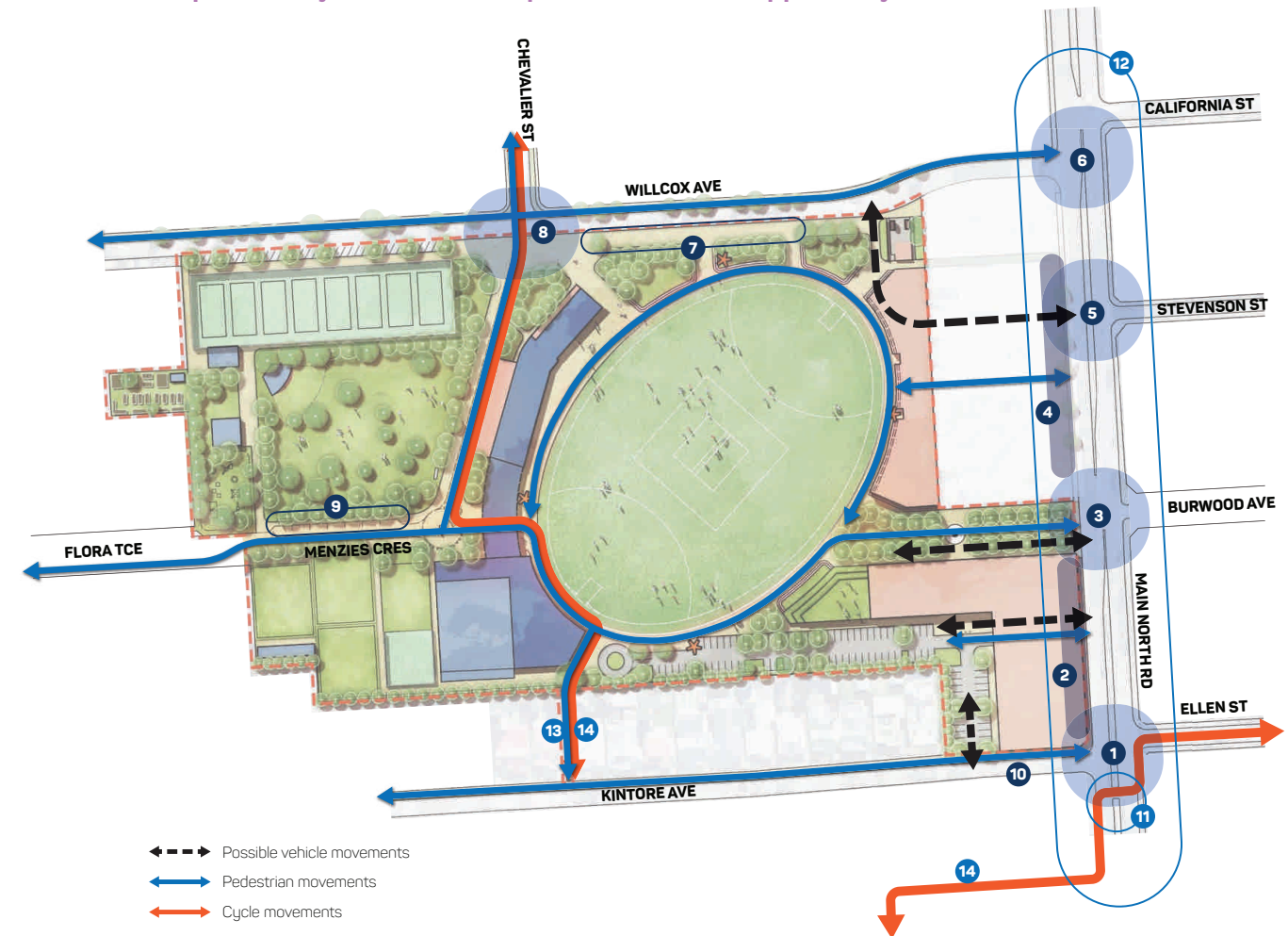
- **Respect Local Road Functionality and provide for balanced traffic distribution:** Maintain the intended local road function of Kintore Avenue and Willcox Avenue by carefully managing traffic volumes, speed, and access to minimise impacts on surrounding residential areas.

- **Enhance Pedestrian and Active Transport Connectivity:** Prioritise safe, accessible, and direct pedestrian and cycling connections throughout the precinct and across arterial road corridors, supporting a walkable, people-focused environment.
- **Deliver Equitable and Safe Access:** Ensure all sections of the precinct are accessible by all users, with a focus on safety, convenience, and inclusion across transport modes and development stages.
- **Balance Movement and Place:** Support a balanced approach to traffic management that aligns with the road hierarchy established in the Integrated Transport Plan, ensuring transport function complements placemaking objectives.
- **Design for Multi-Modal Integration:** Investigate and embed opportunities for all transport modes—walking, cycling, public transport, and private vehicles—throughout the planning and design phases to support long-term mode shift.
- **Provide Fit-for-Purpose Car Parking:** Ensure public car parking that is appropriately provisioned and located and designed to support precinct activity, minimise local impacts, and respond to future land use needs.

The Transport Interventions Opportunity Plan for the PLP highlights key locations for further investigation, ensuring transport considerations remain central to the Precinct's design.



Prospect Lifestyle Precinct Transport Interventions Opportunity Plan



- Possible vehicle movements
- Pedestrian movements
- Cycle movements

- | | | |
|---|---|-----------------------------------|
| 1 Main North Road / Ellen Street / Kintore Avenue intersection | 7 Kiss 'n' ride opportunity in Willcox Avenue | Multi-modal Investigations |
| 2 142-148 Main North Road Site Access opportunity | 8 Willcox Avenue / Chevalier Street / Menzies Crescent intersection | |
| 3 Prospect Oval / Burwood Avenue / Main North Road intersection | 9 Menzies Crescent car parking | |
| 4 CCH site access opportunity | 10 Traffic calming for Kintore Avenue east | |
| 5 CCH / Stevenson Street / Main North Road intersection | | |
| 6 Main North Road / Willcox Avenue intersection | | |
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Note: This Plan is indicative and may be subject to change following further investigations in association with the Prospect Lifestyle Precinct.

Listening to our community

Consultation with the community and key stakeholders has helped to inform the Integrated Transport Plan and shape its direction.




Phase 1

In October and November 2024, we asked the community to share their traffic, parking and transportation concerns and ideas with us to help us create an Integrated Transport Plan for our City.

What we did

-  **18**
Social media posts promoting the consultation, with 5,012 impressions and 228 interactions
-  **10,500**
Letterbox drops to homes and business across our City
-  **560**
In-person conversations at workshops, drop-ins and community events

How the community participated

-  **982**
Ideas and comments received
-  **207**
Comments and suggestions on our interactive online maps
-  **150**
Survey responses and 21 written submissions received

What we heard

-  **32%**
Parking
Concerns regarding on-street parking, narrow streets, line marking and impact of new developments
-  **16%**
Cycling
Comments expressing a desire for dedicated bike lanes, a more connected cycling network and cyclist-friendly crossings
-  **23%**
Roads & Traffic
Concerns about traffic on local roads, including congestion and speeding
-  **13%**
Public Transport
Comments surrounding the frequency of reliability of bus services, a need for east-west bus routes and improved safety at bus stops and shelters
-  **16%**
Walking
Comments highlighting the need for improved safety, more pedestrian crossings and better footpath conditions



Phase 2

Phase 2 consultation was undertaken from 12 April to 18 May 2025, with fact sheets outlining the overarching vision, strategies, and the five mode-specific action plans made available on the Council's website. In addition to an interactive online map and survey, Council conducted a range of community engagement activities, including:

- A pop-up session at the Vine Street Market during Gather Round weekend on Saturday, 12 April
- Two drop-in sessions at Payinthe in April and May 2025
- A community workshop on 14 May 2025
- An Access and Inclusion Community Workshop in May 2025

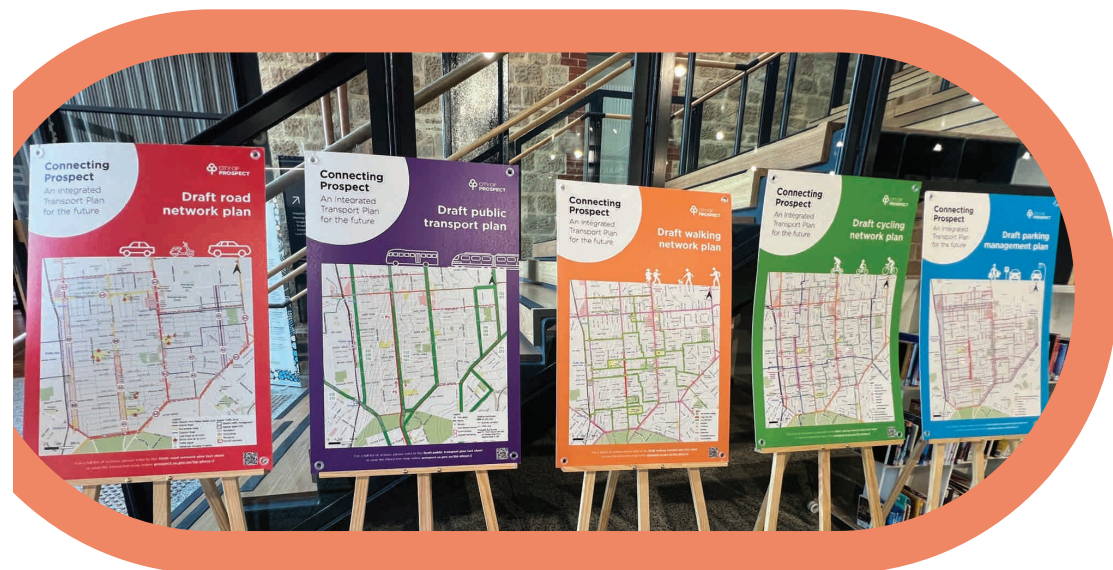
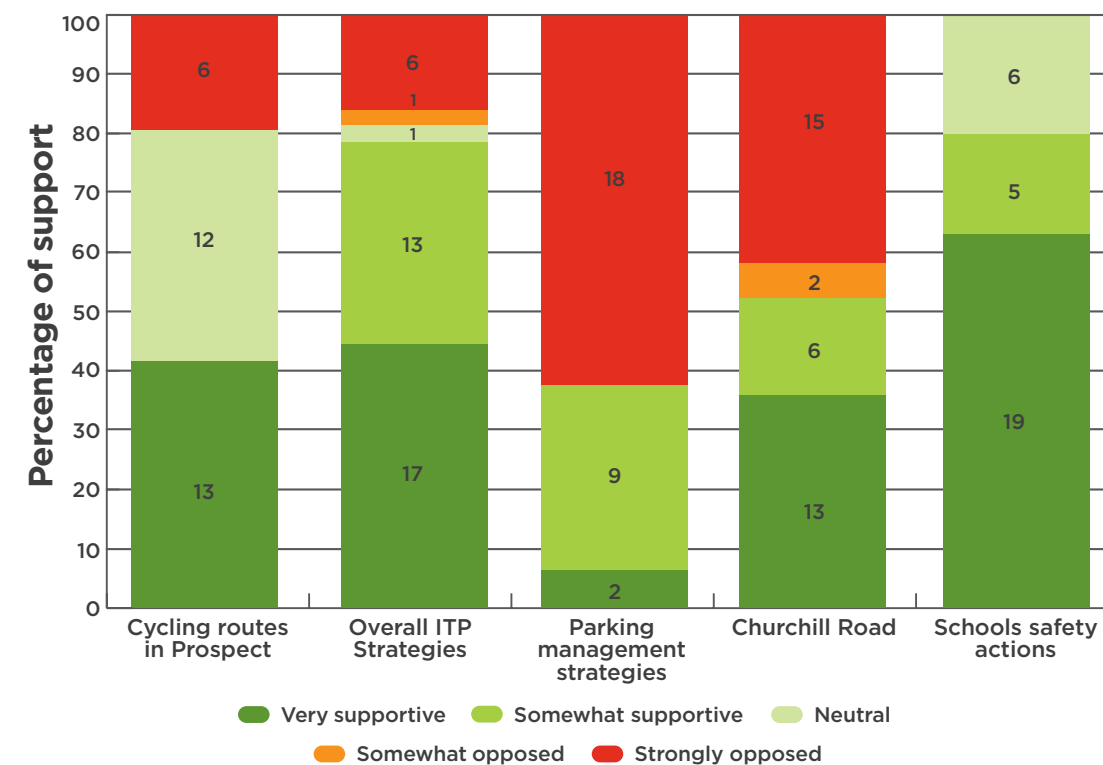
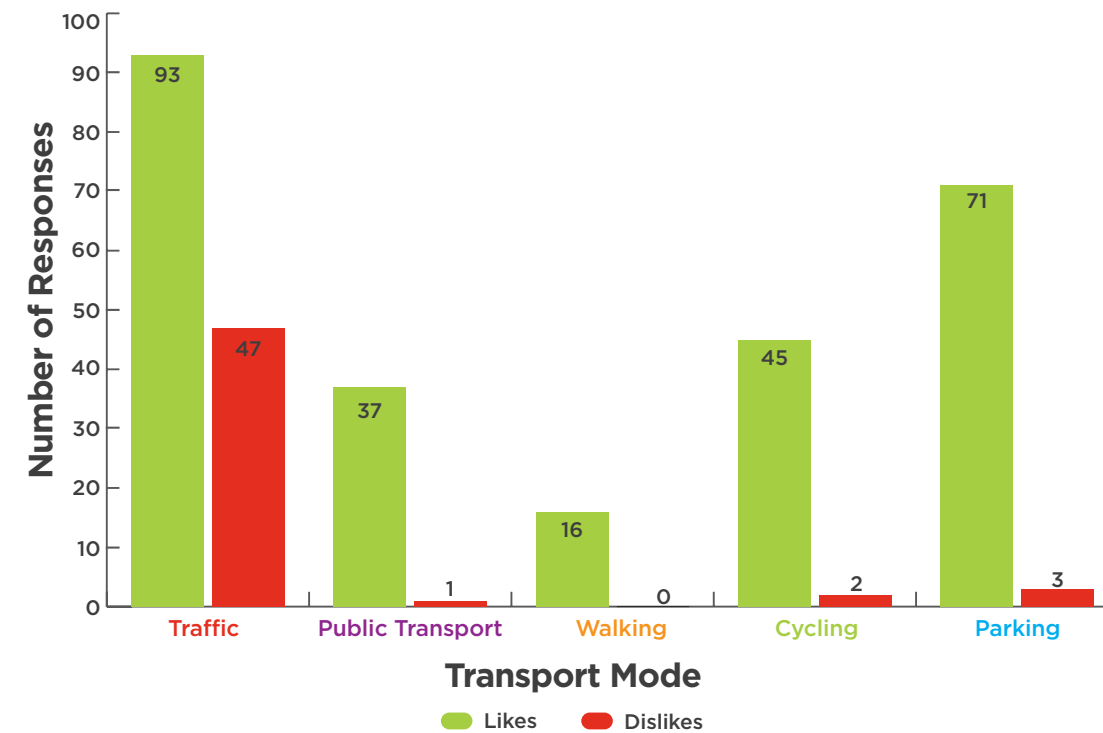
A total of 60 comments were received through the online survey. The Traffic and Parking actions attracted the highest level of feedback, while the proposed speed limit changes received the most negative responses. Overall, there was strong support for the cycling and walking initiatives, the overall strategic framework, and the school safety actions, with additional comments received regarding the proposed parking management strategies and the proposed changes to Churchill Road.

The feedback received through Phase 2 has been used to inform the development of this Integrated Transport Plan.

The results presented in the chart below and the following two tables represent the survey results submitted and are not necessarily representative of the views and opinions of the wider community.



- Traffic 41%
- Parking 25%
- Walking 12%
- Cycling 15%
- Public Transport 7%





Strategic framework

The ITP strategic framework will guide Council decisions in relation to transport planning and infrastructure, over the next 10 years. It includes a vision, three themes, 19 strategies and 124 actions, supporting strategic decision making, collaborative partnerships, and forward thinking approaches to deliver a safe, efficient and sustainable transport network.

Vision

A connected city with a safe, accessible, and sustainable transport network, designed to adapt to the evolving needs of the community.

Themes

The following three themes are based on what we heard that the community wants in a transport network.

Each of these themes is supported by a range of strategies aimed at creating a cohesive, sustainable, and adaptable transport system that integrates all modes of transport to support growth and improve the quality of life for residents and visitors.

1. **Safe and reliable**
2. **Accessible and connected**
3. **Dynamic and adaptive**

The development of this ITP has been guided by three strategic principles to ensure the City's transport network works well for everyone. A modified version of the 'movement and place' concept balances the need for efficient movement with the quality of public spaces, recognising that streets are not just for vehicles but also for people to live, work, and interact.

This is complemented by the principle of 'living local', which ensures essential services and amenities are easily accessible within neighbourhoods, supporting day-to-day convenience and encouraging active travel choices. Alongside this, the idea of 'places for people' emphasises designing streets and public spaces that support community activity, wellbeing, and enjoyment.

Together, these principles provide a framework for creating environments where everyone can safely gather, socialise, and participate in city life, shaping a transport network that is safe, connected, accessible and vibrant for the whole community.

Movement and place

Movement refers to how easily you can get from one place to another, whether walking, cycling, driving, or using public transport. Place refers to the quality of the areas you pass through or spend time in, like streets, parks, and shopping centres. The goal is to balance these two things, making travel easy without sacrificing enjoyable, inclusive and accessible spaces for living, working, and playing. For our City, this means recognising that roads and streets are not just for cars, but also important public spaces that support community life, businesses, and social interaction.

	P1	P2	P3	P4	P5
M1					
M2					
M3					
M4					
M5					

Definitions for Movement and Place Classes

- P1** National or state significance
- P2** Metropolitan significance
- P3** Council significance
- P4** Neighbourhood significance (local parks)
- P5** Local significance (residences)
- M1** Strategic roads and principal freight routes
- M2** Major arterial roads and freight routes
- M3** Arterial roads and local freight routes
- M4** Collector roads
- M5** Local streets and access roads

Living local

Living local is about making it easier to meet your daily needs close to home, with shops, services, parks, and amenities within walking or cycling distance. The ITP supports this by improving walking, cycling, and public transport options, reducing car dependency, and fostering a more connected and sustainable community.

Places for people

The principle of places for people prioritises the needs of people. This means creating welcoming, safe, and accessible public spaces for all. The ITP focuses on improving pedestrian and cyclist-friendly streets, enhancing public transport stops, and upgrading public spaces for everyone to enjoy.

PLACE HIERARCHY FOR CITY OF PROSPECT	
Places of metropolitan significance	<ul style="list-style-type: none"> • Prospect Road Village Heart • Prospect Oval
Places of local government (Council) or regional significance	<ul style="list-style-type: none"> • Council offices and library • Prospect Lifestyle Precinct • Broadview Oval • Churchill Centre (South) • Northpark Shopping Centre • District level reserves
Places of neighbourhood significance	<ul style="list-style-type: none"> • Schools and community centres • Parks, reserves and open spaces • Local sporting grounds and businesses
Places of local significance	<ul style="list-style-type: none"> • Local places of residence • Local parks • Local businesses

Strategies

1. SAFE AND RELIABLE	
1.1. Strive to make the City's streets and places safe and inclusive.	1.2. Manage non-local traffic in residential streets.
1.3. Reduce traffic congestion at key intersections with arterial roads.	1.4. Promote and improve road safety awareness around schools.
1.5. Improve parking and traffic flow in narrow streets to make them safer and more efficient for residents.	1.6. Declutter footpaths by reducing visual and physical obstacles to improve accessibility and pedestrian safety, particularly in the Village Heart and along the key pedestrian routes.
1.7. Provide safe walk connections to car parking in areas of high parking demand.	1.8. Establish a safe bicycle network within the City.

2. ACCESSIBLE AND CONNECTED	
2.1. Provide a transport network that connects local destinations for the community to live, work and play locally.	2.2. Support a more connected and accessible public transport system.
2.3. Provide space for active transport and micromobility devices to reduce the reliance on motor vehicles and support community wellbeing.	2.4. Increase pedestrian and cyclist priority at high demand signalised crossings to minimise waiting times.
2.5. Maximise the availability and efficient use of car parking space on streets and within business precincts to support the City's economic growth and liveability.	

3. DYNAMIC AND ADAPTIVE	
3.1. Encourage the use of smart technology to manage traffic demand.	3.2. Support the use of electric vehicles and mobility scooters by providing accessible, widely distributed charging stations to reduce the environmental impact.
3.3. Introduce technology to enhance the experience and efficiency for public transport riders.	3.4. Design the City's active transport corridors as spaces for walking, cycling, recreation and social interaction.
3.5. Explore and implement innovative priority treatments along key bicycle routes.	3.6. Leverage emerging technologies to enhance parking in high demand areas within the City.

Action plans for our transport modes

The Action Plan is organised around the five transport modes - roads and traffic, public transport, walking, cycling and parking. It translates the vision and strategies into practical steps for implementation, guiding future planning, investment and management across the City's transport network.

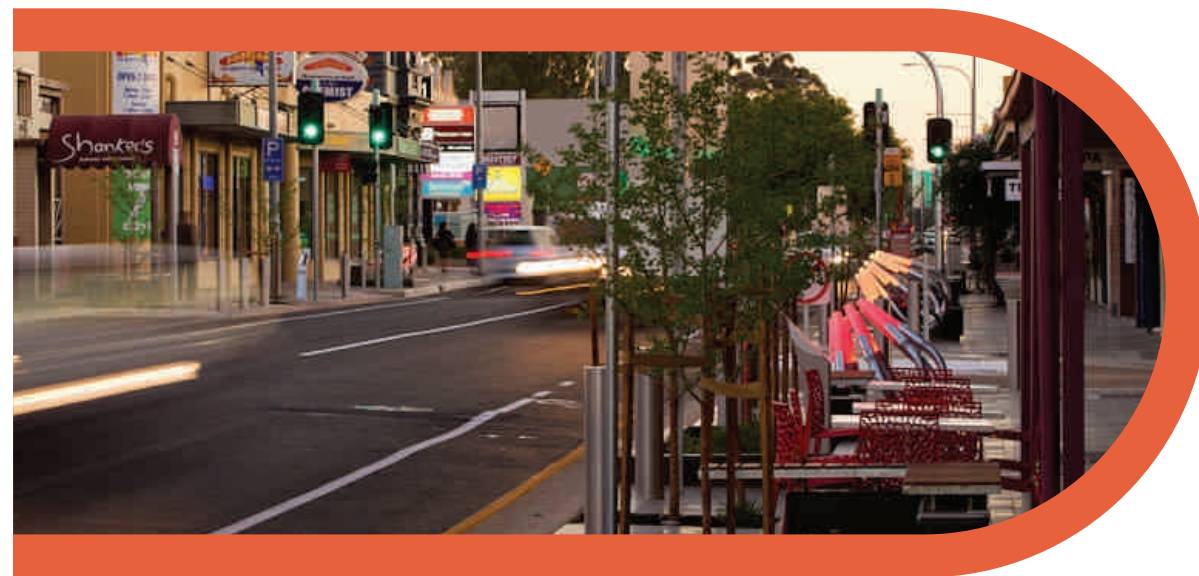
The following sections provide an overview of each transport mode, outlining Council's priorities, intended outcomes, and the actions proposed to achieve them. Each section follows a consistent framework, including:

- Goals and objectives aligned with the ITP's vision, themes and strategies
- A summary of key challenges and opportunities shaping the approach
- A hierarchy table showing the role and function of network elements
- A network plan illustrating proposed changes and improvements
- A schedule of actions describing each initiative, including its purpose, location, and contribution to the wider network.

Each action is assigned a unique identifier with a colour-coded prefix representing the transport mode:

T	Traffic
PT	Public Transport
W	Walking
C	Cycling
P	Parking

This approach ensures clear and consistent presentation across all transport modes, supporting informed decision-making, prioritised investment, and coordinated delivery of the Integrated Transport Plan.



Roads and traffic

Council is enhancing the functionality and safety of the road network through the introduction of a five-tier road hierarchy: Arterial, Sub-arterial, Major Collector, Minor Collector, and Local roads. This hierarchy helps to prioritise and organise roads according to their function, capacity, and role within the wider transport network.

By distinguishing the purpose of each road type, higher-volume roads such as Arterials and Sub-arterials can efficiently carry through traffic, while local streets remain quieter

and focused on providing safe access to neighbourhoods.

Clear definitions of each road category support better safety outcomes, informed infrastructure planning, and development that is appropriate to the surrounding context, contributing to more liveable and well-connected communities. The overarching goal is to create a safer, more efficient road network that improves accessibility and supports safer travel for all users.

Key Concerns and Opportunities

- Rat running (drivers using local streets to bypass main roads)
- Traffic speed in local streets
- Traffic congestion
- Traffic calming devices to address speed in local streets
- Road safety hazards (pedestrian and vehicle interaction)
- Narrow streets need improvements to enhance safety and accessibility.

Goals

Enhance road safety and functionality, and improve traffic flow and access across the City.

Road and transport hierarchy

FUNCTION	TRAFFIC	FREIGHT
PRIMARY	Arterial roads DIT road >20,000 vehicles/day* Main North Road, North East Road, Fitzroy Terrace, Robe Terrace, Hampstead Road, Churchill Road (north of Regency Road), Torrens Road	Principal freight routes
SECONDARY	Sub-Arterial roads DIT road, 6,000 to 20,000 vehicles/day* Prospect Road, Regency Road, Churchill Road (south of Regency Road)	Local freight routes
MAJOR COLLECTOR	Collector roads with buses Council road, 4,000 to 6,000 vehicles/day* Galway Avenue	Local freight routes
MINOR COLLECTOR	Collector roads without buses Council road, 2,000 to 4,000 vehicles/day* Pym Street, Belford Avenue, California Street, Howard Street, Harvey Street, D'Erlanger Avenue, Third Avenue, McInnes Avenue, Collingrove Avenue	Local freight routes
LOCAL	Local streets and access roads in residential areas Council, < 2,000 vehicles/day	Emergency vehicles and waste collection trucks

DIT - Department for Infrastructure and Transport.

*Traffic volumes should only be used as a guide alongside the strategic function of the road.

Roads and traffic network plan



Roads and traffic actions

NUMBER	ACTION	LOCATION
T1	Implement a five-tier road hierarchy (Arterial, Sub-arterial, Major Collector, Minor Collector and Local Roads) as outlined in the Road Hierarchy for City of Prospect table and shown on the Road Network Plan. Amend and formalise City of Prospect's Road Hierarchy Guidelines.	City wide
T2	Lobby the Department for Infrastructure and Transport to reclassify Churchill Road (south of Regency Road) from an Arterial Road to a Sub-arterial Road, aligning it with Prospect Road, and supporting a safer environment in response to the increased residential development and pedestrian activity along Churchill Road. In collaboration with the Department for Infrastructure and Transport, lobby the National Heavy Vehicle Regulator (NHVR) to decommission Churchill Road as a heavy vehicle route for B-double and other oversize vehicles.	Churchill Road
T3	Designate Pym Street and Belford Avenue as Minor Collector Roads (traffic volumes between 2,000 and 4,000 vehicles per day) providing direct connections to adjoining councils. Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to and from Northpark Shopping Centre. Designate all remaining residential streets west of Main North Road as Local Roads (traffic volumes under 2,000 vehicles per day), aligning with the new road hierarchy for City of Prospect to ensure fair and equitable distribution of traffic.	West of Main North Road
T4	Formalise the road hierarchy, with the following Minor Collector Roads east of Main North Road in Nailsworth/Collinswood retained: Harvey Street, California Street, Howard Street, McInnes Avenue, Collingrove Avenue and Third Avenue. Formalise the reclassification of Galway Avenue to a Major Collector Road to reflect its high traffic volumes and role as a bus route. Designate all other council-owned roads east of Main North Road as Local Roads (traffic volumes under 2,000 vehicles per day).	East of Main North Road
T5	Lobby the Department for Infrastructure and Transport to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h to reflect the proposed reclassification of Churchill Road.	Churchill Road
T6	Lobby the Department for Infrastructure and Transport to extend the 40 km/h zone along Prospect Road south to Fitzroy Terrace, and north to Barker Road.	Prospect Road
T7	Investigate constructing a raised platform crossing on Prospect Road at Blackfriars Priory School.	Prospect Road

Roads and traffic actions

NUMBER	ACTION	LOCATION
T8	Implement speed detection information displays on streets with average speeds over 40 km/h as a measure to deter speeding	Local and collector roads
T9	Investigate the need for traffic calming treatments on Local Streets and Collector Roads with high vehicle speeds and safety concerns. Identify and determine the most appropriate solutions to effectively reduce vehicle speeds and enhance safety for all road users.	Local and collector roads
T10	Audit the location and review the appropriateness of existing traffic calming devices (ie spoon drains, road humps, driveway links) across the city.	Local and collector roads
T11	Adopt the 'Self-Explaining Road' concept (using design features such as gateway treatments, low level landscaping and kerb build ups) to guide road user behaviour on Local and Collector Roads, where appropriate.	Local and collector roads
T12	Liaise with the Department for Infrastructure and Transport to investigate and implement new traffic measures on Main North Road, including the installation of U-turn bays, crossing points and traffic signals to improve safety and access into and out of streets in Nailsworth, Broadview and Prospect.	Main North Road
T13	Consider and investigate potential entry and exit points between the Prospect Lifestyle Precinct and Main North Road, assessing in detail the associated traffic movements to minimise impacts on adjoining residents.	Main North Road
T14	Undertake a Local Transport Plan for Broadview and Nailsworth in collaboration with the City of Port Adelaide Enfield.	Main North Road and all local and collector roads east of Main North Road
T15	Undertake school travel safety reviews, in collaboration with each school, to better understand traffic and parking issues and solutions to improve school travel safety.	All schools
T16	Consult with school communities to promote active travel to school as a popular, safe and easy travel option.	All schools
T17	Ban 3-point turns and U-turns around schools during school drop off and pick up times. Seek support from the Department for Infrastructure and Transport to formalise and implement this ban at the state level.	All schools
T18	Provide traffic educational materials to schools and encourage its distribution to their communities. Encourage schools to promote and teach traffic safety education within their community.	All schools
T19	Introduce designated school streets by installing signage or treatments on all roads adjacent to school grounds to alert motorists that they are entering a school zone.	All schools

Roads and traffic actions

NUMBER	ACTION	LOCATION
T20	Undertake consultation and formalise the one-way traffic movement around Prospect North Primary School during school drop off and pick up times, to ensure students remain on the school side of the road. Under this arrangement, vehicles will enter Arthur Street from Regency Road, turn left on Allison Street and then left onto Stuart Road, exiting back onto Regency Road.	Prospect North Primary School
T21	Explore and implement additional treatments at the raised intersections of Braund Road and Olive Street, and Braund Road and Gladstone Road to improve safety, accessibility and traffic flow.	Prospect Primary School
T22	Remove the road narrowing on Gladstone Road outside Prospect Primary School to improve the eastern entry into the Kiss and Drop and reduce traffic congestion.	Prospect Primary School
T23	Develop a policy for heavy vehicles that aligns with the policies for narrow streets, designating specific roads as off-limits for heavy vehicles (excluding emergency vehicles and waste collection trucks) and addressing the management of construction vehicles in local residential streets.	All local streets



Public transport

Council is committed to working with the State Government to enhance public transport services across the City of Prospect.

A public transport hierarchy has been introduced, categorising services based on capacity, frequency, and role within the network. This hierarchy provides a framework for planning and prioritising upgrades, while considering how higher-capacity services, such as the Gawler railway line and major Go Zone bus corridors, can be supported by local bus routes or a dial-a-ride service to provide connections within neighbourhoods.

By defining the purpose and priority of each service, Council can effectively advocate for infrastructure and service improvements, support accessibility and safety initiatives, and contribute to a coordinated transport network. The hierarchy also helps integrate public transport with other travel modes, supporting a more connected, sustainable, and efficient system.

The overarching goal is to create a safer, more accessible, and efficient public transport network that better serves the community and encourages sustainable travel across the City of Prospect.

Key Concerns and Opportunities

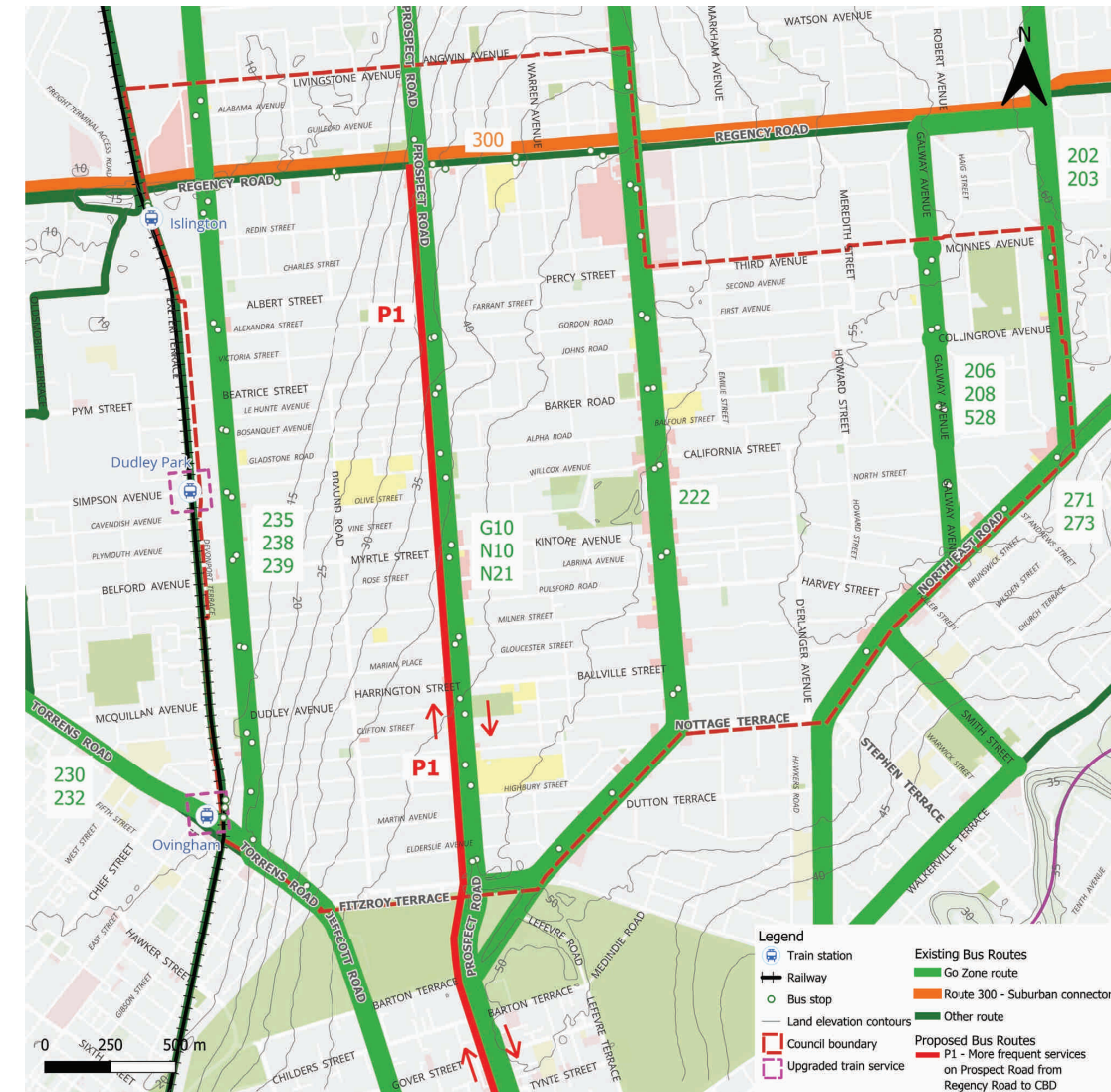
- Trams on Prospect Road (both for and against)
- Bus service reliability in peak periods
- Train frequency and service hours
- East-west bus routes for cross-city connectivity
- Improved safety and better amenities at bus stops and train stations

Goals
Increase the frequency and reliability of bus and train services, and improve east-west connectivity.

Public transport hierarchy for the City of Prospect

FUNCTION	PUBLIC TRANSPORT IN THE CITY OF PROSPECT
PRIMARY	Gawler railway line train services
SECONDARY	Go Zone bus corridors, including routes G10, 222, 235/238/239, 206/208 and 271/273
TERTIARY	Other local bus routes including suburban connector and community bus services

Public transport network plan



Public transport actions

NUMBER	ACTION	LOCATION
P1	Encourage the State Government to increase the reliability of the Route G10 bus service.	Prospect Road
P2	Lobby the State Government to increase peak hour bus services on Route G10 along Prospect Road (between Regency Road and the Adelaide CBD) to cater for the high patronage demand.	Prospect Road
P3	In partnership with the State Government, investigate high-capacity public transport for Prospect Road.	Prospect Road
P4	Investigate options for a local fixed bus route or a dial-a-ride service to provide east-west trips to destinations across the city.	East-west connectivity
P5	Trial the local fixed bus route or dial-a-ride service using the existing community bus with the option of expanding the service depending on demand.	East-west connectivity
P6	Advocate to State Government for improvements to public transport links/routes in parts of City of Prospect that have poor public transport connectivity.	East-west connectivity
P7	Lobby State Government to increase the frequency of train services, particularly during peak times, at Dudley Park and Ovingham stations.	Dudley Park and Ovingham
P8	Strongly advocate for a safer, more integrated, and reliable public transport system that meets the needs of the growing community.	All bus stops
P9	Upgrade shelters and amenities (such as bins and seating) at high patronage bus stops to improve safety, accessibility, and cleanliness.	All bus stops
P10	Advocate for an upgrade to Islington train station, with a focus on pedestrian and cyclist accessibility, secure bicycle parking, safety and wayfinding.	Islington train station



Walking

Council is committed to enhancing pedestrian safety and connectivity across City of Prospect.

A walking route hierarchy has been introduced, categorising roads and streets based on their importance and role within the network. The hierarchy provides a framework for planning and prioritising improvements, with higher-priority routes, such as the Village Heart along Prospect Road, serving areas with higher pedestrian demand.

The secondary routes connect precinct streets, key reserves, ovals, and schools, providing important links within the network, while tertiary routes offer access to local destinations.

Council’s initiatives outlined in the Action Plan focus on creating safer pedestrian crossings, improving footpath conditions, installing wayfinding signage, enhancing lighting along key walking routes, and advocating for safer school zones with reduced speed limits. By prioritising walking and active transport, the ITP guides actions that contribute to a safer, more accessible, and connected pedestrian network that meets the needs of the community.

The overarching goal is to create a pedestrian network that is safe, inclusive, and integrated with other transport modes, supporting active and sustainable travel across the City of Prospect.

Key Concerns and Opportunities

- Improve pedestrian safety at crossing and after dark
- Improve footpath conditions (such as uneven surfaces and narrow footpath widths)
- Improve the amenity along walking routes (including lighting and shade).

Goals

Create safer, more accessible walking connections, and enhance footpaths to encourage walking.

Walking route hierarchy

FUNCTION	LOCATION
PRIMARY	Main streets, Village Heart (Prospect Road)
SECONDARY	Prospect Lifestyle Precinct, Churchill Road, Flora Terrace, and streets connecting key shopping precincts, reserves, ovals and schools
TERTIARY	Other walk routes to local destinations

Walking network plan



Walking actions

NUMBER	ACTION	LOCATION
W1	Implement an interconnected three-tier walking network hierarchy (Primary, Secondary and Tertiary) across the City of Prospect as outlined in the Walking Route Hierarchy table and on the Walking Network Plan.	City wide
W2	Upgrade the primary and secondary walking routes as part of City of Prospect's existing Footpath Renewal Program to create safe and compliant high quality, high amenity walking routes with reduced barriers for all types of walkers, including dogwalkers, the elderly and families with prams (refer to the Walking Network Plan).	City wide
W3	Trial initiatives that create space and prioritise walking and cycling on local streets, including artwork placement, rest stop seating and bins with dog waste bags.	Local and collector roads
W4	Develop a wayfinding strategy for walking within City of Prospect. Place wayfinding signage and directional signage along primary and secondary walking routes, where appropriate, to guide visitors to key destinations. Develop a City of Prospect walking map.	Local and collector roads
W5	Deliver projects that create safe, inviting walking routes and reduce barriers to crossing major roads (refer to the Walking Network Plan for the proposed locations).	Arterial and sub-arterial roads
W6	Plan, design and implement safer pedestrian crossings (such as refuges, build-outs, pram ramps, line marking and signage) on Council-owned roads.	Local and collector roads
W7	Advocate to the Department for Infrastructure and Transport for the installation of new pedestrian/cyclist crossings in high demand pedestrian/cyclist locations on Arterial and Sub-arterial roads. Advocate to the Department for Infrastructure and Transport to increase the pedestrian and cyclist priority at signalised crossings on Arterial and Sub-arterial roads in high demand locations to minimise waiting times.	Arterial and sub-arterial
W8	Establish a program to upgrade and maintain footpaths along the primary and secondary walking routes, with the aim of improving the overall service level by addressing issues such as uneven surfaces and narrow widths caused by tree roots, verge plantings and debris.	Local and collector roads
W9	Undertake a public lighting audit and develop a Public Lighting Policy to identify streets requiring lighting upgrades, including in and adjacent the Prospect Road Village Heart and along primary and secondary walking routes (refer to the Walking Network Plan)	Prospect Road
W10	Determine priority streets for lighting upgrades around the Prospect Road Village Heart as part of the Village Heart Parking Management Study investigations.	Prospect Road

Walking actions

NUMBER	ACTION	LOCATION
W11	Review the existing street tree and verge planting guidelines to minimise hazards and to ensure that planting does not damage Council and/or private infrastructure, and/or block or obstruct footpath access.	Local and collector roads
W12	Review the Footpath Trading Policy to ensure it supports safe and accessible pathways at all times, particularly within the Prospect Road Village Heart. The Policy should include practical design standards and enforcement practices that balance the needs of businesses and support activities, such as outdoor dining, signage and merchandise displays.	Sub-arterial, local and collector roads
W13	Upgrade and maintain lighting and amenity in laneways throughout the city, such as in Goode Lane, Mona Place and Church Lane to improve safety and encourage greater public use.	Laneways
W14	Establish a continuous connection between Prospect Estate and Irish Harp Reserve to provide a safer east-west walking route north of Regency Road.	Irish Harp to Prospect Estate Reserve
W15	Undertake school travel safety reviews, in collaboration with each school, to better understand traffic and parking issues and solutions to improve school travel safety.	Alls schools
W16	Review the Active Travel Design Guide and the Speed Limit Guideline for South Australia to identify the most appropriate treatments to implement near each school within City of Prospect.	All schools
W17	Liaise with the Department for Infrastructure and Transport for the implementation of the 40 km/h speed limits from 8 am to 9:30 am and 2 pm to 4 pm on school days at: <ul style="list-style-type: none"> Blackfriars Priory School, Prospect Road, Prospect Nailsworth Primary School, Main North Road, Nailsworth Prospect North Primary School, Regency Road, Prospect 	Blackfriars Priory, Nailsworth Primary and Prospect North Primary Schools
W18	Continue to encourage schools to establish walking school bus programs (including scooters).	All schools
W19	Lobby the Department for Infrastructure and Transport for safety-enhancing improvements to the Pedestrian Activated Crossing on Regency Road adjacent to Prospect North Primary School, including the construction of a raised platform.	Prospect North Primary School
W20	Consider, in consultation with the Department for Infrastructure and Transport, relocating the Pedestrian Activated Crossing on Prospect Road outside Blackfriars Priory School (to either the Te Anau Avenue intersection or just north of the carpark exit) to improve safety and allow for an easier flow of traffic out of the school carpark.	Blackfriars Priory School
W21	Review public lighting around Nailsworth Primary School, particularly along Thomas Street, in accordance with the Public Lighting Policy.	Nailsworth Primary School

Walking actions

NUMBER	ACTION	LOCATION
W22	Review the design and function of the emu crossing on Braund Road to improve safety for pedestrians.	Prospect Primary School
W23	Install informal crossing point with kerb build-outs and pedestrian ramps along Olive Street near the oval entry to reduce the road width and narrow the road environment to help reduce speeds.	Prospect Primary School
W24	Incentivise and promote walking and cycling as attractive transport choices for local trips by improving connections and infrastructure across City of Prospect	City wide
W25	Liaise with the Department for Infrastructure and Transport on the State Government's Active Travel and Personal Mobility Strategy.	City wide



Cycling

Improving safety, connectivity, and accessibility for cyclists is a key focus of the Integrated Transport Plan. To achieve this, the Integrated Transport Plan establishes an interconnected cycling network structured around a hierarchy of primary, secondary, and tertiary routes, reflecting each route's function, level of activity, and importance within the broader network. This hierarchy provides a clear framework for planning and prioritising upgrades, ensuring that cycling routes are designed to meet the needs of commuter, everyday, and recreational travel.

Primary routes include regional cycling corridors such as the Gawler Greenway, Braund Road Bikeway, and Galway Avenue Bikeway. Secondary routes connect major activity centres and key destinations through the establishment of north-south and east-

west district cycling routes, while tertiary routes provide local connections within neighbourhoods.

Some of the key initiatives over the next 10 years include completing the Gawler Greenway, upgrading the Braund Road Bikeway, and improving signage and wayfinding across the City. Council is also advocating for safer cycling corridors on State Government managed roads, including improved cyclist crossings and green bicycle lane treatments, while exploring opportunities to enhance micromobility access and connections to public transport.

The overarching goal is to establish a safe, well-connected, and inclusive cycling network that supports active and sustainable transport across the City of Prospect.

Key Concerns and Opportunities

- Dedicated bicycle lanes for cyclist safety
- Need for a connected cycling network
- Safer cyclist crossings, particularly on main roads
- Completion of the Gawler Greenway shared use path
- Consistent bicycle route signage across councils.

Goals
Create a safer and more accessible cycling environment, and expand and improve the City's infrastructure.

Cycling hierarchy

FUNCTION	LOCATION
PRIMARY	Regional cycling routes, including Gawler Greenway, Braund Road Bikeway, Galway Avenue Bikeway and the new East-West Bicycle route between Bowden and Collinswood via Labrina Avenue, Ellen Street and Collins Street
SECONDARY	District cycling routes that connect major activity centres and key destinations (north-south and east-west routes)
TERTIARY	Local cycling routes

Cycling network plan



Cycling actions

NUMBER	ACTION	LOCATION
C1	Implement an interconnected three-tier bicycle network hierarchy (Primary, Secondary and Tertiary) across the City of Prospect as outlined in the Cycling Network Hierarchy table and on the Cycling Network Plan.	City wide
C2	Support the State Government to complete the Gawler Greenway shared use path.	Gawler Greenway
C3	Undertake a detailed study to determine the most appropriate cycling safety treatments for the Braund Road cycling route, including at the intersections of Olive Street and Gladstone Road and implement the recommendations.	Braund Road
C4	Implement signage for cyclists on the Galway Avenue cycling route.	Galway Avenue
C5	Implement an east-west cycling route with sharrows (shared lane markings) and signage between Charles Cane Reserve, Prospect Road Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Watkins Street, Mona Place crossing Main North Road to Ellen Street, Collins Street, Galway Avenue and Collingrove Avenue.	Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street and Collins Street
C6	Develop a wayfinding strategy for cycling routes within City of Prospect. Place signage along the primary cycling routes, with directional signage to key destinations, end-of-trip facilities and bicycle parking locations. Develop a comprehensive City of Prospect cycling network map.	City wide
C7	Install sharrows and cycling wayfinding signage along primary and secondary cycling routes.	City wide
C8	Advocate to the Department for Infrastructure and Transport to deliver safer bike corridors on state-managed Arterial and Sub-arterial roads.	Arterial and Sub-arterial roads
C9	Advocate the Department for Infrastructure and Transport to install safer cyclist crossings on Arterial and Sub-arterial roads (refer to the Cycling Network Plan for proposed locations).	Arterial and Sub-arterial roads
C10	Lobby the Department for Infrastructure and Transport to implement green bicycle lane surfaces at selected locations along Arterial and Sub-arterial roads.	Arterial and Sub-arterial roads

Cycling actions

NUMBER	ACTION	LOCATION
C11	Implement consistent cycling route signage on Local and Collector roads along the Council boundaries to ensure alignment with the signage standards of adjoining councils.	City wide
C12	Establish designated parking bays for micromobility devices (such as e-scooters, e-bikes and mobility scooters) near key destinations across the city, including the Prospect Road Village Heart.	City wide
C13	Improve connections to key destinations (including public transport) for micromobility users.	City wide



Parking

Effective management of parking is essential to support local businesses, residents, and visitors, and to maintain safe and efficient movement of people and vehicles across the City.

The Integrated Transport Plan identifies key areas for improvement through the development of a Local Transport and Parking Plan for the Devonport Terrace and Churchill Road corridor, as well as detailed parking studies for the Village Heart, Prospect Lifestyle Precinct, Main North Road, Regency Road, and North East Road.

These studies will review parking supply and demand, management practices, and the impacts on adjacent residential streets. Actions will focus on improving residential parking outcomes, enhancing lighting and safety, addressing narrow street constraints, and improving parking around schools. The ITP also supports the integration of electric vehicle charging stations and clearer, more consistent parking signage.

Through these initiatives, Council aims to deliver a balanced and efficient parking system that enhances accessibility, safety, and the City's long-term transport goals.

Key Concerns and Opportunities

- Availability of on-street parking in local streets and business precincts
- Impact of new developments on on-street parking
- Parking in narrow streets
- Parking controls and line marking
- Improved line marking near driveways
- Parking management and controls in residential streets
- Parking demand for businesses within the Village Heart.

Goals
Enhance parking efficiency across the City, and improve parking safety and accessibility.



Parking management plan



Note: The map shows the number and general location of the proposed parking and traffic studies over the 10-year life of the Integrated Transport Plan. The boundaries are for reference only and do not define the final study areas. These will be determined during the scoping phase of each study.

Parking actions

NUMBER	ACTION	LOCATION
P1	Undertake a comprehensive study to develop a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.	Devonport Terrace/Churchill Road Corridor
P2	Develop a 10-year program to guide the preparation and delivery of parking management strategies with action plans for the following precincts within the City of Prospect, in order of priority: <ol style="list-style-type: none"> 1. Village Heart 2. Prospect Lifestyle Precinct (future) 3. Regency Road 4. Main North Road (north of Nottage Terrace) 5. Main North Road (south of Nottage Terrace) 6. North East Road 	Precincts
P3	Consult with landlords and businesses to amalgamate rear business car parking in the Village Heart, where practical.	Prospect Road Village Heart
P4	Conduct a review of accessible parking within the Prospect Road Village Heart and identify opportunities to increase the number of designated accessible parking spaces.	Prospect Road Village Heart
P5	Conduct a comprehensive review of the parking management approach on all streets surrounding Prospect Oval, with a focus on managing parking during large gatherings and events. Update parking signage to adopt an event-based framework, replacing restrictions tied to specific days or limited solely to football, to effectively manage parking impacts across a wide range of activities.	Prospect Oval (current)
P6	Investigate and negotiate shared use of off-street parking in business precincts, where practical.	Precincts
P7	Review parking demand for businesses in the city's business precincts through parking supply, turnover and utilisation surveys conducted on different days and time periods, including weekends and evenings.	Precincts
P8	Improve the quality of lighting around on-street parking areas near key destinations to enhance pedestrian safety.	Precincts
P9	Review parking zones adjacent small businesses to balance business needs with the needs of the broader community.	Precincts
P10	Develop policies for consistent parking management and controls in residential streets, taking into consideration the land use, road profiles, existing constraints and user needs.	All residential streets
P11	Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway.	All residential streets

Parking actions

NUMBER	ACTION	LOCATION
P12	Develop guidelines for the application of no-standing (yellow) line marking in the City of Prospect. Implement a three-year rolling program for line marking on council-owned roads, starting with streets closest to the business precincts.	All residential streets
P13	Review the length of the no parking distance around street corners using line marking and signage where required.	All residential streets
P14	Review the Narrow Streets Policy and the Traffic Management Policy, taking into consideration elements such as land use, type of residential development, off-street parking availability, number of driveway crossovers along the street, street width, proximity to key destinations (eg Prospect Road Village Heart, businesses, schools, churches/temples and places of worship, cafes/restaurants, major ovals, reserves and public transport), and major event frequency, to determine the treatments required and ensure sufficient space for emergency vehicle access at all times.	All narrow streets
P15	Proactively implement the policies relating to Narrow Streets (contained in the Narrow Streets Policy, Parking Management Policy and the Traffic Management Policy), starting with streets that are regularly impacted when parking occupancy exceeds 85% of the capacity.	All narrow streets
P16	On narrow streets with high on-street parking demand, increase the no parking distance from the edge of driveway crossovers to improve vehicle access for residents. Consult local residents prior to implementation, as this change may reduce the availability of on-street parking. Where practicable on narrow streets with high on-street parking demand, establish no parking zones along driveway crossovers that are long enough to accommodate one vehicle while allowing another vehicle to pass safely.	All narrow streets
P17	Reinforce no parking within the first 10m of a narrow street that intersects with an Arterial or Sub-arterial Road (at least during peak times) through line marking and signage.	All narrow streets
P18	Undertake school travel safety reviews, in collaboration with each school, to better understand traffic and parking issues and solutions to improve school travel safety.	All schools
P19	Investigate removing parking along Braund Road between Olive Street and Gladstone Road during school drop-off and pick-up times to improve visibility, traffic flow and safety for cyclists, pedestrians and motorists.	Prospect Primary School

Parking actions

NUMBER	ACTION	LOCATION
P20	Review existing parking controls along Olive Street, Gladstone Road and Staples Court to achieve consistency on weekdays to increase the turnover of parking spaces and to ease traffic congestion.	Prospect Primary School
P21	Investigate the potential to install 90-degree parking on Burrage Place to increase the short term turnover of car parking.	Prospect Primary School
P22	Remove parking on Prospect Road, between the Blackfriars Priory School car park exit and Te Anau Avenue, during school drop-off and pick-up times to improve safety.	Blackfriars Priory School, Prospect Road
P23	Consider making the northern side of Highbury Street (along the Blackfriars Priory School frontage between the school crossing and Prospect Road) a Kiss and Drop zone or 2-minute parking zone during morning and afternoon peak times.	Blackfriars Priory School, Highbury Street
P24	Establish, in consultation with Prescott School, a formal Kiss and Drop zone on Koonga Avenue or Ballville Street.	Prescott College
P25	Investigate, in consultation with Nailsworth Primary School, the option of creating a Kiss and Drop zone on Balfour Street. Undertake a formal review of parking along Balfour Street.	Nailsworth Primary School
P26	Investigate additional compliance monitoring of high demand parking areas across the City of Prospect during evenings, on weekends and public holidays.	City wide
P27	Partner with a service provider to install community electric vehicle charging stations in various locations across City of Prospect, including Broadview Oval, Prospect Memorial Gardens, Charles Cane Reserve and the Prospect Road Village Heart.	City wide
P28	Investigate new technology to make it easier to find parking, including directional signage to parking in the Prospect Road Village Heart.	City wide
P29	Improve community access to parking information via City of Prospect's website and social media platforms.	City wide
P30	Develop a parking information wayfinding signage policy.	City wide
P31	Streamline street and parking signage across the city to make parking rules and regulations clearer.	City wide



Overview of key actions

The map below illustrates the location of key actions identified in the ITP across the five transport modes: roads and traffic, public transport, walking, cycling, and parking.

It provides a spatial overview of proposed improvements and initiatives within the City

of Prospect, helping to visualise how the transport network will evolve over time. The map illustrates how the integrated planning of the actions across different modes work together to enhance accessibility, safety, connectivity, and sustainability throughout the City.



Implementation plan

The following tables present the Implementation Plan for the initiatives identified across the five action plans. The individual actions are organised by priority based on the following timeframes:

- Ongoing
- Action in 2026
- Short term (1 to 3 years)
- Medium term (3 to 5 years)
- Long term (over 5 years).

The priorities and time frames have been determined through a high-level assessment of each initiative using defined criteria.

NUMBER	PRIORITY ASSESSMENT CRITERION	BASIS FOR THE SCORING
1	Community Support	What is the level of community support for the action based on the community consultation feedback and survey results
2	Provides for Road Safety	Does the action support improvements for road safety, including motorists, pedestrians and cyclists
3	Supports Access and Inclusion	Does the action accommodate the diverse needs of the community for universal access and inclusion
4	Promotes Healthy Movement	Does the action promote active travel with safer and more accessible walking and cycling networks and the higher usage of public transport services
5	Ease of Implementation	How easy is the action for Council and the other stakeholders to implement, with respect to minimising the planning approvals while collaborating with stakeholders such as the State Government, schools and businesses
6	Cost to Council	What is the indicative cost to the Council as identified with a cost ranges from no cost to Council to low, medium or high costs for the planning, design and delivery of the infrastructure upgrades or the development of the policies

Implementation plan

ONGOING			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T10	Audit the location and review the appropriateness of existing traffic calming devices (ie spoon drains, road humps, driveway links) across the city.	Council	\$ Low
PT6	Strongly advocate for a safer, more integrated, and reliable public transport system that meets the needs of the growing community,	State Government	No cost to Council
PT7	Upgrade shelters and amenities (such as bins and seating) at high patronage bus stops to improve safety, accessibility, and cleanliness.	Council	\$\$ Medium
W13	Upgrade and maintain lighting and amenity in laneways throughout the city, such as in Goode Lane, Mona Place and Church Lane to improve safety and encourage greater public use.	Council	\$\$ Medium
W18	Continue to encourage schools to establish walking school bus programs (including scooters).	Partnership (Council and schools)	\$ Low
W2	Upgrade the primary and secondary walking routes as part of City of Prospect's existing Footpath Renewal Program to create safe and compliant high quality, high amenity walking routes with reduced barriers for all types of walkers, including dogwalkers, the elderly and families with prams (refer to the Walking Network Plan).	Council	\$ Low to \$\$\$ High
W24	Incentivise and promote walking and cycling as attractive transport choices for local trips by improving connections and infrastructure across City of Prospect.	Council	\$ Low
W3	Trial initiatives that create space and prioritise walking and cycling on local streets, including artwork placement, rest stop seating and bins with dog waste bags.	Council	\$\$ Medium
W5	Deliver projects that create safe, inviting walking routes and reduce barriers to crossing major roads (refer to the Walking Network Plan for the proposed locations).	Council	\$ Low to \$\$\$ High
W6	Plan, design and implement safer pedestrian crossings (such as refuges, build-outs, pram ramps, line marking and signage) on Council-owned roads.	Council	\$\$ Medium

Implementation plan

ONGOING			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
W8	Establish a program to upgrade and maintain footpaths along the primary and secondary walking routes, with the aim of improving the overall service level by addressing issues such as uneven surfaces and narrow widths caused by tree roots, verge plantings and debris.	Council	\$\$\$ High
C13	Improve connections to key destinations (including public transport) for micromobility users.	Council	\$\$ Medium
P11	Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway.	Council	\$ Low
P15	Proactively implement the policies relating to Narrow Streets (contained in the Narrow Streets Policy, Parking Management Policy and the Traffic Management Policy), starting with streets that are regularly impacted when parking occupancy exceeds 85% of the capacity.	Council	\$ Low
P16	On narrow streets with high on-street parking demand, increase the no parking distance from the edge of driveway crossovers to improve vehicle access for residents. Consult local residents prior to implementation, as this change may reduce the availability of on-street parking. Where practicable on narrow streets with high on-street parking demand, establish no parking zones along driveway crossovers that are long enough to accommodate one vehicle while allowing another vehicle to pass safely.	Council	\$ Low
P17	Reinforce no parking within the first 10m of a narrow street that intersects with an Arterial or Sub-arterial Road (at least during peak times) through line marking and signage.	Council	\$ Low
P7	Review parking demand for businesses in the city's business precincts through parking supply, turnover and utilisation surveys conducted on different days and time periods, including weekends and evenings.	Council	\$ Low
P9	Review parking zones adjacent small businesses to balance business needs with the needs of the broader community.	Council	\$ Low

Implementation plan

ACTION IN 2026			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T1	Implement a five-tier road hierarchy (Arterial, Sub-arterial, Major Collector, Minor Collector and Local Roads) as outlined in the Road Hierarchy for City of Prospect table and shown on the Road Network Plan. Amend and formalise City of Prospect's Road Hierarchy Guidelines.	Council	No cost to Council
T2	Lobby the Department for Infrastructure and Transport to reclassify Churchill Road (south of Regency Road) from an Arterial Road to a Sub-arterial Road, aligning it with Prospect Road, and supporting a safer environment in response to the increased residential development and pedestrian activity along Churchill Road. In collaboration with the Department for Infrastructure and Transport, lobby the National Heavy Vehicle Regulator (NHVR) to decommission Churchill Road as a heavy vehicle route for B-double and other oversize vehicles.	Council	No cost to Council
T3	Designate Pym Street and Belford Avenue as Minor Collector Roads (traffic volumes between 2,000 and 4,000 vehicles per day) providing direct connections to adjoining councils. Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to and from Northpark Shopping Centre. Designate all remaining residential streets west of Main North Road as Local Roads (traffic volumes under 2,000 vehicles per day), aligning with the new road hierarchy for City of Prospect to ensure fair and equitable distribution of traffic.	Council	No cost to Council
T4	Formalise the road hierarchy, with the following Minor Collector Roads east of Main North Road in Nailsworth/Collinswood retained: Harvey Street, California Street, Howard Street, McInnes Avenue, Collingrove Avenue and Third Avenue. Formalise the reclassification of Galway Avenue to a Major Collector Road to reflect its high traffic volumes and role as a bus route. Designate all other council-owned roads east of Main North Road as Local Roads (traffic volumes under 2,000 vehicles per day).	Council	No cost to Council

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Implementation plan

ACTION IN 2026			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T5	Lobby the Department for Infrastructure and Transport to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h to reflect the proposed reclassification of Churchill Road.	State Government	No cost to Council
PT1	Lobby the State Government to increase peak hour bus services on Route G10 along Prospect Road (between Regency Road and the Adelaide CBD) to cater for the high patronage demand.	State Government	No cost to Council
W1	Implement an interconnected three-tier walking network hierarchy (Primary, Secondary and Tertiary) across the City of Prospect as outlined in the Walking Route Hierarchy table and on the Walking Network Plan.	Council	No cost to Council
W17	Liaise with the Department for Infrastructure and Transport for the implementation of the 40 km/h speed limits from 8 am to 9:30 am and 2 pm to 4 pm on school days at: <ul style="list-style-type: none"> Blackfriars Priory School, Prospect Road, Prospect Nailsworth Primary School, Main North Road, Nailsworth Prospect North Primary School, Regency Road, Prospect 	Partnership (Council and State)	No cost to Council
W19	Lobby the Department for Infrastructure and Transport for safety-enhancing improvements to the Pedestrian Activated Crossing on Regency Road adjacent to Prospect North Primary School, including the construction of a raised platform.	Partnership (Council, State Government and schools)	No cost to Council
W22	Review the design and function of the emu crossing on Braund Road to improve safety for pedestrians.	Partnership (Council, State Government and schools)	\$ Low
C1	Implement an interconnected three-tier bicycle network hierarchy (Primary, Secondary and Tertiary) across the City of Prospect as outlined in the Cycling Network Hierarchy table and on the Cycling Network Plan.	Council	No cost to Council
C4	Implement signage for cyclists on the Galway Avenue cycling route.	Council	\$ Low
P1	Undertake a comprehensive study to develop a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.	Council	\$\$ Medium

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Implementation plan

ACTION IN 2026			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
P19	Investigate removing parking along Braund Road between Olive Street and Gladstone Road during school drop-off and pick-up times to improve visibility, traffic flow and safety for cyclists, pedestrians and motorists.	Partnership (Council, State Government and schools)	\$ Low
P22	Remove parking on Prospect Road, between the Blackfriars Priory School car park exit and Te Anau Avenue, during school drop-off and pick-up times to improve safety.	Partnership (Council, State Government and schools)	\$ Low
P5	Conduct a comprehensive review of the parking management approach on all streets surrounding Prospect Oval, with a focus on managing parking during large gatherings and events.	Council	\$ Low
	Update parking signage to adopt an event-based framework, replacing restrictions tied to specific days or limited solely to football, to effectively manage parking impacts across a wide range of activities.		

SHORT TERM (1 TO 3 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T11	Adopt the 'Self-Explaining Road' concept (using design features such as gateway treatments, low level landscaping and kerb build ups) to guide road user behaviour on Local and Collector Roads, where appropriate.	Council	\$ Low
T12	Liaise with the Department for Infrastructure and Transport to investigate and implement new traffic measures on Main North Road, including the installation of U-turn bays, crossing points and traffic signals to improve safety and access into and out of streets in Nailsworth, Broadview and Prospect.	Partnership (Council and State)	\$ Low
T13	Consider and investigate potential entry and exit points between the Prospect Lifestyle Precinct and Main North Road, assessing in detail the associated traffic movements to minimise impacts on adjoining residents.	Partnership (Council and State)	\$ Low
T14	Undertake a Local Transport Plan for Broadview and Nailsworth in collaboration with the City of Port Adelaide Enfield.	Partnership (Council and City of Port Adelaide Enfield)	\$ Low

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Implementation plan

SHORT TERM (1 TO 3 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T17	Ban 3-point turns and U-turns around schools during school drop off and pick up times.	Partnership (Council and schools)	\$ Low
T17	Seek support from the Department for Infrastructure and Transport to formalise and implement this ban at the state level.	Partnership (Council, State Government and schools)	\$ Low
T18	Provide traffic educational materials to schools and encourage its distribution to their communities.	Partnership (Council and schools)	\$ Low
	Encourage schools to promote and teach traffic safety education within their community.		
T19	Introduce designated school streets by installing signage or treatments on all roads adjacent to school grounds to alert motorists that they are entering a school zone.	Partnership (Council and schools)	\$ Low
T20	Undertake consultation and formalise the one-way traffic movement around Prospect North Primary School during school drop off and pick up times, to ensure students remain on the school side of the road. Under this arrangement, vehicles will enter Arthur Street from Regency Road, turn left on Allison Street and then left onto Stuart Road, exiting back onto Regency Road.	Partnership (Council and schools)	\$ Low
T21	Explore and implement additional treatments at the raised intersections of Braund Road and Olive Street, and Braund Road and Gladstone Road to improve safety, accessibility and traffic flow.	Partnership (Council, State Government and schools)	\$\$ Medium
T22	Remove the road narrowing on Gladstone Road outside Prospect Primary School to improve the eastern entry into the Kiss and Drop and reduce traffic congestion.	Council	\$\$\$ High
T23	Develop a policy for heavy vehicles that aligns with the policies for narrow streets, designating specific roads as off-limits for heavy vehicles (excluding emergency vehicles and waste collection trucks) and addressing the management of construction vehicles in local residential streets.	Council	\$\$\$ High
T6	Lobby the Department for Infrastructure and Transport to extend the 40 km/h zone along Prospect Road south to Fitzroy Terrace, and north to Barker Road.	State Government	No cost to Council

An Integrated Transport Plan for the Future 2025-2035

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Implementation plan

SHORT TERM (1 TO 3 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T9	Investigate the need for traffic calming treatments on Local Streets and Collector Roads with high vehicle speeds and safety concerns. Identify and determine the most appropriate solutions to effectively reduce vehicle speeds and enhance safety for all road users.	Council	\$\$ Medium
PT1	Encourage the State Government to increase the reliability of the Route G10 bus service.	State Government	No cost to Council
PT3	Investigate options for a local fixed bus route or a dial-a-ride service to provide east-west trips to destinations across the city. Trial the local fixed bus route or dial-a-ride service using the existing community bus with the option of expanding the service depending on demand.	Council	\$ Low
PT4	Advocate to State Government for improvements to public transport links/routes in parts of City of Prospect that have poor public transport connectivity.	State Government	No cost to Council
PT5	Lobby State Government to increase the frequency of train services, particularly during peak times, at Dudley Park and Ovingham stations.	State Government	No cost to Council
W11	Review the existing street tree and verge planting guidelines to minimise hazards and to ensure that planting does not damage Council and/or private infrastructure, and/or block or obstruct footpath access.	Council	\$ Low
W12	Review the Footpath Trading Policy to ensure it supports safe and accessible pathways at all times, particularly within the Prospect Road Village Heart. The Policy should include practical design standards and enforcement practices that balance the needs of businesses and support activities, such as outdoor dining, signage and merchandise displays.	Council	\$ Low
W25	Liaise with the Department for Infrastructure and Transport on the State Government's Active Travel and Personal Mobility Strategy.	Partnership (Council and State)	\$ Low
W7	Advocate to the Department for Infrastructure and Transport to increase the pedestrian and cyclist priority at signalised crossings on Arterial and Sub-arterial roads in high demand locations to minimise waiting times.	Partnership (Council and State)	No cost to Council
W9	Undertake a public lighting audit and develop a Public Lighting Policy to identify streets requiring lighting upgrades, including in and adjacent the Prospect Road Village Heart and along primary and secondary walking routes (refer to the Walking Network Plan).	Council	\$ Low

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Implementation plan

SHORT TERM (1 TO 3 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
C11	Implement consistent cycling route signage on Local and Collector roads along the Council boundaries to ensure alignment with the signage standards of adjoining councils.	Council	\$\$ Medium
C2	Support the State Government to complete the Gawler Greenway shared use path.	State Government	\$ Low
C3	Undertake a detailed study to determine the most appropriate cycling safety treatments for the Braund Road cycling route, including at the intersections of Olive Street and Gladstone Road and implement the recommendations.	Council	\$\$ Medium
C5	Implement an east-west cycling route with sharrows (shared lane markings) and signage between Charles Cane Reserve, Prospect Road Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Watkins Street, Mona Place crossing Main North Road to Ellen Street, Collins Street, Galway Avenue and Collingrove Avenue.	Council	\$ Low
C6	Develop a comprehensive City of Prospect cycling network map. Develop a wayfinding strategy for cycling routes within City of Prospect. Place signage along the primary cycling routes, with directional signage to key destinations, end-of-trip facilities and bicycle parking locations.	Council	\$ Low
C7	Install sharrows and cycling wayfinding signage along primary and secondary cycling routes.	Council	\$ Low
C8	Advocate to the Department for Infrastructure and Transport to deliver safer bike corridors on state-managed Arterial and Sub-arterial roads.	Partnership (Council and State)	No cost to Council
P10	Develop policies for consistent parking management and controls in residential streets, taking into consideration the land use, road profiles, existing constraints and user needs.	Council	\$ Low
P12	Develop guidelines for the application of no-standing (yellow) line marking in the City of Prospect. Implement a three-year rolling program for line marking on council-owned roads, starting with streets closest to the business precincts.	Council	\$ Low
P13	Review the length of the no parking distance around street corners using line marking and signage where required.	Council	\$ Low

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SHORT TERM (1 TO 3 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
P14	Review the Narrow Streets Policy and the Traffic Management Policy, taking into consideration elements such as land use, type of residential development, off-street parking availability, number of driveway crossovers along the street, street width, proximity to key destinations (eg Prospect Road Village Heart, businesses, schools, churches/temples and places of worship, cafes/restaurants, major ovals, reserves and public transport), and major event frequency, to determine the treatments required and ensure sufficient space for emergency vehicle access at all times.	Council	\$ Low
P2	Develop a 10-year program to guide the preparation and delivery of parking management strategies with action plans for the following precincts within the City of Prospect, in order of priority: <ul style="list-style-type: none"> Village Heart Prospect Lifestyle Precinct (future) 	Council	\$\$ Medium
P20	Review existing parking controls along Olive Street, Gladstone Road and Staples Court to achieve consistency on weekdays to increase the turnover of parking spaces and to ease traffic congestion.	Council	\$ Low
P21	Investigate the potential to install 90-degree parking on Burrage Place to increase the short term turnover of car parking.	Council	\$ Low
P23	Consider making the northern side of Highbury Street (along the Blackfriars Priory School frontage between the school crossing and Prospect Road) a Kiss and Drop zone or 2-minute parking zone during morning and afternoon peak times.	Partnership (Council and schools)	\$ Low
P24	Establish, in consultation with Prescott School, a formal Kiss and Drop zone on Koonga Avenue or Ballville Street.	Partnership (Council and schools)	\$ Low
P25	Investigate, in consultation with Nailsworth Primary School, the option of creating a Kiss and Drop zone on Balfour Street. Undertake a formal review of parking along Balfour Street.	Partnership (Council, State Government and schools)	\$ Low
P26	Investigate additional compliance monitoring of high demand parking areas across the City of Prospect during evenings, on weekends and public holidays.	Council	\$ Low

Implementation plan

SHORT TERM (1 TO 3 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
P27	Partner with a service provider to install community electric vehicle charging stations in various locations across City of Prospect, including Broadview Oval, Prospect Memorial Gardens, Charles Cane Reserve and the Prospect Road Village Heart.	Partnership (Council and private industry or supplier)	\$ Low
P29	Improve community access to parking information via City of Prospect's website and social media platforms.	Council	\$ Low
P30	Develop a parking information wayfinding signage policy.	Council	\$ Low
P4	Conduct a review of accessible parking within the Prospect Road Village Heart and identify opportunities to increase the number of designated accessible parking spaces.	Council	\$ Low

MEDIUM TERM (3 TO 5 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T15	Undertake school travel safety reviews, in collaboration with each school, to better understand traffic and parking issues and solutions to improve school travel safety.	Partnership (Council, State Government and schools)	\$\$ Medium
W10	Determine priority streets for lighting upgrades around the Prospect Road Village Heart as part of the Village Heart Parking Management Study investigations.	Council	\$ Low
W14	Establish a continuous connection between Prospect Estate and Irish Harp Reserve to provide a safer east-west walking route north of Regency Road.	Council	\$\$\$ High
W15	Undertake school travel safety reviews, in collaboration with each school, to better understand traffic and parking issues and solutions to improve school travel safety.	Partnership (Council, State Government and schools)	\$\$ Medium
W16	Review the Active Travel Design Guide and the Speed Limit Guideline for South Australia to identify the most appropriate treatments to implement near each school within City of Prospect.	Council	\$\$ Medium
W21	Review public lighting around Nailsworth Primary School, particularly along Thomas Street, in accordance with the Public Lighting Policy.	Partnership (Council and schools)	\$\$\$ High

Implementation plan

MEDIUM TERM (3 TO 5 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
W4	Develop a wayfinding strategy for walking within City of Prospect. Develop a City of Prospect walking map.	Council	\$ Low
W4	Place wayfinding signage and directional signage along primary and secondary walking routes, where appropriate, to guide visitors to key destinations.	Council	\$\$ Medium
W7	Advocate to the Department for Infrastructure and Transport for the installation of new pedestrian/cyclist crossings in high demand pedestrian/cyclist locations on Arterial and Sub-arterial roads.	Partnership (Council and State)	\$\$ Medium
C10	Lobby the Department for Infrastructure and Transport to implement green bicycle lane surfaces at selected locations along Arterial and Sub-arterial roads.	State Government	No cost to Council
C12	Establish designated parking bays for micromobility devices (such as e-scooters, e-bikes and mobility scooters) near key destinations across the city, including the Prospect Road Village Heart.	Council	\$\$ Medium
P18	Undertake school travel safety reviews, in collaboration with each school, to better understand traffic and parking issues and solutions to improve school travel safety.	Partnership (Council, State Government and schools)	\$\$ Medium
P2	Develop a 10-year program to guide the preparation and delivery of parking management strategies with action plans for the following precincts within the City of Prospect: • Regency Road	Council	\$\$ Medium
P31	Streamline street and parking signage across the city to make parking rules and regulations clearer.	Council	\$\$ Medium
P6	Investigate and negotiate shared use of off-street parking in business precincts, where practical.	Council	\$ Low
P8	Improve the quality of lighting around on-street parking areas near key destinations to enhance pedestrian safety.	Council	\$\$\$ High

Implementation plan

LONG TERM (OVER 5 YEARS)			
NUMBER	ACTION	RESPON-SIBILITY	INDICATIVE COST TO COUNCIL
T7	Investigate constructing a raised platform crossing on Prospect Road at Blackfriars Priory School.	Partnership (Council, State Government and schools)	\$\$\$ High
T8	Implement speed detection information displays on streets with average speeds over 40 km/h as a measure to deter speeding.	Council	\$\$ Medium
PT2	In partnership with the State Government, investigate high-capacity public transport for Prospect Road.	Partnership (Council and State)	No cost to Council
PT8	Advocate for an upgrade to Islington train station, with a focus on pedestrian and cyclist accessibility, secure bicycle parking, safety and wayfinding.	State Government	No cost to Council
W20	Consider, in consultation with the Department for Infrastructure and Transport, relocating the Pedestrian Activated Crossing on Prospect Road outside Blackfriars Priory School (to either the Te Anau Avenue intersection or just north of the carpark exit) to improve safety and allow for an easier flow of traffic out of the school carpark.	Partnership (Council, State Government and schools)	\$\$\$ High
C9	Advocate the Department for Infrastructure and Transport to install safer cyclist crossings on Arterial and Sub-arterial roads (refer to the Cycling Network Plan for proposed locations).	Partnership (Council and State)	\$\$\$ High
P2	Develop a 10-year program to guide the preparation and delivery of parking management strategies with action plans for the following precincts within the City of Prospect: • Main North Road (north of Nottage Terrace) • Main North Road (south of Nottage Terrace) • North East Road	Council	\$\$ Medium
P28	Investigate new technology to make it easier to find parking, including directional signage to parking in the Prospect Road Village Heart.	Partnership (Council and private industry or supplier)	\$ Low
P3	Consult with landlords and businesses to amalgamate rear business car parking in the Village Heart, where practical.	Council	\$\$ Medium



Monitoring

An annual progress report on the implementation of the ITP, and more specifically in relation to the Actions, will be prepared and presented to Council to ensure the strategies and actions are being met and delivered effectively.

It is recognised that the success of the ITP will also be influenced by external factors, and minor adjustments to actions may be required in response to changing economic, social, environmental and political conditions that arise over the life of the Plan.

Abbreviations

ABBREVIATION	DESCRIPTION
CoP	City of Prospect
DIT	Department for Infrastructure and Transport
ITP	Integrated Transport Plan
PTSA	Public Transport South Australia - a division of DIT established in 2014
PLP	Prospect Lifestyle Precinct

Glossary of terms

TERM	DESCRIPTION
Active Transport	Active transport incorporates cycling, walking and other physically active ways of travelling that can be undertaken alone or combined with public transport.
Public Transport	Trains, trams and buses operated under contract to the State Government.
Bicycle infrastructure lanes and paths	A bicycle lane is a painted lane along the edge of a Collector, Sub-arterial or Arterial road. A separated bicycle lane is along the edge of a road and has a physical feature separating bicycles and vehicles. A shared path is available for pedestrians and bicycles and is typically provided through parks and reserves.
40km/h speed limit area	A 40 km/h speed limit area is a measure to support and reinforce the traffic calming treatments. It can be applied to an entire suburb or a precinct within a suburb. Applications for speed limit changes must be approved by DIT according to the Speed Limit Guideline for South Australia, DIT, October 2023.

TERM	DESCRIPTION
Go zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.
Kiss and Drop zone	A formal drop-off and pick-up area at a school that can be off-road on the school ground or on the adjacent local streets near the school entrances. A two-minute stopping limit is generally applied during the school in the AM (typically from 8:00 am to 9:00 am) and PM (typically from 2:30 pm to 3:30 pm).
On-demand transport	On-demand transport is a flexible bus service designed to improve connections to transport hubs and popular destinations like shopping centres and community centres. For example, on-demand bus transport services operate in Gawler and Mount Barker for local trips instead of the regular fixed-route timetabled bus routes.
Narrow street	A narrow street is defined as a street with a roadway width less than 7.2 metres between the kerbs.
Road network hierarchy	The road network comprises a hierarchy of roads and streets: <ul style="list-style-type: none"> • Arterial road (State maintained road) • Sub-arterial road (State maintained road) • Major Collector road • Minor Collector road • Local Road (street)
Self-explaining road	A <i>self-explaining road</i> is a road designed to intuitively guide drivers to behave safely, based on the road's visual characteristics and layout. The goal is to reduce the need for explicit signage and other interventions by making the road environment inherently understandable and predictable. This approach aims to improve road safety by influencing driver behaviour through the road's design, encouraging appropriate speeds and actions without conscious effort.
Sharrow	A sharrow is a bicycle pavement marking along a local street indicating shared use of the traffic lane with bicycles and vehicles and providing route guidance for cyclists.
Traffic calming devices	Traffic calming treatments in local streets includes the following measures: <ul style="list-style-type: none"> • Slow points with narrowed sections of roadway • Chicanes where the traffic must slow down to weave around kerbside build-outs • Flat top road humps along mid-block sections • Speed humps or road cushions with a 20 km/h speed limit • Pavement treatments with different colours and textures • Mini-roundabouts at intersections
Walking school bus	A walking school bus is a form of student transport for young school children to be chaperoned typically by two adults with a "driver" leading and a "conductor" following to walk in a train-like procession. The children may walk to school along a set route, similar to a school bus route, with designated "bus stops" and "pick up times" at which they "pick up" and "drop off" schoolmates.

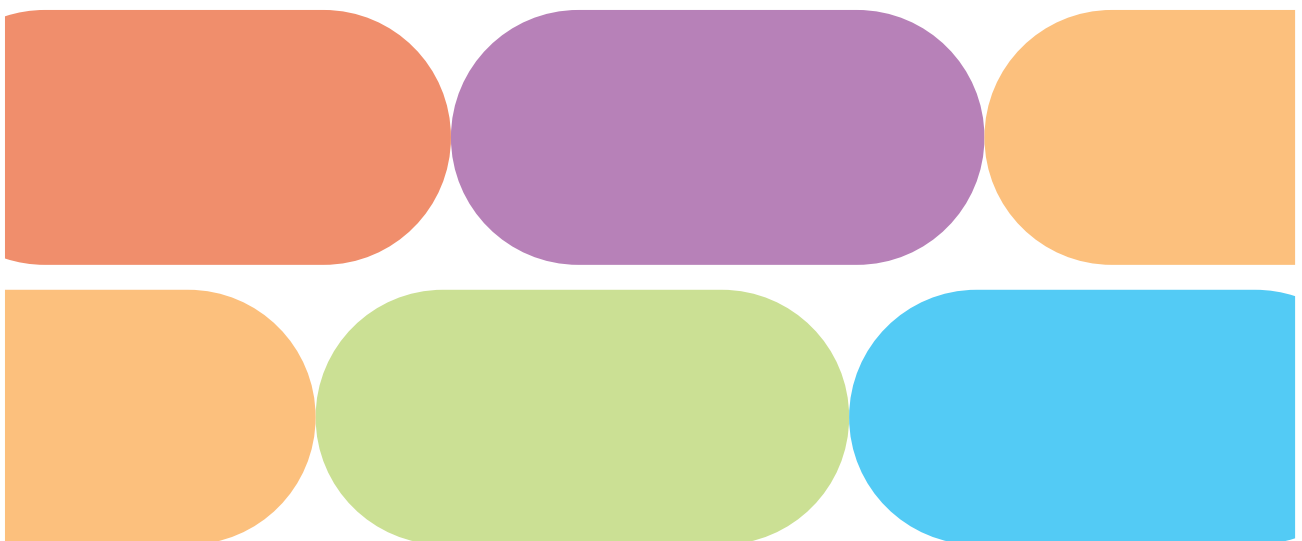


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Integrated Transport Plan

Phase 2 Community Consultation Summary Report

City of Prospect

Community Consultation Summary Report
5 August 2025
Ref: 240638





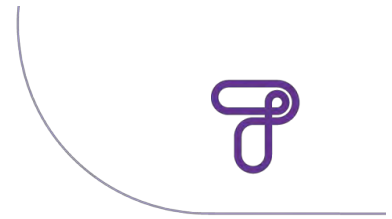
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240638 Integrated Transport Plan | Phase 3 Community Consultation Summary Report



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 Client: City of Prospect
 Ref: 240638

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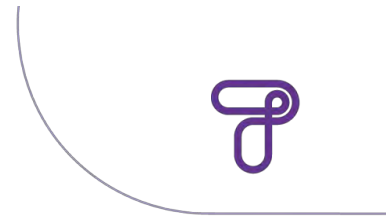
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Executive Summary

Overview

Council is developing an Integrated Transport Plan (ITP) to address current and future parking and traffic challenges and opportunities within the City of Prospect, including traffic congestion, increased demand for on-street parking, and the need for sustainable transportation options. The ITP will also account for population growth, an ageing demographic and evolving urban layouts.

The Phase 2 consultation for the ITP implemented a comprehensive community engagement strategy, to engage residents, stakeholders, visitors, and businesses. This included an extensive communications strategy, interactive online action plans, opportunity for written submissions, drop-in sessions, a community workshop, a city-wide letterbox drop, and physical signage in the form of corflutes and footpath decals. Phase 2 consultation commenced on Wednesday 9 April and concluded on Sunday 18 May 2025.

The results from the online surveys, the formal submissions and the ideas and suggestions provided by the community through the in-person feedback from the meetings, briefings and workshop are included in this Phase 2 engagement summary report. The findings in this report together with the feedback received through the Phase 1 Community Consultation and Stakeholder Engagement, form the basis for the ITP, which has been developed under the following five transport mode categories:

- Roads and Traffic
- Public Transport
- Walking
- Cycling
- Parking

Key Findings from the Community Consultation

A total of 60 responses were received from the Phase 2 community engagement activities in relation to the initiatives proposed in the ITP Action Plans. The comments were tabulated by transport mode and are shown in Figure 1. It is noted that the cycling mode includes e-scooters and walking mode includes wheelchairs and other personal mobility devices.

Of the five modes of transport, traffic was the mode that received the most interest with 25 comments (41% of the total comments) followed by Parking with 15 comments or 25% of the total comments.

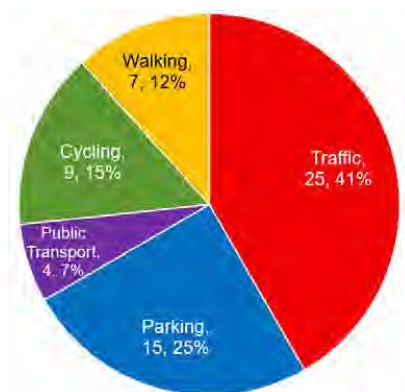


Figure 1 Summary of the Phase 2 Community Consultation Comments by Transport Mode



The comments in the 60 responses regarding the actions were categorised into the five transport modes and grouped into topics. The results are summarised in Table 1. Parking, traffic and cycling actions received the most comments.

Table 1 Number of Responses by Transport Mode Topic from the Phase 2 Engagement

Transport Mode	Topic	Number of Comments
Parking	Parking in residential streets	12
Traffic	Traffic movements (rat running)	7
Traffic	Traffic volumes and demand	5
Cycling	Bicycle lanes (priority)	4
Traffic	Traffic calming devices	4
Traffic	Traffic congestion	4
Traffic	Traffic speed	4
Cycling	Cycling route or network	3
Walking	Footpath condition or width	3
Public Transport	Bus stops and shelters	2
Parking	Parking controls and line marking	2
Public Transport	Bus frequency and hours	1
Cycling	Cyclist crossing	1
Cycling	Cyclist safety hazard	1
Traffic	Mobility devices, e-scooters	1
Parking	Parking in business precincts	1
Traffic	Road hierarchy and planning	1
Traffic	School travel safety	1
Public Transport	Train services	1
Walking	Walk accessibility	1
Walking	Walk network connectivity	1
	Total	60

The number of Likes and Dislikes in relation to the interactive survey polling for the five transport modes is presented in Figure 2. In summary, the Roads and Traffic mode had the most Dislikes to the proposed actions, whereas the other four transport modes for public transport, walking, cycling and parking were mostly or entirely supported.

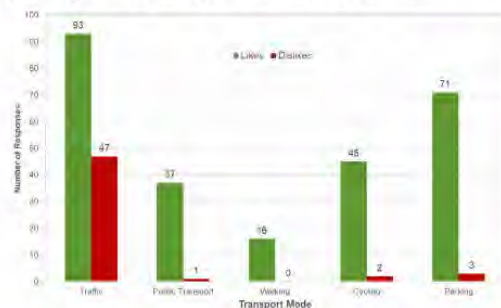
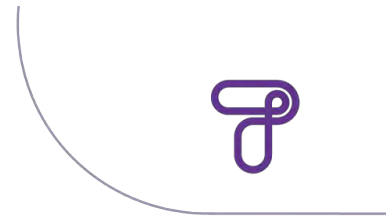


Figure 2 Interactive Polling Responses on the Draft Prospect ITP Initiatives



An overview of the comments under each of the transport modes is provided in the following sections.

Roads and Traffic

Nine of the 16 proposed roads and traffic actions received 100% support. The actions that were not fully supported are listed as follows:

- Changes to the Churchill Road to a sub-arterial road with 43% not supporting it
- Changes to road classifications according to the proposed new road hierarchy with 22% not supporting them.
 - Designate Pym Street and Belford Avenue.
 - Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to Northpark Shopping Centre.
 - Designate all remaining residential streets west of Main North Road as Local Streets.
- Lobby DIT to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h with 56% not supporting it.
- Lobby DIT to extend 40 km/h zone along Prospect Road south to Fitzroy Terrace and investigate the implementation for a raised platform crossing on Prospect Road at Blackfriars Priory School with 69% not supporting it.
- Reduce the speed limit along Galway Avenue from 50 km/h to 40 km/h to create consistency with the 40 km/h speed limit in Broadview and Collinswood with 93% not supporting it.
- Investigate and determine if different types of traffic calming treatments to slow down traffic are required in selected local streets with 23% not supporting it.
- Liaise with DIT to install U-turn bays along Main North Road to address the issues of access into and out of Nailsworth, Broadview and Prospect with 27% not supporting it.

Public Transport

Four of the five proposed public transport actions received 100% support including:

- Lobby the State Government to improve the Route G10 bus services to:
 - to increase the reliability on the Route G10 bus service.
 - To add more bus services on Route G10 along Prospect Road between Regency Road and the City in the peak hours to cater for the high patronage demand.
- In partnership with the State Government, investigate high-capacity public transport for Prospect Road.
- Lobby the State Government to increase the frequency of train services particularly during peak times at Dudley Park and Ovingham stations.
- Advocate for a train station upgrade at Islington, with a focus on pedestrian and cyclist accessibility, secure bicycle parking, safety and wayfinding.

However, the proposed Action PT3 to investigate options to improve the east-west connectivity for public transport services within the City of Prospect was not fully supported with 25% not supporting it. However, support was given for Council to advocate to the State Government for improvements to public transport links/routes in parts of the City that have poor public transport connectivity.

Walking

All eight of proposed walking actions received 100% support. These proposed walking actions are:

- Trial initiatives to increase priority and space for walking and cycling on local streets, including the placement of artwork, seating for rest stops and bins with dog waste bags.
- Advocate for the introduction of a 40 km/h speed zone at Pedestrian Activated Crossings (PACs) adjacent to the schools in the City.
- Promote walking and cycling as an attractive transport choice for local trips by improving connections and infrastructure across the City and to liaise with DIT on the Active Travel and Personal Mobility Strategy.



- Deliver projects that create safe, high amenity walking routes and reduce barriers to crossing major roads.
- Deliver upgrades to the key walking routes as part of the footpath renewal program to create safe, high amenity walking routes with reduced barriers for all types of walkers, including dogwalkers, the elderly and young families with prams. (refer to the walking network map)
- Review the Active Transport Design Guide and the DIT Speed Limit Guidelines for School Zones to determine the type of treatments to be implemented near schools.
- Advocate to State Government for the construction of new pedestrian/cyclist crossings in the key locations identified that have high pedestrian/cyclist demand. Encourage State Government to increase pedestrian and cyclist priority at signalised crossings in areas of high demand to minimise waiting times.
- Review the Footpath Trading Policy to ensure that adequate and safe pathways are always maintained particularly within the Village Heart and along the key walking routes. Ensure the Footpath Trading Policy provides appropriate design standards and enforcement practices for footpath trading including outdoor dining, signage and display of merchandise.

Cycling

Eight of the 10 proposed cycling actions received 100% support that included:

- Implement an interconnected bicycle network with a three-tier bicycle route hierarchy.
- Support DIT with the completion of the Gawler Greenway.
- Implement signage for cyclists on the Galway Avenue bicycle route.
- Develop a wayfinding strategy for cycling routes within the City.
 - Place signage along the primary cycling routes, at key destinations and where to find bicycle parking.
 - Install sharrows along the primary and secondary bicycle routes.
 - Develop a comprehensive cycling network map.
- Advocate to State Government to deliver safer bike corridors on State managed Arterial Roads.
- Advocate to State Government to install safer bicycle crossings on Arterial and Sub-Arterial Roads
- Lobby State government to implement green bicycle lane treatments at selected locations.
- Improve connections to key destinations (including public transport) for micromobility users.

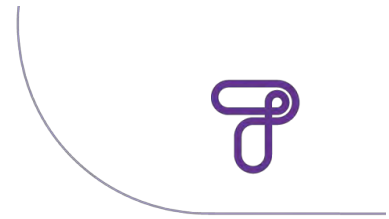
However, the following actions were not fully supported:

- Develop bicycle route upgrades along Braund Road with 25% not supporting it.
- Implement an East-West bicycle route between the Charles Cane Reserve, the Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street, Collins Street, Galway Avenue and Collingrove Avenue with 14% not supporting it. In response an alternative east-west cycling route via Labrina Avenue, Watkins Street and Mona Place was proposed.

Parking

Twelve of the 14 proposed parking actions received 100% support.

- Undertake a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.
- Develop a 10-year programme for the delivery of Parking Management Strategies with Action Plans across the City in priority order for: 1) Village Heart, 2) Regency Road, 3) Main North Road north of Nottage Terrace, 4) Main North Road south of Nottage Terrace and 5) North East Road.
- Investigate and negotiate the shared use of off-street parking in business precincts where practical.
- Improve the quality of the lighting to the on-street parking for pedestrian safety around key destinations.
- Develop policies for consistent parking management and controls in residential streets.
- Develop Guidelines for no-standing (yellow) line marking.



- Implement a 3-year rolling programme for line marking on Council roads starting with streets closest to the business precincts.
- Review and extend the no parking distance around corners using line marking and signage where required.
- Review the existing Traffic Management Policy relating to Narrow Streets considering the land use and type of residential development, availability of off-street parking, the number of crossovers along the street, width of the street and the distance to key destinations (ie, for businesses, schools, cafes/restaurants, major ovals and reserves) and the frequency of major events to determine the extent of the treatment required. The policy is to ensure that adequate space is planned at all times for emergency service vehicle access.
- Increase the separation from driveways along narrow streets with high on-street parking demand to manage issues with driveway access. Consult with the local residents prior to implementation as the changes may result in a reduction in the number of on-street carparks available.
- Establish in consultation with Prescott School a formal Kiss and Drop zone on Koonga Avenue or Ballville Street.
- Investigate additional compliance monitoring of high demand parking areas across the City in the evenings, on weekends and public holidays.
- Investigate new technology to make it easier to find parking, including directional signage to parking in the Village Heart.
 - Improve the Community's access to parking information via the Council website and social media platforms.

The following two parking actions were not fully supported:

- Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway with 33% not supporting it.
- Develop a wayfinding signage policy for types of parking information and declutter and simplify the street and parking signage in the City to make it easier for people of all abilities with 33% not supporting them.



1 Introduction

This section provides the background for the development of an Integrated Transport Plan (ITP) for City of Prospect. It defines the study area, and outlines the overall approach to the community consultation and stakeholder engagement, which was designed to test and refine the solutions. The solutions released for consultation were based on the issues and opportunities identified during Phase 1 of the community consultation and stakeholder engagement process.

1.1 Background

In the **City of Prospect's** 2023-2024 Annual Business Plan and Budget, Council allocated funds to develop a comprehensive ITP. The intent is that it will be developed in collaboration with stakeholders and the wider community to identify, confirm and address the key issues for transport movement and access. The ITP will provide a 10-year strategic plan with a range of initiatives to address, where possible, the issues identified through the stakeholder and community engagement activities. The ITP will be used to identify the future needs for transport infrastructure, changes to Council and State Government policies and service improvements to achieve the community and the **Council's objectives**.

The ITP study includes the entire City of Prospect and includes all forms of transport, including private vehicles, public transport and active transport such as cycling and walking. The study area is shown in Figure 1.1. It includes the following suburbs:

- All of Prospect, Thorngate, Fitzroy, Nailsworth, Medindie Gardens and Collinswood
- Parts of Sefton Park, Broadview and Ovingham.

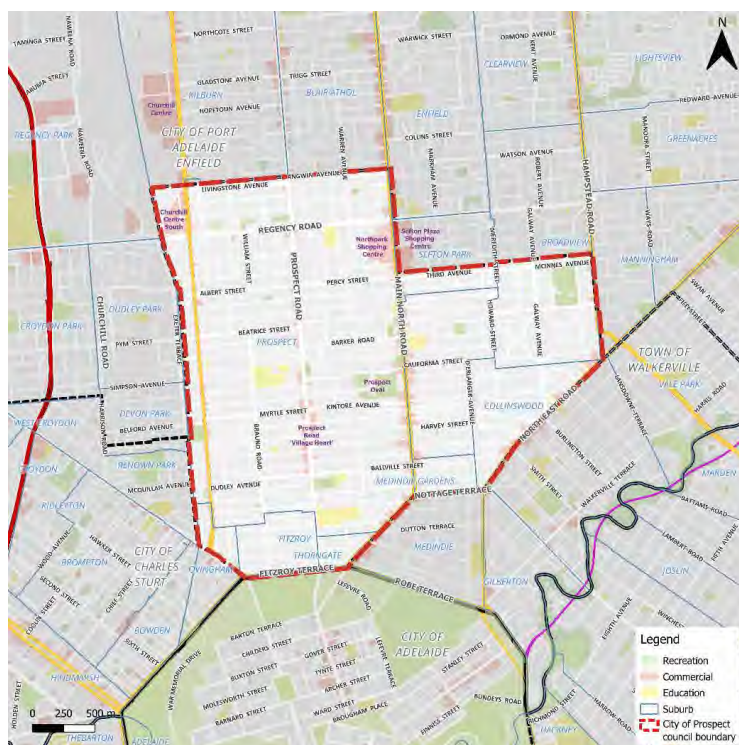
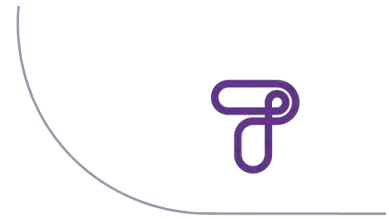


Figure 1.1 Study Area for the City of Prospect Integrated Transport Plan



City of Prospect is an inner-metropolitan Adelaide council with a predominantly residential character. The City has an 89 km road network, including 98 narrow streets. City of Prospect faces several short-to-medium-term challenges due to:

- Major arterial roads: The presence of significant main roads running north-south and east-west through or near the council area.
- Infill residential development: The addition of new residential properties within existing neighbourhoods.
- Medium and high-density residential and mixed-use development: The construction of medium and high-density residential development in the urban corridors along Arterial and Sub-arterial roads.

These factors have contributed to increased traffic congestion, increased demand for on-street parking, and a need for more sustainable and safe transportation options. To address these challenges, Council is developing an ITP. The ITP is a strategic document designed to coordinate various modes of transportation, such as vehicles, buses, trains, cycling, and walking, to ensure they work together efficiently.

The ITP aims to:

- Enhance connectivity between different parts of the city and provide accessible transportation options for all residents
- Alleviate traffic congestion and improve travel times
- Prioritise road safety and pedestrian accessibility
- Promote walking, cycling, and public transport as viable alternatives to private vehicles.

Council is committed to involving the community in the development of the ITP. Community input is crucial in shaping the plan and ensuring it meets the **city's needs**. **City of Prospect is gathering data on** current traffic patterns, road usage, public transport usage, and community priorities to help inform the ITP.

1.2 Consultation Approach

Council consulted with key stakeholders and the broader community with the aim to:

- **Evaluate the community's reaction to the proposed strategic framework and more specifically the actions in relation to each transportation mode**
- Identify concerns, or potential adjustments to the strategic framework and proposed actions raised by stakeholders
- Ensure inclusivity through providing accurate and up-to-date information in a variety of formats in person and online to provide everyone with an opportunity to participate
- Refine the proposed strategic framework and actions to better align with community needs and preferences and reflect these amendments in the draft ITP
- Create a sense of ownership and involvement within the community by actively seeking their feedback and responding to it.

The consultation was promoted widely across various channels, including the Council's Engagement Hub, Council website, social media platforms, Your Prospect e-News, physical collateral, and outreach to **various stakeholder groups, including Council's Access** and Inclusion Advisory Group and local community organisations. Additionally, Council conducted face to face interactions and conversations with community members during in-person events.

This multi-faceted approach ensured a variety of channels for the community and stakeholders to provide input during the Phase 2 ITP consultation.



The consultation process involved two phases:

Phase 1: Informing the community about the ITP and gathering data on how the community uses the various 'modes' of transport (e.g. private vehicles/cars, walking, cycling, public transport etc.). During this phase the Council also collected information on future needs and preferences, including social behaviours, population density, and walking and cycling activities.

Phase 2: Based on the feedback from Phase 1, Council developed a strategic framework for the transport network in the city, including a series of actions for each transportation mode and presented these to the community for feedback. This feedback will be used to refine the strategic framework and develop a draft ITP for the **Council's consideration**.

By developing an Integrated Transport Plan, City of Prospect is taking a proactive approach to addressing its transportation challenges and ensuring a sustainable and vibrant future for its community.

1.3 Report Purpose

This report focuses on the engagement approach and methods used for the Phase 2 consultation on the ITP and outlines the data received from the community.

The ITP Phase 2 Community Consultation Summary Report (this Report) prepared by Tonkin Consulting contains a detailed analysis of all the submissions and engagement data received.

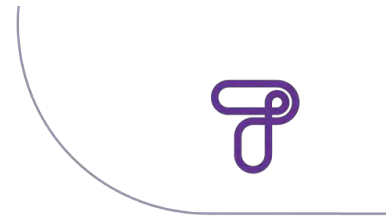
The results from the online surveys and the ideas and suggestions provided in the in-person feedback from the meetings, briefings and workshop with the key stakeholders and the community are provided in this Phase 2 engagement summary report. The findings in this report provide the basis for the development of the final ITP under the five transport mode categories for:

- Roads and Traffic
- Public Transport
- Cycling
- Walking
- Parking

The feedback received during Phase 2 of community consultation is being used to refine the Action Plans for each transport mode category and finalise the ITP. This community feedback will be presented to Council, together with the draft ITP document.

This report is structured as follows:

- Engagement Approach and Plan
- Community Consultation Feedback from:
 - Drop-in sessions at Payinthe in April and May 2025
 - Pop-up sessions at the Vine Street Markets on Saturday 12 April 2025
 - Community and Access and Inclusion Group workshop
 - Online surveys
 - Formal submissions
- Conclusions and next steps



2 Engagement Approach and Plan

2.1 Engagement Approach

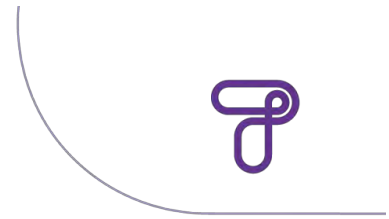
The approach followed **Council's** Community Engagement Policy for Level 3 engagement, which comprises of Consulting, Involving and Collaborating. The Tonkin team supported **Council's** Engagement team with the two consultation phases in October and November 2024 and April and May 2025. The activities for each consultation phase are summarised as follows:

- Phase 1 - Issues and Opportunities to develop the draft ITP. This phase included the following:

An existing conditions Background Information Report, which was prepared and published on the **Council's website**, with a summary of:

- State Government and Council strategic planning and policy alignment
 - the land use and demographic analysis
 - statistics and maps of the traffic and roads, including the road hierarchy and speed limits
 - analysis of crash records from 2019 to 2023
 - on-street and off-street parking controls including signage and line marking
 - public transport (train and bus) with stations and stop locations and routes, and
 - the walking and cycling networks within the City of Prospect.
 - The Background Information Report also summarised the meetings with key stakeholders based on a stakeholder registration list confirmed by Council staff.
 - An online survey with a questionnaire and pin location map to collect the issues and opportunities and views for the future transport system in the City of Prospect.
 - Maps and text for the promotional materials, including posters, corflutes and signs to advertise the community engagement activities, venues and time for the consultation.
 - Workshops with Council staff and Elected Members for the Phase 2 Objective Setting.
 - An issues and opportunities workshop with representatives from the key stakeholders and community to brainstorm the issues and opportunities for the future transport system.
- Phase 2 Draft Integrated Transport Plan to prepare the prioritised staged action plan. This phase included the following:
 - A draft concept plan for all modes of transport, released to the community and stakeholders for feedback following Council approval to consult.
 - Drop-in sessions to obtain stakeholder and community feedback on the draft ITP.
 - An online survey to obtain stakeholder and community comments on the draft plan.
 - An engagement summary report with the comments and any recommended changes to initiatives and priorities in the draft ITP.

All the content to support the engagement activities was planned, coordinated, managed and led by City of Prospect staff. The Tonkin team attended the community drop-in sessions, workshop and Council forums. Council staff designed the materials using **City of Prospect's** branding guidelines and conduct the advertising and promotional activities. The Tonkin team provided the technical advice and support at all of the stakeholder and community engagement activities.



2.2 Phase 2 Community Engagement

Council staff prepared and released a survey/questionnaire as part of the Phase 2 Consultation conducted from 9 April to 18 May 2025. The survey was **used to obtain the community's feedback on** the review of the draft ITP. The Tonkin team supported Council during the stakeholder and community engagement in Phase 2 to plan for and attend the community drop-in sessions and the community workshop.

Council staff organised the drop-in sessions during the Phase 2 consultation held in April and May 2025 to provide the Elected Members, key stakeholders and community ample opportunity to review the draft ITP and provide feedback.

As part of the Phase 2 activities, a series of workshops, meetings and presentations were conducted with Council staff and the Elected Members in the development of the draft ITP. Formal workshops and meetings were held with the following stakeholders:

- Elected Members on Tuesday 18 February 2025 and Tuesday 18 March 2025 from 6 pm to 8 pm.
- Community Workshop on Wednesday 14 May 2025 from 6 pm to 9 pm.
- Access and Inclusive Group on Thursday 22 May 2025 from 6 pm to 8 pm.

2.3 Phase 2 Community Consultation

2.3.1 Activities for the Phase 2 Consultation

Council staff designed and created the Engagement Hub webpage for the ITP consultation that included:

- The status and timing for the ITP as of April 2025.
- Consultation period and the dates and times for pop-up sessions, drop-in sessions and community workshops.
- Six information flyers with the strategic vision and guiding principles and the proposed initiatives in the action plans for the transport system (traffic, parking, public transport, walking and cycling networks and infrastructure).

The community consultation activities organised included:

- Pop-up session at:
 - Saturday 12 April 2025 from 10 am to 3 pm at the Markets at Prospect in the Vine Street Plaza, Prospect. This coincided with the Gather Round weekend in Adelaide.
- Drop-in sessions at Payinthe
 - Tuesday 29 April 2025 from 10:00 am to 12:00 pm.
 - Wednesday 7 May 2025 from 4:00 pm to 6:00 pm.
- A community workshop held on Thursday 29 May 2025.
- Online surveys
- Formal submissions

A formal stakeholder and community workshop was organised by Council staff and conducted at Payinthe on Wednesday 14 May 2025. Tonkin and Council staff led this workshop.

Engagement Hub, Council's online engagement platform, was used to solicit issues, ideas and solutions for the ITP from the community with a transport survey and interactive poll questions included.

A copy of the promotional information for the Phase 2 engagement is provided in Appendix A. The six fact sheets that were developed and posted online on the Engagement Hub website are included in Appendix B.



2.3.2 Promotion for the Phase 2 Consultation

Council staff prepared and designed all promotional materials for the consultation activities which included:

- Postcards delivered to every property in the City (residential and business)
- City of Prospect (CoP) Website, Engagement Hub, social media and Your Prospect eNews
- Customer Service Digital Screen
- Corflutes, Footpath decals
- Information in Business EDMs
- Emails to community reference groups and stakeholders
- Media Statement
- Elected Member promotional pack
- Stakeholder emails
- Online map and survey and the hardcopy survey form
- Various face to face opportunities

Council designed an A6 postcard featuring a QR code, which was distributed to all households and businesses in the City of Prospect. The postcard for the Integrated Transport Plan is illustrated in Figure 2.1. A copy of the postcard, along with other promotional materials, including social media content and webpage information is included in Appendix A.



Figure 2.1 Promotional Postcard for the City of Prospect ITP Phase 2 Consultation



City of Prospect employed a multi-faceted approach to reach a broad range of residents and stakeholders during the Phase 2 ITP consultation process with the promotional and consultation activities provided in Table 2.1.

Table 2.1 Phase 2 Engagement Promotional and Consultation Activities

Activity	Description	Target group
Webpage Engagement Hub > Integrated Transport Plan (Appendix A)	Project webpage on Council's Engagement Hub website providing high level background information on the project, key documents, the interactive action plans, provision for written submissions and invite to the in-person sessions	All stakeholders Other interested parties
Webpage City of Prospect > Integrated Transport Plan (Appendix A)	Project page with in-depth information about the project ('source of truth'), which was kept up to date during the duration of the ITP project	All stakeholders Other interested parties
Elected Members communications booklet	A communications booklet was prepared for the Elected Members with a guide to Phase 2 consultation, including key messages for engaging with community	Elected Members
City-wide postcard distribution (Appendix A)	A postcard with high level information about the consultation, in-person events and QR code linking to the website was delivered to all households and businesses in City of Prospect	All residents and businesses in City of Prospect
Online interactive Action Plans (Appendix A)	Available online on Engagement Hub, and physical boards at Payinthe	All stakeholders Visitors to City of Prospect Other interested parties
Social media, council website, and Your Prospect eNews campaign (Appendix A)	Posts on Council's Facebook, Instagram, X and LinkedIn Content on Council web pages linking to the Engagement Hub project page Consultation featured in the October and November Your Prospect e-newsletter, linking to the Engagement Hub project page. Outcomes of this campaign are provided in Section 3.1.	Council's social media community Council website users Council's Your Prospect eNews subscriber list
Customer Service digital screen (Appendix A)	Graphic with QR code on screen linking to the Engagement Hub project page.	Residents and/or ratepayers visiting Payinthe Greater Prospect community Other interested parties
Promotional signs (Appendix A)	Posters with QR code linking to the Engagement Hub project page put up in Payinthe bollards, toilet cubicles and Vine Street noticeboard. 20 footpath decals	Residents and/or ratepayers Others visiting City of Prospect



Activity	Description	Target group
	were installed in high foot traffic locations around City of Prospect	
Corflutes (Appendix A)	Corflutes with QR code linking to the Engagement Hub project page put up at 11 locations throughout City of Prospect	All stakeholders All visitors and travellers to/through City of Prospect
Fact sheets for each mode of transportation plus one overarching fact sheet outlining the strategic framework (Appendix B)	Fact sheets with list of proposed actions and relevant information available on Engagement Hub and in hard copy at Payinthe on request or during in-person events	All stakeholders including those who are not technologically inclined or live with a disability Visitors to City of Prospect Other interested parties
Community workshop (Section 3.2)	Community workshop on 14 May facilitated by the consultant to discuss key themes in-depth and capture in-person feedback using maps	All stakeholders including those who are not technologically inclined or live with a disability Other interested parties
Quick polls (Section 3.4)	Online quick polls on Engagement Hub, asking target questions to garner broad feedback	All stakeholders
Pop-up session (Appendix C)	To raise awareness about the consultation, a pop-up session was organised at the 'Gather Around Market' at Vine St Plaza on Saturday 12 April	Visitors at the 'Gather Around Market'
Drop-in sessions 29 April and 7 May (Appendix C)	Information sessions at Payinthe on 29 April and 7 May to capture in-person feedback and provide members of the community with the opportunity to ask questions.	All stakeholders including those who are not technologically inclined or live with a disability
Written submissions (Appendix D)	People were invited to make written submissions via Council's Engagement Hub website, via mail or via email to admin@cityofprospect.sa.gov.au	All stakeholders including those who are not technologically inclined or live with a disability Visitors to City of Prospect Other interested parties
Stakeholder emails (Appendix D)	Email with information about the consultation and invite to the in-person sessions sent to the Access and Inclusion Advisory Group, PK Steering Group, schools, the local sports clubs and community groups	Access and Inclusion Advisory Group PK Steering Group Local schools, community groups and sports clubs

Council issued invitations to community groups to provide advanced notice for the pop-up sessions and the stakeholder and community issues and opportunities workshop.



3 Community Consultation Feedback

The results of the community consultation activities conducted for Phase 2, including the survey results, and summaries of the comments provided at the community workshops and the community engagement activities are outlined in this section. The comments from the Elected Member workshops held in March 2025 are also included in the survey summary results.

3.1 Community Engagement Response Summary

The Council published 12 posts across the City of Prospect social media channels – Facebook, Instagram and LinkedIn. Key statistics include:

- 5,028 impressions – number of times content was displayed to users
- 196 engagements – reactions, likes, shares, etc.
- 596 link clicks – number of times people clicked links within a post or on a page

The Council consulted about the Prospect ITP project four times in the monthly eNews, in March 2025 and twice in April and in May 2025.

The number of responses from the online engagement and social media during the Phase 2 Consultation period from 9 April to 18 May 2025 is provided in Table 3.1.

Table 3.1 Online Engagement and Social Media Responses for the Phase 2 Consultation Activities

Method of Response	Number of Responses or Interactions
Public Consultation webpage and included any open consultations	63 page views 39 users 31 link clicks
Council Webpage for the Integrated Transport Plan	869 views 595 users 362 link clicks
Your Prospect eNews in April 2025 with 4 emails sent	8,074 total recipients 7,444 total opens 136 unique clicks (specifically to these articles)
Facebook with 4 posts	2,487 impressions 2,309 reach 194 engagements including: <ul style="list-style-type: none"> • 29 likes, 4 shares and 4 comments • 33 link clicks and 125 other clicks
Instagram with 4 posts	1,020 reach 1,631 impressions 30 engagements consisting of: <ul style="list-style-type: none"> 22 likes 8 profile visits
LinkedIn with 4 posts	910 impressions 42 engagements 16 reactions 26 link clicks
Public Submissions	37 formal submissions with 60 comments One external stakeholder (Bike Adelaide)



The set-up at the Vine Street Markets pop-up session is shown in Figure 3.1.



The set-up for the Vine Street Markets held on Saturday 12 April 2025.



The Prospect ITP display boards on display in the library at Payinthe during consultation period.

Figure 3.1 Set-up for the Phase 2 Community Consultation Activities in April 2025

The consultations at the Vine Street Markets pop-up session and the drop-in session at Payinthe are shown in Figure 3.2



Vine Street Markets held on Saturday 12 April 2025.



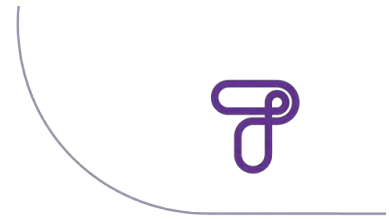
Drop-in session held at Payinthe on Tuesday 29 April 2025.

Figure 3.2 Phase 2 Community Engagement Activities in April 2025

The attendance numbers at the in-person engagement activities for the Phase 2 consultation are provided in Table 3.2. A total of 61 individual discussions or interactions were conducted.

Table 3.2 Attendance Numbers for the In-person Engagement for the Phase 2 Consultation

Date	Event	Attendance Number
Saturday 12 April 2025	Pop-up at Vine Street Markets	20
Tuesday 29 April 2025	Drop-in sessions at Payinthe	7
Wednesday 7 May 2025	Drop-in sessions at Payinthe	12
Wednesday 14 May 2025	Community Workshop at Payinthe	14
Thursday 22 May 2025	Access and Inclusion Community workshop	8
Total in-person attendance		61



3.2 Community Workshops

3.2.1 Phase 2 Community Workshop on 14 May 2025

A community workshop was held at Payinthe at 128 Prospect Road, Prospect on Wednesday 14 May 2025 from 6 pm to 8 pm. The community workshop had 14 attendees with three staff and two transport planners from Tonkin in attendance for a roundtable discussion, and a presentation of the draft Action Plans.

A summary of the comments on the draft ITP actions is provided as follows:

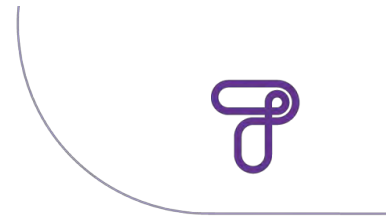
- The Vision needs to be innovative, pioneer of solutions (needs to be specific to the City of Prospect)
- Several people were keen on knowing how the PLP interfaced with the ITP. This was especially relevant to residents of Kintore Avenue.
- Further statements of innovation and creative solutions applicable to Prospect were presented
- Council noted that the ITP is purpose built specifically to Prospect.
- Further education is needed to demonstrate the benefits of 40km/h speed limit changes in local residential streets. Attendees were informed that DIT Speed Limit Guidelines no longer require community consultation from Councils, but many Councils continue to keep this process to inform the community.
- Clarification was asked on the direct implications for roads that are changing classification in the new road hierarchy
- Attendees were generally supportive of an increase to public transport services, particularly the Route G10 and train services.
- An east -west bus link provided by Council (on-demand service) was highly supported.
- The need for a lighting audit was raised for the Council wide area
- Need to specifically address the lighting levels of footpaths and active transport users
- A question was raised regarding using the existing walk paths at the cemetery (Nailsworth and how this can be used better in the walking / cycling plan
- Can the walking plan and cycling plan be merged at Ellen Street and Burwood Avenue? Close proximity at the two routes?
- Discussions were conducted about the use of parking controls on residential streets. Support ranged from:
 - Decreasing on-street parking on one side of the road.
 - Requiring further restrictions on residential streets with special line marking for residents.
 - Using on street parking as a natural traffic calming device
 - Creating one-way streets is one solution that has been applied elsewhere
 - Using congestion to slow traffic not a solution
 - Need to extend the Prospect Road 40km on further north along Prospect Road
 - Reducing the speed limit on Galway Avenue not required.

Quick polls

A series of quick polls were conducted during the Community Workshop with 11 attendees participating in the poll.

Traffic

- Change the speed limit in Churchill Road south of Regency Road from 60 km/h to 50 km/h with 6 Yes and 5 No
- Change the speed limit in Prospect Road between Willcox Avenue and Fitzroy Terrace from 50 km/h to 40 km/h with 4 Yes and 7 No



- Change the speed limit in Galway Avenue between Regency Road and North East Road from 50 km/h to 40 km/h with 5 Yes and 6 No

Public Transport

The polling for improved bus services on the Route G10 along Prospect Road received full support and the increase of public transport with 10 supporting Yes

Cycling

Do you support the proposed traffic device in Braund Road south of Clifton Street?

- Fully support 7 • Some support 4 • Do not support 0

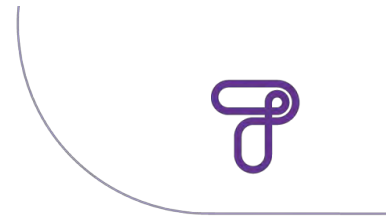
Do you support the east-west bicycle route via Rose Street, Labrina Avenue and Ellen Street?

- Fully support 9 • Some support 2 • Do not support 0

3.2.2 Access and Inclusion Community Advocacy Group Workshop - 29 May 2025

A workshop was held with members of Council's Access and Inclusion Community Advocacy Group on Thursday 22 May 2025 from 6 to 7 pm. A summary of the workshop discussion is provided as follows:

- The State Government has completed and issued the Access and Inclusion Plan that needs to be reference in the ITP document.
- Walk accessibility to Dudley Park train station is considered poor for people with mobility difficulties and visual impairment, especially during the evenings.
- The DIT-designed bus shelters do not have good visibility with the metal panels, They are not considered a good design and do not consider universal access principles. Councils are responsible for bus shelters and access to them. Alternative shelter designs should be investigated.
- The accessibility and amenity for train passengers at Islington Train Station needs be upgraded with improved lighting, security cameras and secure bicycle parking, similar to Ovingham Train Station.
- Look at opportunities for accessible parking around Islington Train Station.
- Strong support for 40 km/h speed limits on all local streets, including Prospect Road
- The Don Lindner Walk to Prospect Oval north of Kintore Avenue and Galway Avenue in Collinswood and Broadview should be identified as a key walking routes.
- Many local streets in Prospect have footpaths that are uneven or not wide enough with trip hazards for people who are elderly and need to use mobility devices and walkers. Council needs to consider a regular audit of the footpath conditions.
- Nottage Terrace between Medindie and Medindie Gardens is a dangerous road to crossing. The pedestrian crossings are located at the Main North Road and the North East Road intersections which are not convenient for connectivity for crossings at the midblock locations.
- Consider relocating the PAC south of Kintore Avenue to Burwood Avenue to provide a more direct walk route into the Prospect Lifestyle Precinct.
- Prepare a Council-wide parking map to show the locations of disabled parking spaces.
- Investigate locations for accessible electric vehicle charging stations.
- **The terms "disabled, elderly and disability" are not used in the draft ITP fact sheets. This shows a lack of focus on people with mobility needs.**
- EV parking stations are not accessible – they need to be designed to be accessible.



3.3 Submissions from the Community

A total of 37 formal submissions were received from the community about the proposed actions in the draft ITP. Only one submission was provided from an external stakeholder or group, which was from Bike Adelaide. None of the other stakeholders from Government Agencies or Councils provided any comments or submissions. The feedback with 60 comments was received from a total of 37 respondents representing 21 males (57%) and 14 females (38%).

Copies of the redacted email submissions are included in Appendix D. A summary of the key points in the formal submissions are outlined as follows:

- The Integrated Transport Plan needs to fully address the PLP to ensure that the residents on Kintore Avenue are safe. PLP should not be accessed via Kintore Avenue. There are currently traffic issues for Kintore Avenue congested by vehicles both parked and moving.
- Various comments regarding rat running, traffic speed and traffic congestion. Implement traffic calming devices to limit rat running and speeding in eastern streets (eastern Prospect Precinct). Add other traffic measures to enforce speeds.
- Rat Running is constant on Howard Street and First Avenue. A Traffic Management Plan should be conducted. Traffic devices are working well in Third Avenue and Meredith Street.
- John Road is a rat run from Main North Road to Prospect Road. Chicanes existing are currently working but need to address the middle section, especially over the grate. A hump is a good idea.
- Pulsford Road, Milner Street, Gloucester Street and Ballville Street should include one-way treatments to reduce traffic. Has a traffic light been considered for Harvey Street, Nailsworth?
- I disagree with reducing the speed limit on Galway Avenue to 40 km/h. **It's a major through road.**
- Support 40km/h changes, including extending the 40 km/h speed on Prospect Road to Fitzroy Terrace.
- Improvements regarding safety for all those who use Braund Road would be most welcome.
- Increase frequency of trains at Ovingham / Dudley Park stations.
- Footpath conditions are not good and can be dangerous in different areas. Need further inspections regarding footpath conditions. Footpaths and pram ramps haven't been upgraded on Main North Road for a long time.
- A new choice of footpath material should be made because the footpath condition is poor. Maybe consider installing asphalt or concrete, which is more expensive, but safer for walking.
- There is no specific mentioned regarding disability or mobility. Improve footpaths to allow for aged or limited mobility residents.
- It is excellent that such a plan is being considered. The walking plan doesn't reference the following Main North Road walking paths: Lights at Nailsworth Primary School, Lights at Café Basilico, bus stop for students to Prescott College.
- There is no safe crossing on Nottage Terrace. The Draft cycling network plan incorrectly shows a bike lane between Nottage terrace and Fitzroy Terrace.
- It is unsafe on Galway Avenue with the bike lanes interacting with car doors. Some traffic devices, such as speed humps on McInnis and Collingrove are hard to navigate.
- Suggest diverting east-west cycling corridor from Kintore Avenue onto Labrina, left onto Watkins and right onto Mona Place.
- Braund Road should be safer for pedestrians and cyclists, and school kids.
- Kintore Avenue needs to be addressed to ensure safety at the PLP. No parking at the entry of Kintore Avenue following left turn from Main North Road.
- New infill developments are making it increasingly hard to navigate around on-street parking
- Parking options for more teachers and residents have actually decreased as a consequence of the imposition of 2-hour parking fines at both Northpark Shopping Centre and Sefton Park

Section 3.4 presents an analysis of the comments from the submissions, grouped by mode of transport.



3.4 Community Engagement Results by Transport Mode

The community engagement feedback from the in-person consultation, the online polling surveys and the formal submissions are summarised by transport mode in this section. The number of online responses and the number of Likes and Dislikes to the 53 questions about the draft ITP actions is provided in Table 3.3.

Table 3.3 Online Survey and Polling Results for the Phase 2 ITP Engagement

Transport Mode	Number of Initiative Questions	Total Survey Responses	Likes	Dislikes	Percent Support	Total Responses	Number of Comments
Traffic	16	140	93	47	66%	215	75
Public Transport	5	38	37	1	97%	62	24
Walking	8	16	16	0	100%	26	10
Cycling	10	47	45	2	96%	72	25
Parking	14	74	71	3	96%	102	28
	53	315	262	53	83%	477	162

In response to the 53 questions about the draft ITP actions, 315 responses were received with **262 Likes** (83% support) and **53 Dislikes** (17% do not support). The results for the Likes and Dislikes for the draft actions by transport mode are shown in Figure 3.3.

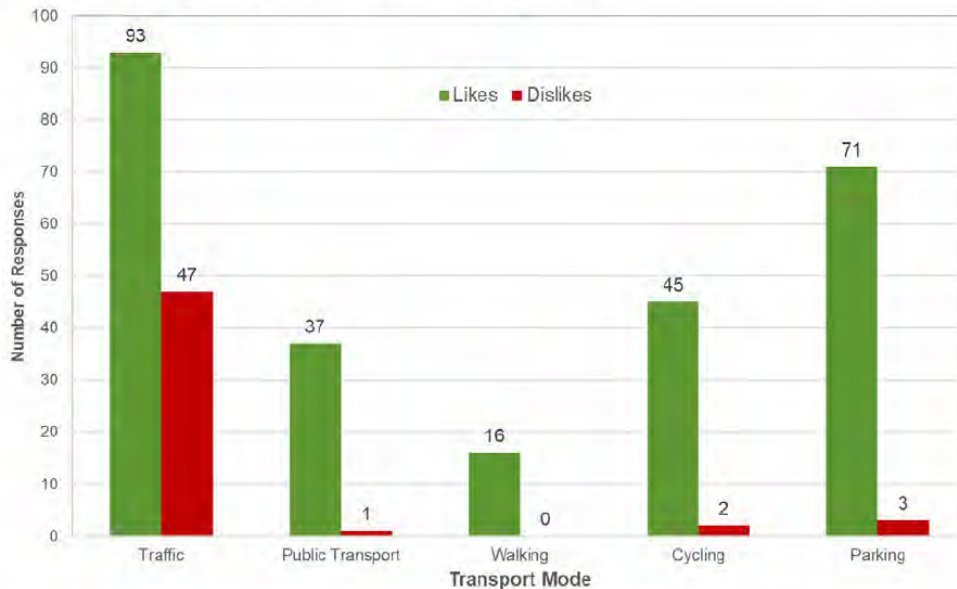


Figure 3.3 Interactive Polling Responses on the Draft Prospect ITP Initiatives



3.4.1 Roads and Traffic

A total of 93 responses were received from the online poll survey regarding the 16 proposed road and traffic actions. The results with the percentage of Likes for each proposed action are shown in Figure 3.4. Nine of the 16 proposed roads and traffic actions received 100% support. The following actions were not fully supported:

- T1.1 Changes to the Churchill Road to a sub-arterial road with 43% not supporting it
- T1.2 Changes to road classifications according to the proposed new road hierarchy with 22% not supporting them.
 - Designate Pym Street and Belford Avenue as Minor Collector Roads.
 - Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to Northpark Shopping Centre.
 - Designate all remaining residential streets west of Main North Road as Local Streets.
- T2.1 Lobby DIT to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h with 56% not supporting it.
- T2.2 Lobby DIT to extend 40 km/h zone along Prospect Road south to Fitzroy Terrace and investigate the implementation for a raised platform crossing on Prospect Road at Blackfriars Priory School with 69% not supporting it.
- T2.3 Reduce the speed limit along Galway Avenue from 50 km/h to 40 km/h to create consistency with the 40 km/h speed limit in Broadview and Collinswood with 93% not supporting it.
- T2.5 Investigate and determine if different types of traffic calming treatments to slow down traffic are required in selected local streets with 23% not supporting it.
- T3.1 Liaise with DIT to install U-turn bays along Main North Road to address the issues of access into and out of Nailsworth, Broadview and Prospect with 27% not supporting it.

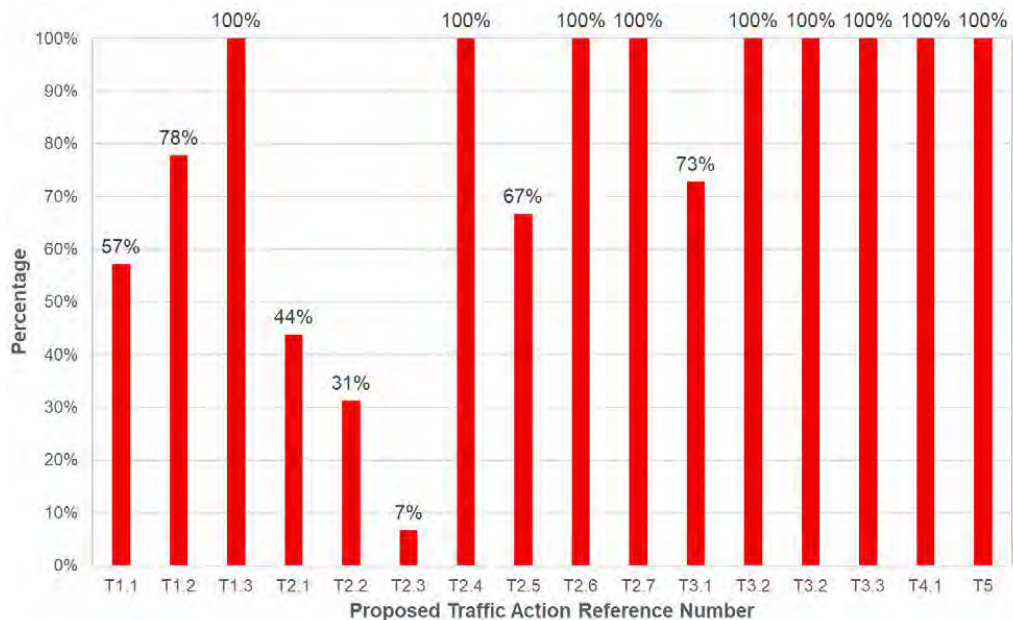


Figure 3.4 Percentage of Likes for the Proposed Roads and Traffic Actions



The number and percentage of Likes from the online polls for each of the proposed roads and traffic actions are provided in Table 3.4.

Table 3.4 Percentage of Likes for the Proposed Roads and Traffic Actions

Reference	Description	Liked	Liked %
T1.1	Lobby DIT to change Churchill Road (south of Regency Road) from an Arterial Road to Sub-arterial road to be consistent with Prospect Road to reflect the significant increase in residential development and pedestrian activity and create an environment for safer movements along Churchill Road.	8	57%
T1.2	Designate Pym Street and Belford Avenue as Minor Collector Roads with traffic volumes between 2,000 and 4,000 vehicles/day providing direct connections to adjoining Councils. Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to Northpark Shopping Centre. Designate all remaining residential streets west of Main North Road as Local Streets, with traffic volumes under 2,000 vehicles/day, aligning with the new road hierarchy to ensure a fair and equitable distribution of traffic.	7	78%
T1.3	Formalise the road hierarchy with the following Minor Collector Roads east of Main North Road in Nallsworth/Collinswood retained. This includes Harvey Street, California Street, Howard Street, McInnes Avenue, Collingrove Avenue and Third Avenue. Formalise Galway Avenue as a Major Collector road with the high traffic volumes and it is a bus route. Designate all other Council owned streets east of Main North Road as Local Streets with traffic volumes under 2,000 vehicles/day.	8	100%
T2.1	Lobby DIT to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h.	7	44%
T2.2	Lobby DIT to extend 40 km/h zone along Prospect Road south to Fitzroy Terrace and investigate the implementation for a raised platform crossing on Prospect Road at Blackfriars Priory School.	5	31%
T2.3	Reduce the speed limit along Galway Avenue from 50 km/h to 40 km/h to create consistency with the 40 km/h speed limit in Broadview and Collinswood.	1	7%
T2.4	Implement speed detection information displays on streets with average speeds over 40 km/h.	3	100%
T2.5	Investigate and determine if different types of traffic calming treatments to slow down traffic are required in the following streets: Beatrice Street, Braund Road, Johns Road, Gordon Road, Barker Road, Guildford Avenue, First Avenue, Ellen Street, Collins Street, Burwood Avenue, North Street and Collingrove Avenue.	4	67%
T2.6	Audit the locations and review the appropriateness of the existing traffic calming devices located throughout the City (such as spoon drains, road humps, driveway links etc)	3	100%



Reference	Description	Liked	Liked %
T2.7	Adopt the 'Self-Explaining Road' Concept (gateway treatments, low-level landscaping, kerb building ups) for local streets and Collector roads, where appropriate.	7	100%
T3.1	Liaise with DIT to install U-turn bays along Main North Road to address the issues of access into and out of Nailsworth, Broadview and Prospect.	8	73%
T3.2	Consider and investigate traffic movements to access the proposed Prospect Lifestyle Precinct from Main North Road.	7	100%
T3.2	Consider and investigate traffic movements to access the proposed Prospect Lifestyle Precinct from Main North Road.	4	100%
T3.3	Undertake a Local Transport Plan for Broadview and Nailsworth in collaboration with the City of Port Adelaide Enfield.	5	100%
T4.1	Work with school communities to promote active travel to school as a popular, safe and easy travel option.	6	100%
T5	Develop a heavy vehicle access policy that aligns with the narrow streets policy, designating specific roads as off-limits for heavy vehicles. This Policy will exclude emergency vehicles and rubbish removal trucks. Policy to address the management of construction vehicles in local residential streets.	10	100%
Total of 140 responses		93	66%

Other comments from the community consultation with regards to the proposed roads and traffic actions are provided in Table 3.5.

Table 3.5 Other Comments about the Proposed Roads and Traffic Actions

Topic	Summary of Submission
Traffic movements (rat running)	Rat running traffic is constant on Howard Street and First Avenue in Nailsworth. A Traffic Management Plan should be conducted.
Traffic calming devices	Traffic devices are working well in Third Avenue and Meredith Street.
Traffic congestion	Congestion in Emilie Street and safety of children in the street from the school due to the speed and traffic of cars.
Traffic congestion	The Integrated Transport Plan needs to fully address the Prospect Lifestyle Precinct (PLP) to ensure that the residents on Kintore Avenue are safe. PLP should not have access via Kintore Avenue.
Traffic volumes and demand	Individual observations indicate that the streets of Pulsford Road, Milner Street, Gloucester Street and Ballville are well over 4,000 vehicles/day, compared to 2,000 vehicles/day in the Council counts.
Traffic volumes and demand	Pulsford Road, Milner Street, Gloucester Street and Ballville Street should include one-way treatments to reduce traffic. Has a traffic light been considered for Harvey Street in Nailsworth?
Traffic calming devices	<ol style="list-style-type: none"> 1. The roundabout that is to be put on the corners of Jellicoe Street, Galway Avenue and Rheims Street is unnecessary. 2. Why were Edwin and Rutherglen Streets closed off to North East Road? 3. I disagree with reducing the speed limit on Galway Avenue to 40kms. It's a major through road.



Topic	Summary of Submission
Traffic congestion	Kintore Avenue needs to be addressed to ensure safety at the PLP. No parking should be allowed at the entry of Kintore Avenue following the left turn from Main North Road.
Traffic speed	I support the 40 km/h speed limit changes.
Traffic calming devices	At Balfour Street / Howard Street it is unclear who should be giving way. A give-way sign should be installed.
Road hierarchy and planning	I do not agree with collector classification of roads on eastern side of Main North Road. California Street should not be a minor collector. Traffic devices should be installed to deter traffic. Rolfe Street could be made one-way.
Traffic movements (rat running)	John Road is a rat run from Main North Road to Prospect Road. Chicanes existing are currently working but need to address the middle section, especially over the grate. A speed hump is a good idea.
Traffic speed	Extend the 40km/h speed on Prospect Road is a good idea.
Traffic volumes and demand	Other areas across the street, would not only accommodate the carers' requirements but would also help prevent non-residents from occupying parking spots in front of the houses for extended periods.
Traffic movements (rat running)	Gray Street - Associated with the higher traffic flows and the non-resident parking needs, there is a developing issue with the obstruction of traffic flows in Gray Street. Traffic from Stuart Road into Percy Street, if turning left, is an unexpected drop in the road level. Traffic going west into the sun turning into Stuart Road (north) from Percy also are affected.
Traffic calming devices	Please can we have some of the built engineering measures that our cousins across the other side of Main North Road have had for many years now? For specific locations to install them, I would refer Council to its previously funded report by Tonkin in 2007.
Traffic volumes and demand	Reduce local traffic in Fitzroy.
Traffic congestion	Issue in Prospect Road since the cinema was proposed for the corner of Prospect Road and Rose Street. Other factors have previously reduced congestion, but are no longer relevant, such as COVID-19 restrictions and Torrens Road overpass. Myrtle Street is now a rat-run
Traffic movements (rat running)	Rat running has been an issue for over 20 years and TCD were installed on various streets to reduce this, such as in California Street. Traffic flow on Braund Road should be restricted and traffic control devices to slow down the east/west movements.
Traffic volumes and demand	Improvements regarding safety for all those who use Braund Road would be most welcome.
Traffic movements (rat running)	Various comments regarding Rat Running, traffic speed and congestion. Implement traffic calming devices to limit rat running and speeding in eastern streets. Add other traffic measures to enforce speeds.
Traffic movements (rat running)	Rat-running is continuously occurring Murray Street from one of the side streets from Regency Road (Camroc, Athol and Linley Avenue). One possible solution is to update give way signs that have perimeter lights.
Traffic speed	Cars speed on Collingrove Avenue and traffic calming measures are needed.
Traffic speed	Traffic speeds in Cassie Street were not captured accurately compared to other surrounding streets.



3.4.2 Public Transport

A total of 38 responses were received from the online poll survey regarding the five proposed public transport actions. The results with the percentage of Likes for each proposed action are shown in Figure 3.5. Four of the five proposed public transport actions received 100% support. The only proposed action not fully supported was PT3 to investigate options to improve the east-west connectivity for public transport services within the City of Prospect, with 25% not supporting it.

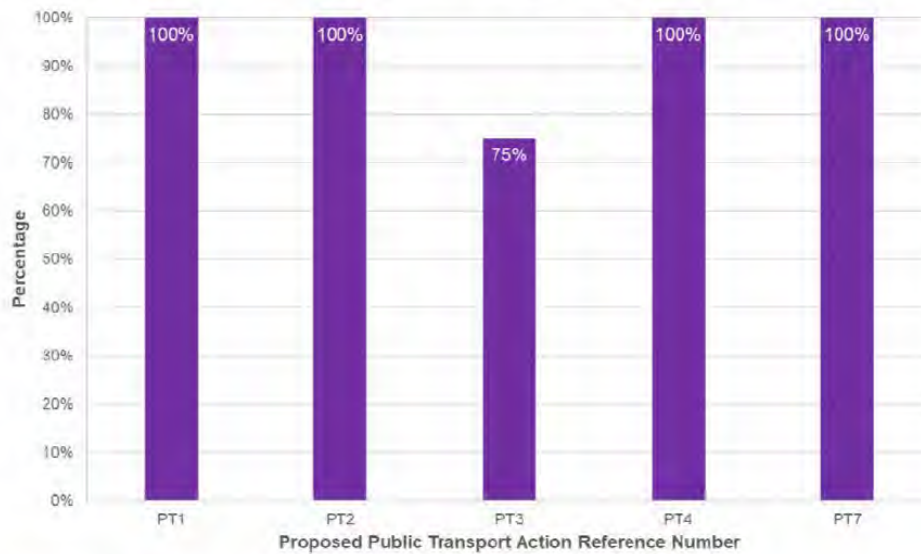


Figure 3.5 Percentage of Likes for the Proposed Public Transport Actions

The number and percentage of Likes from the online polls for each of the proposed public transport actions are provided in Table 3.6.

Table 3.6 Percentage of Likes for the Proposed Public Transport Actions

Reference	Description	Liked	Liked %
PT1	Encourage the State Government to increase the reliability on the Route G10 bus service. Lobby DIT for more bus services on Route G10 in Prospect Road between Regency Road and the City in the peak hours to cater for the high patronage demand.	11	100%
PT2	In partnership with the State Government investigate high-capacity public transport for Prospect Road.	9	100%



Reference	Description	Liked	Liked %
PT3	Investigate options for a local fixed route or a dial-a-ride service to provide for east-west trips to destinations across the City, Trial using current services with the option of expanding the service depending on demand. Advocate to State Government for improvements to public transport links/routes in parts of the City that have poor public transport connectivity.	3	75%
PT4	Lobby the State Government to increase the frequency of train services particularly during peak times at Dudley Park and Ovingham stations.	7	100%
PT7	Advocate for a train station upgrade at Islington, with a focus on pedestrian and cyclist accessibility, secure bicycle parking, safety and wayfinding.	7	100%
Total of 38 responses		37	97%

Other comments from the community consultation with regards to the proposed public transport actions are provided in Table 3.7.

Table 3.7 Other Comments about the Proposed Public Transport Actions

Topic	Summary of Submission
Bus frequency and hours	Increase frequency and hours on Route G10 in Prospect Road.
Bus stops and shelters	Bus stop 11 on Main North Road is missing. Bus stops 10 and 12 are too far to walk for my parents.
Train services	Increase the frequency and hours of train services at Ovingham and Dudley Park stations.
Bus stops and shelters	It would improve the public transport experience and encourage increased usage if bus stop areas were regularly cleaned. Bus stop 16, that is the nearest bus stop to the Sefton Plaza and Northpark shopping centres, is certainly not a very welcoming space.



3.4.3 Walking

A total of 16 responses were received from the online poll survey regarding the proposed walking actions. The results with the percentage of Likes for each proposed action are shown in Figure 3.6. All eight of proposed walking actions received 100 percent support.

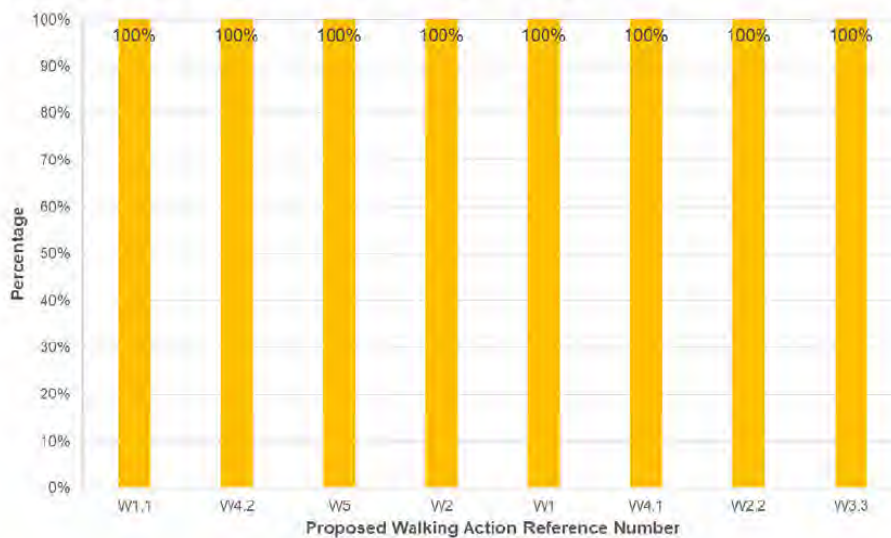


Figure 3.6 Percentage of Likes for the Proposed Walking Actions

The number and percentage of Likes from the online polls for each of the proposed walking actions are provided in Table 3.8.

Table 3.8 Percentage of Likes for the Proposed Walking Actions

Reference	Description	Liked	Liked %
W1.1	Trial initiatives to increase priority and space for walking and cycling on local streets, including the placement of art work, seating for rest stops and bins with dog waste bags.	3	100%
W4.2	Advocate for the introduction of a 40 km/h speed zone at Pedestrian Activated Crossings (PACs) adjacent to the schools in the City.	2	100%
W5	Promote walking and cycling as an attractive transport choice for local trips by improving connections and infrastructure across the City. Liaise with DIT on the Active Travel and Personal Mobility Strategy.	2	100%
W2	Deliver projects that create safe, high amenity walking routes and reduce barriers to crossing major roads.	3	100%
W1	Deliver upgrades to the key walking routes as part of the footpath renewal program to create safe, high amenity walking routes with reduced barriers for all types of walkers, including dogwalkers, the elderly and young families with prams. (refer to the walking network map)	2	100%



Reference	Description	Liked	Liked %
W4.1	Review the Active Transport Design Guide and the DIT Speed Limit Guidelines for School Zones to determine the type of treatments to be implemented near schools.	1	100%
W2.2	Advocate to State Government for the construction of new pedestrian/cyclist crossings in the key locations identified that have high pedestrian/cyclist demand. Encourage State Government to increase pedestrian and cyclist priority at signalised crossings in areas of high demand to minimise waiting times.	2	100%
W3.3	Review the Footpath Trading Policy to ensure that adequate and safe pathways are always maintained particularly within the Village Heart and along the key walking routes. Ensure the Footpath Trading Policy provides appropriate design standards and enforcement practices for footpath trading including outdoor dining, signage and display of merchandise.	1	100%
Total of 16 responses		16	100%

Other comments from the community consultation with regards to the proposed walking actions are provided in Table 3.9.

Table 3.9 Other Comments about the Proposed Walking Actions

Topic	Summary of Submission
Footpath condition or width	Footpath conditions are not good and can be dangerous in different areas. Need further inspections regarding footpath conditions.
Footpath condition or width	Footpaths and pram ramps have not been upgraded on Main North Road for a long time.
Footpath condition or width	A new choice of footpath material should be made, footpath condition isn't good. Maybe asphalt or concrete, which is more expensive.
Mobility devices, e-scooters	There is no specific mention regarding disability or mobility.
School travel safety	Corner of Omega Lane and Barker Road, fences are very high and it is hard to pedestrians. Cars fail to see pedestrians and there have been several issues. Suggest a white line or another speed bump.
Walk accessibility	Improve footpaths to allow for aged or limited mobility residents.
Walk network connectivity	It is excellent that such a plan is being considered. The walking plan doesn't reference the following Main North Road walking paths: Lights at Nailsworth Primary School, Lights at Café Basilico, bus stop for students to Prescott College.



3.4.4 Cycling

A total of 47 responses were received from the online poll survey regarding the proposed cycling actions. The results with the percentage of Likes for each proposed action shown in Figure 3.7. Eight of the 10 proposed cycling actions received 100% support. The following actions were not fully supported:

- C1.2 Develop bicycle route upgrades along Braund Road with 25% not supporting it.
- C1.4 Implement an East-West bicycle route between the Charles Cane Reserve, the Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street, Collins Street, Galway Avenue and Collingrove Avenue with 14% not supporting it. An alternative east-west cycling route via Labrina Avenue, Watkins Street and Mona Place was proposed.

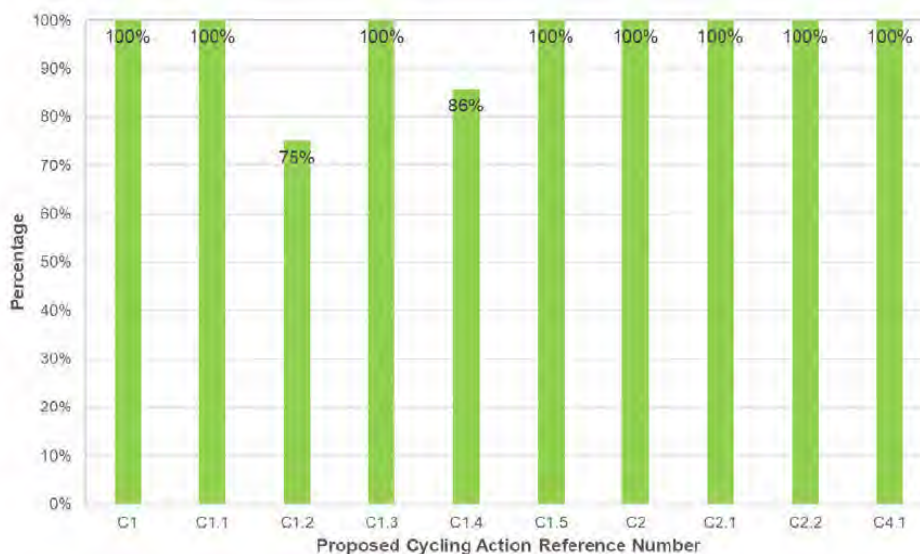


Figure 3.7 Percentage of Likes for the Proposed Cycling Actions

The number and percentage of Likes from the online polls for each of the proposed cycling actions are provided in Table 3.10.

Table 3.10 Percentage of Likes for the Proposed Cycling Actions

Reference	Description	Liked	Liked %
C1	Implement an interconnected bicycle network with a three-tier bicycle route hierarchy.	5	100%
C1.1	Support DIT with the completion of the Gawler Greenway.	5	100%
C1.2	Develop bicycle route upgrades along Braund Road that includes the removal of on-street parking north of Clifton Street to Beatrice Street, one-way traffic southbound between Clifton Street and Fitzroy Terrace and the installation of bicycle lanes north of Clifton Street to Gladstone Road.	3	75%
C1.3	Implement signage for cyclists on the Galway Avenue bicycle route.	5	100%



Reference	Description	Liked	Liked %
C1.4	Implement an East-West bicycle route with sharrows and signage between the Charles Cane Reserve, the Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street, Collins Street, Galway Avenue and Collingrove Avenue.	6	86%
C1.5	Develop a wayfinding strategy for cycling routes within the City. Place signage along the primary cycling routes, at key destinations and where to find bicycle parking. Install sharrows along the primary and secondary bicycle routes. Develop a comprehensive cycling network map.	4	100%
C2	Advocate to State Government to deliver safer bike corridors on State managed Arterial Roads.	6	100%
C2.1	Advocate to State Government to install safer bicycle crossings on Arterial and Sub-Arterial Roads	6	100%
C2.2	Lobby State government to implement green bicycle lane treatments at selected locations.	3	100%
C4.1	Improve connections to key destinations (including public transport) for micromobility users.	2	100%
Total of 47 responses		45	96%

Other comments from the community consultation with regards to the proposed cycling actions are provided in Table 3.11.

Table 3.11 Other Comments about the Proposed Cycling Actions

Topic	Summary of Submission
Cycling route or network	The bike route along Third Avenue does not seem like a good use of resources. Minimal existing cyclists are seen.
Cycling route or network	ITP needs to continually address walking and cycling wayfinding to support local travel. Improvements to paths for pedestrian priority. Proper connections between surrounding councils, especially Walkerville. Further improvements to help school kids travel between home and school. City of Adelaide example is good to replicated.
Bicycle lanes (priority)	It is unsafe on Galway Avenue with the bike lanes interacting with car doors. Some traffic devices, such as speed humps on McInnis and Collingrove are hard to navigate.
Cycling route or network	Suggest diverting east-west cycling corridor from Kintore Avenue onto Labrina, left onto Watkins and right onto Mona Place.
Cyclist crossing	There is no safe crossing on Nottage Terrace.
Bicycle lanes (priority)	The Draft cycling network plan incorrectly shows a bike lane between Nottage terrace and Fitzroy Terrace.
Bicycle lanes (priority)	Separated bike lanes must be considered for cyclist safety.
Cyclist safety hazard	Braund Road should be safer for pedestrians and cyclists, and school kids.
Bicycle lanes (priority)	The plan states as a goal that there be dedicated cycling lanes but there are none set out in the plan.



3.4.5 Parking

A total of 74 responses were received from the online poll survey regarding the proposed parking actions. The results with the percentage of Likes for each proposed action shown in Figure 3.8. Twelve of the 14 proposed parking actions received 100% support. The following two parking actions were not fully supported:

- P3.1 Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway with 33% not supporting it.
- P8.1 Develop a wayfinding signage policy for types of parking information and declutter and simplify the street and parking signage in the City to make it easier for people of all abilities with 33% not supporting them.

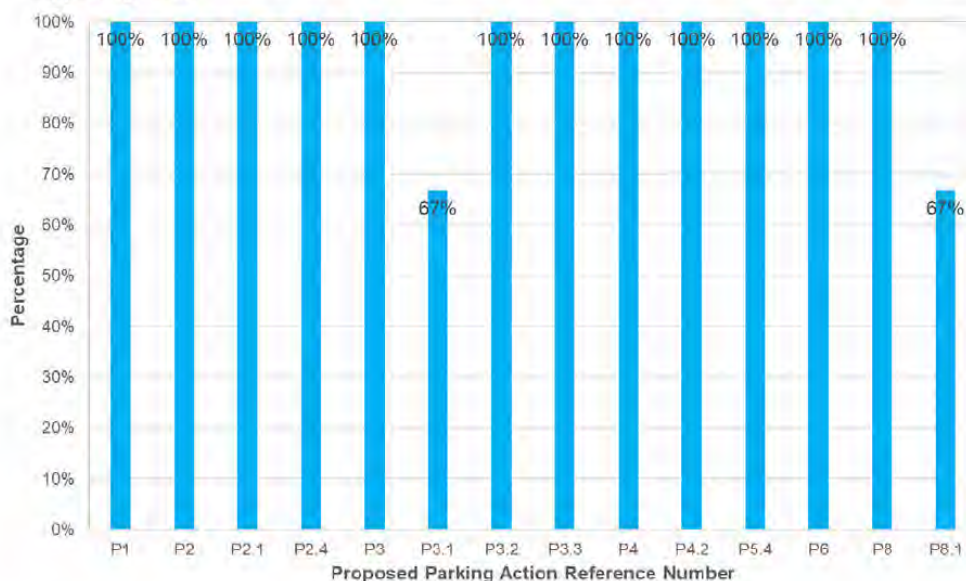


Figure 3.8 Percentage of Likes for the Proposed Parking Actions

The number and percentage of Likes from the online polls for each of the proposed parking actions are provided in Table 3.12.

Table 3.12 Percentage of Likes for the Proposed Parking Actions

Reference	Description	Liked	Liked %
P1	Undertake a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.	4	100%
P2	Develop a 10-year programme for the delivery of Parking Management Strategies with Action Plans across the City in priority order for: 1) Village Heart, 2) Regency Road, 3) Main North Road north of Nottage Terrace, 4) Main North Road south of Nottage Terrace and 5) North East Road.	3	100%
P2.1	Investigate and negotiate the shared use of off-street parking in business precincts where practical.	7	100%
P2.4	Improve the quality of the lighting to the on-street parking for pedestrian safety around key destinations.	6	100%



Reference	Description	Liked	Liked %
P3	Develop policies for consistent parking management and controls in residential streets.	9	100%
P3.1	Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway.	2	67%
P3.2	Develop Guidelines for no-standing (yellow) line marking. Implement a 3-year rolling programme for line marking on Council roads starting with streets closest to the business precincts.	5	100%
P3.3	Review and extend the no parking distance around corners using line marking and signage where required.	9	100%
P4	Review the existing Traffic Management Policy relating to Narrow Streets considering the land use and type of residential development, availability of off-street parking, the number of crossovers along the street, width of the street and the distance to key destinations (ie, for businesses, schools, cafes/restaurants, major ovals and reserves) and the frequency of major events to determine the extent of the treatment required. The policy is to ensure that adequate space is planned at all times for emergency service vehicle access.	6	100%
P4.2	Increase the separation from driveways along narrow streets with high on-street parking demand to manage issues with driveway access. Consult with the local residents prior to implementation as the changes may result in a reduction in the number of on-street carparks available.	5	100%
P5.4	Establish in consultation with Prescott School a formal Kiss and Drop zone on Koonga Avenue or Ballville Street.	4	100%
P6	Investigate additional compliance monitoring of high demand parking areas across the City in the evenings, on weekends and public holidays.	6	100%
P8	Investigate new technology to make it easier to find parking, including directional signage to parking in the Village Heart. Improve the Community's access to parking information via the Council website and social media platforms.	1	100%
P8.1	Develop a wayfinding signage policy for types of parking information. Declutter and simplify the street and parking signage in the City to make it easier for people of all abilities.	4	67%
	Total of 74 responses	71	96%



Other comments from the community consultation with regards to the proposed parking actions are provided in Table 3.13.

Table 3.13 Other Comments about the Proposed Parking Actions

Topic	Summary of Submission
Parking in residential streets	Parking is banned on one side of the street (weekends only) for McCrea Street. This should be duplicated to weekdays too.
Parking controls and line marking	Concerns regarding the parking restrictions and signage on Willcox Avenue. inconsistency undermines the purpose of the restrictions.
Parking in residential streets	Residential streets are always congested with parked cars. No parking on one side of the road should be implemented
Parking in residential streets	Infill developments are making it increasingly hard to navigate around on-street parking.
Parking in residential streets	Parking and traffic congestion in Myrtle Street because cars are parked on both sides of the road and I cannot access my driveway.
Parking in residential streets	Issues with parking around Prospect Oval during peak times.
Parking in residential streets	The parking on Willcox Ave continues to be highly problematic, and, once again on the weekend, it was almost impossible to turn right from our driveway to egress the property.
Parking in residential streets	A 2-hour parking zone, similar to the one established in other areas across the street, would not only accommodate the carers' requirements but would also help prevent non-residents from occupying parking spots in front of the houses for extended periods.
Parking in business precincts	Parking options for more teachers and residents have actually decreased as a consequence of the imposition of 2-hour parking fines at both Northpark Shopping Centre and Sefton Park.
Parking in residential streets	I am requesting clarification on why I am unable to park my vehicle in front of my own property, while neighbouring streets closer to the sporting venue have already been designated as permit zones.
Parking in residential streets	The car parking issue on Myrtle Street is now compounded by street parked trailers, former owner/occupied homes now occupied by renters (with the number of associated vehicles equalling the number of bedrooms) and business being run from residential premises. Parking on both sides is causing issues too.
Parking in residential streets	New developments are having an impact for on-street parking. Insufficient parking in local streets.
Parking in residential streets	Raise serious concerns regarding the ongoing and unresolved parking and traffic issues on King Street.
Parking controls and line marking	Council installed line marking in Cassie Street, however there are continuous issues with driveway access.
Parking in residential streets	Current vehicle issues for Kintore Avenue congested by vehicles both parked and moving. Street parking on both sides is already causing congestion.



3.4.6 Other Survey Questions

The results from the other optional questions in the consultation survey are provided in Table 3.14.

Table 3.14 Results from the Other Poll Questions

Question	Very Supportive	Somewhat supportive	Neutral	Somewhat Opposed	Strongly Opposed	Total
Are you supportive of the location of the proposed bike routes within City of Prospect?	13 42%	0 0%	12 39%	0 0%	6 19%	31 100%
How supportive are you of the overall strategies to improve traffic, public transport, walking, cycling and parking in City of Prospect?	17 45%	13 34%	1 3%	1 3%	6 16%	38 100%
How confident are you that the proposed parking management strategies will effectively address the city's parking issues?	2 7%	9 31%	0 0%	0 0%	18 62%	29 100%
How do you feel about re-classifying Churchill Road (south of Regency Road) to a sub-arterial road reducing the speed limit to 50 km/h to improve safety?	13 36%	6 17%	0 0%	2 6%	15 42%	36 100%
Are you supportive of the proposed actions to improve safety around schools?	19 63%	5 17%	6 20%	0 0%	0 0%	30 100%

The results from the five survey questions are shown in the histogram in Figure 3.9.

Question 1 about the cycling routes has **81% support or neutral** with **19% opposed**.

Question 2 about the general ITP strategies has **82% support or neutral** with **19% opposed**.

Question 3, which asked about the proposed parking management strategies, received the least support. Only **38% of respondents expressed confidence** that these strategies would effectively address parking issues in the precincts and on local streets, while **62% were not confident**.

Question 4, which is about the reclassification of Churchill Road to a Sub-arterial Road with a speed limit of 50 km/h has **53% of the respondents supportive the action** and **47% of the respondents not supportive**.

Question 5 about the proposed actions to improve travel safety around schools was supported by **80% of respondents with 20% neutral**.

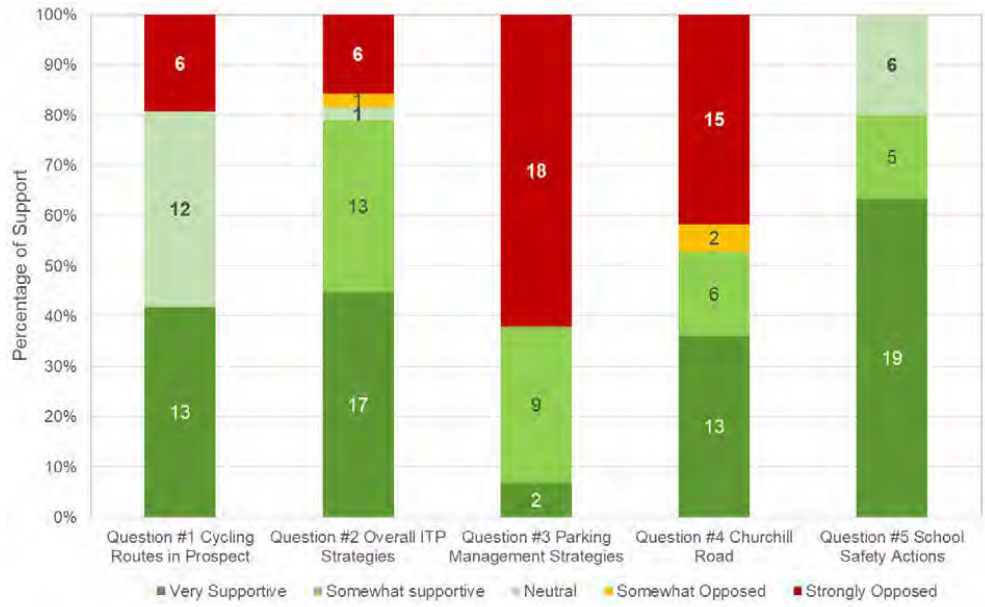
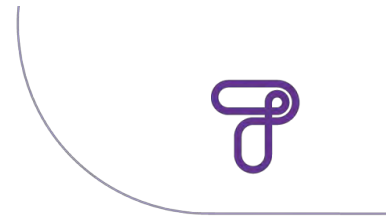


Figure 3.9 Percentage of Support from the General Survey Questions



4 Conclusions and Next Steps

The conclusions from the Phase 2 consultation, including the community engagement pop-up and drop-ins, workshop and survey results are provided in this section. The next steps for the finalisation of the draft ITP and the Phase 2 consultation activities in 2025 are also outlined.

4.1 Key Findings

During Phase 2 of the community engagement for the draft Integrated Transport Plan (ITP), a total of 60 comments were received across the five transport modes, gathered through the online surveys and formal submissions. These comments were categorised by transport mode and are presented in Figure 4.1. For reporting purposes, the 'cycling' category includes e-scooters, while the 'walking' category includes wheelchairs and other personal mobility devices. 'Traffic' was the most frequently mentioned topic, receiving 25 comments (41%), followed by 'Parking' with 15 comments (25%).

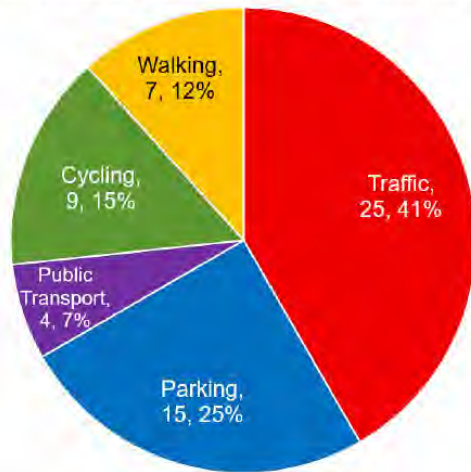


Figure 4.1 Summary of the Phase 2 Community Consultation Comments by Transport Mode

Of the 60 responses received through the online survey and formal submissions, the comments on the proposed actions were categorised by transport mode and topic, as outlined in Table 4.1. The parking, traffic and cycling actions received the most comments.

Table 4.1 Number of Responses by Transport Mode Topic from the Phase 2 Engagement

Transport Mode	Topic	Number of Comments
Parking	Parking in residential streets	12
Traffic	Traffic movements (rat running)	7
Traffic	Traffic volumes and demand	5
Cycling	Bicycle lanes (priority)	4
Traffic	Traffic calming devices	4
Traffic	Traffic congestion	4
Traffic	Traffic speed	4
Cycling	Cycling route or network	3
Walking	Footpath condition or width	3
Public Transport	Bus stops and shelters	2



Transport Mode	Topic	Number of Comments
Parking	Parking controls and line marking	2
Public Transport	Bus frequency and hours	1
Cycling	Cyclist crossing	1
Cycling	Cyclist safety hazard	1
Traffic	Mobility devices, e-scooters	1
Parking	Parking in business precincts	1
Traffic	Road hierarchy and planning	1
Traffic	School travel safety	1
Public Transport	Train services	1
Walking	Walk accessibility	1
Walking	Walk network connectivity	1
	Total	60

The results of the Phase 2 engagement are summarised with the results from the online poll surveys and submissions for the proposed actions as follows.

4.1.1 Roads and Traffic

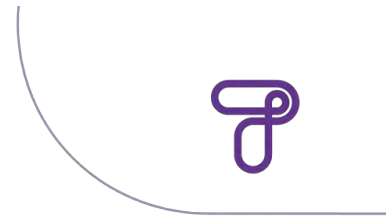
Nine of the 16 proposed roads and traffic actions received 100% support. The following actions were not fully supported:

- Reclassification of Churchill Road to a Sub-arterial road with **43% not supporting it**
- Changes to road classifications according to the proposed new road hierarchy with **22% not supporting them**.
 - Designate Pym Street and Belford Avenue.
 - Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to Northpark Shopping Centre.
 - Designate all remaining residential streets west of Main North Road as Local Streets.
- Lobby DIT to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h with **56% not supporting it**.
- Lobby DIT to extend 40 km/h zone along Prospect Road south to Fitzroy Terrace and investigate the implementation for a raised platform crossing on Prospect Road at Blackfriars Priory School with **69% not supporting it**.
- Reduce the speed limit along Galway Avenue from 50 km/h to 40 km/h to create consistency with the 40 km/h speed limit in Broadview and Collinswood with **93% not supporting it**.
- Investigate and determine if different types of traffic calming treatments to slow down traffic are required in selected local streets with **23% not supporting it**.
- Liaise with DIT to install U-turn bays along Main North Road to address the issues of access into and out of Nailsworth, Broadview and Prospect with **27% not supporting it**.

4.1.2 Public Transport

Four of the five proposed public transport actions received 100% support including:

- Lobby the State Government to improve the Route G10 bus services to:
 - to increase the reliability on the Route G10 bus service.
 - To add more bus services on Route G10 along Prospect Road between Regency Road and the City in the peak hours to cater for the high patronage demand.
- In partnership with the State Government, investigate high-capacity public transport for Prospect Road.
- Lobby the State Government to increase the frequency of train services particularly during peak times at Dudley Park and Ovingham stations.



- Advocate for a train station upgrade at Islington, with a focus on pedestrian and cyclist accessibility, secure bicycle parking, safety and wayfinding.

However, the proposed Action PT3 to investigate options to improve the east-west connectivity for public transport services within the City of Prospect was not fully supported with 25% not supporting it. However, support was given for Council to advocate to the State Government for improvements to public transport links/routes in parts of the City that have poor public transport connectivity.

4.1.3 Walking

All eight of proposed walking actions received 100% support. These proposed walking actions are:

- Trial initiatives to increase priority and space for walking and cycling on local streets, including the placement of artwork, seating for rest stops and bins with dog waste bags.
- Advocate for the introduction of a 40 km/h speed zone at Pedestrian Activated Crossings (PACs) adjacent to the schools in the City.
- Promote walking and cycling as an attractive transport choice for local trips by improving connections and infrastructure across the City and to liaise with DIT on the Active Travel and Personal Mobility Strategy.
- Deliver projects that create safe, high amenity walking routes and reduce barriers to crossing major roads.
- Deliver upgrades to the key walking routes as part of the footpath renewal program to create safe, high amenity walking routes with reduced barriers for all types of walkers, including dogwalkers, the elderly and young families with prams. (refer to the walking network map)
- Review the Active Transport Design Guide and the DIT Speed Limit Guidelines for School Zones to determine the type of treatments to be implemented near schools.
- Advocate to State Government for the construction of new pedestrian/cyclist crossings in the key locations identified that have high pedestrian/cyclist demand. Encourage State Government to increase pedestrian and cyclist priority at signalised crossings in areas of high demand to minimise waiting times.
- Review the Footpath Trading Policy to ensure that adequate and safe pathways are always maintained particularly within the Village Heart and along the key walking routes. Ensure the Footpath Trading Policy provides appropriate design standards and enforcement practices for footpath trading including outdoor dining, signage and display of merchandise.

4.1.4 Cycling

- Implement an interconnected bicycle network with a three-tier bicycle route hierarchy.
- Support DIT with the completion of the Gawler Greenway.
- Implement signage for cyclists on the Galway Avenue bicycle route.
- Develop a wayfinding strategy for cycling routes within the City.
 - Place signage along the primary cycling routes, at key destinations and where to find bicycle parking.
 - Install sharrows along the primary and secondary bicycle routes.
 - Develop a comprehensive cycling network map.
- Advocate to State Government to deliver safer bike corridors on State managed Arterial Roads.
- Advocate to State Government to install safer bicycle crossings on Arterial and Sub-Arterial Roads
- Lobby State government to implement green bicycle lane treatments at selected locations.
- Improve connections to key destinations (including public transport) for micromobility users.

However, the following actions were not fully supported:

- Develop bicycle route upgrades along Braund Road with 25% not supporting it.
- Implement an East-West bicycle route between the Charles Cane Reserve, the Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street, Collins Street, Galway Avenue and Collingrove Avenue with 14% not supporting it. In response an alternative east-west cycling route via Labrina Avenue, Watkins Street and Mona Place was proposed.



4.1.5 Parking

Twelve of the 14 proposed parking actions received 100% support.

- Undertake a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.
- Develop a 10-year programme for the delivery of Parking Management Strategies with Action Plans across the City in priority order for: 1) Village Heart, 2) Regency Road, 3) Main North Road north of Nottage Terrace, 4) Main North Road south of Nottage Terrace and 5) North East Road.
- Investigate and negotiate the shared use of off-street parking in business precincts where practical.
- Improve the quality of the lighting to the on-street parking for pedestrian safety around key destinations.
- Develop policies for consistent parking management and controls in residential streets.
- Develop Guidelines for no-standing (yellow) line marking.
 - Implement a 3-year rolling programme for line marking on Council roads starting with streets closest to the business precincts.
- Review and extend the no parking distance around corners using line marking and signage where required.
- Review the existing Traffic Management Policy relating to Narrow Streets considering the land use and type of residential development, availability of off-street parking, the number of crossovers along the street, width of the street and the distance to key destinations (ie, for businesses, schools, cafes/restaurants, major ovals and reserves) and the frequency of major events to determine the extent of the treatment required. The policy is to ensure that adequate space is planned at all times for emergency service vehicle access.
- Increase the separation from driveways along narrow streets with high on-street parking demand to manage issues with driveway access. Consult with the local residents prior to implementation as the changes may result in a reduction in the number of on-street carparks available.
- Establish in consultation with Prescott School a formal Kiss and Drop zone on Koonga Avenue or Ballville Street.
- Investigate additional compliance monitoring of high demand parking areas across the City in the evenings, on weekends and public holidays.
- Investigate new technology to make it easier to find parking, including directional signage to parking in the Village Heart.
 - Improve the Community's access to parking information via the Council website and social media platforms.

The following two parking actions were not fully supported:

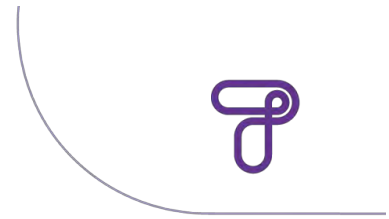
- Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway with **33% not supporting** it.
- Develop a wayfinding signage policy for types of parking information and declutter and simplify the street and parking signage in the City to make it easier for people of all abilities with **33% not supporting** them.

4.2 Next Steps

The key project milestones for the draft ITP and the Phase 2 consultation period in 2025 are provided in Table 4.2. All meetings with Councillors and Council staff will be held at Payinhl.

Table 4.2 Remaining Key Milestone Activities for the ITP

Date	Milestone
Tuesday 12 August 2025	Council Workshop to present the Phase 2 Consultation Findings
Tuesday 26 August 2025	Council Meeting to endorse Final ITP



4.2.1 Development of the Draft ITP

Based on Phase 2 feedback from the stakeholder engagement and community consultation activities and the previous analysis and research of case studies from other similar Councils, the strategies and actions for the draft ITP will now be finalised. A Multi-Criteria Analysis (MCA) methodology will be developed to assess the priorities and timings (short, medium and long-term) for the proposed interventions and policies to address the issues for all the five modes of transport over the next 10 years.



Abbreviations

Abbreviation	Description
CoP	City of Prospect
DIT	Department for Infrastructure and Transport
ITP	Integrated Transport Plan
PLP	Prospect Lifestyle Precinct
PTSA	Public Transport South Australia, a division of DIT established in 2024

Glossary of Terms

Term	Description
Active Transport	Active transport incorporates cycling, walking and other physically active ways of travelling that can be undertaken alone or combined with public transport.
Public Transport	Trains, trams and buses operated under contract to the State Government.
Bicycle Infrastructure Lanes and Paths	<ul style="list-style-type: none"> A bicycle lane is a painted lane along the edge of a collector or arterial road. A separated bicycle lane is along the edge of a road and has a physical feature separating bicycles and vehicles. A shared path is available for pedestrians and bicycles and is typically provided through parks and reserves.
40 km/h speed limit area	A 40 km/h speed limit area is a measure to support and reinforce the traffic calming treatments. It can be applied to an entire suburb or a precinct within a suburb. Applications for speed limit changes must be approved by DIT according to the <i>Speed Limit Guideline for South Australia</i> , DIT, October 2023.
Go Zone	A high frequency bus corridor with one or more bus routes with a service headway of every 15 minutes on weekdays and every 30 minutes at other times. The term is only used in Adelaide.
Kiss and Drop zone	A formal drop-off and pick-up area at a school that can be off-road on the school ground or on the adjacent local streets near the school entrances. A two-minute stopping limit is typically applied during the school in the AM (typically from 8:00 am to 9:00 am) and PM (typically from 2:30 pm to 3:30 pm).
On-demand transport	On-demand transport is a flexible bus service designed to improve connections to transport hubs and popular destinations like shopping centres and community centres. For example, on-demand bus transport services operate in Gawler and Mount Barker for local trips instead of the regular fixed-route timetabled bus routes.
Narrow street	A narrow street is defined with a width of 7.2 m between the kerbs.
Road network hierarchy	<p>The Road network comprises a hierarchy of roads and streets:</p> <ul style="list-style-type: none"> Arterial road (State maintained road) Sub-arterial road (State maintained road) Major Collector road Minor Collector road Local Road (street)



Term	Description
Self-explaining road	A "self-explaining road" is a road designed to intuitively guide drivers to behave safely, based on the road's visual characteristics and layout. The goal is to reduce the need for explicit signage and other interventions by making the road environment inherently understandable and predictable. This approach aims to improve road safety by influencing driver behaviour through the road's design, encouraging appropriate speeds and actions without conscious effort.
Sharrow	A sharrow is a bicycle pavement marking along a local street indicating shared use of the traffic lane with bicycles and vehicles and providing route guidance for cyclists.
Traffic calming devices	Traffic calming treatments in local streets includes the following measures: <ul style="list-style-type: none"> • Slow points with narrowed sections of roadway • Chicanes where the traffic must slow down to weave around kerbside build-outs • Flat top road humps along mid-block sections • Speed humps or road cushions with a 20 km/h speed limit • Pavement treatments with different colours and textures • Mini-roundabouts at intersections
Walking school bus	A walking school bus is a form of student transport for young school children to be chaperoned typically by two adults with a "driver" leading and a "conductor" following to walk in a train-like procession. The children may walk to school along a set route, similar to a school bus route, with designated "bus stops" and "pick up times" at which they pick up and "drop off" schoolmates.

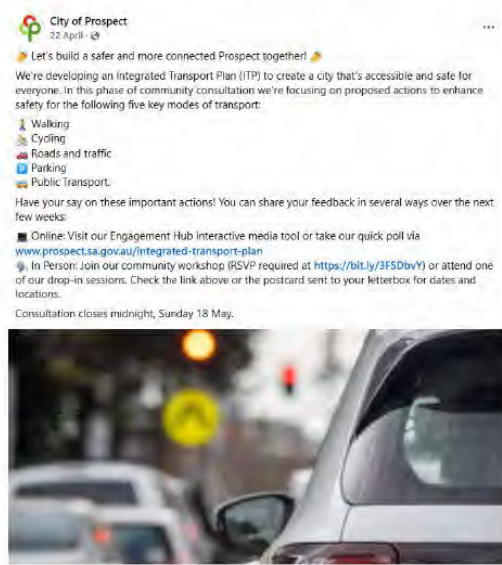


Appendix A – Promotional Material and Online Survey

Council also published details on City of Prospect Public Consultations web page, and a stand-alone Integrated Transport Plan page. Details of each channel’s engagement is summed up as follows.

Facebook

- 4 posts issued
- 2,487 impressions
- 2,309 reach
- 194 engagements including:
 - 29 likes
 - 4 shares
 - 4 comments
 - 33 link clicks
 - 125 other clicks



Instagram

- 4 posts issued
- 1,020 reach
- 1,631 impressions
- 30 engagements consisting of:
 - 22 likes
 - 8 profile visits





LinkedIn

- 4 posts issued
- 910 impressions
- 42 engagements
- 16 reactions
- 26 link clicks

City of Prospect

2,468 followers

1mo • 🌐

...

Help us create a connected and accessible city for all!




We're building a better-connected Prospect with an Integrated Transport Plan (ITP), and your participation is essential.

Based on your feedback from Phase 1 consultation late last year, we've created proposed actions for five key transport modes - walking, cycling, driving, parking, and public transport - that we'll now be seeking your feedback on as part of Phase 2 consultation, which opens today.

There are plenty of opportunities for you to share your thoughts over the next few weeks including:

- **Online** with our Engagement Hub interactive media tool or quick poll via <https://lnkd.in/gknEZiup>
- **In person** at our community workshop (RSVP required at <https://bit.ly/3FSDbvY>), pop-up stall at Markets in Prospect and drop-in sessions. For all dates and locations, visit <https://lnkd.in/gknEZiup> or check the postcard that should be hitting your letterboxes later this week.

Consultation will close midnight, Sunday 18 May.



Your Prospect eNews

- 4 emails were sent
- 8,074 total recipients
- 7,444 total opens
- 136 unique clicks (specifically to these articles)



An Integrated Transport Plan for Prospect

We're halfway through Phase 2 consultation for our Integrated Transport Plan (ITP) to create a better-connected Prospect, and your input is crucial.

We developed proposed actions for walking, cycling, driving, parking, and public transport based on your feedback from Phase 1 consultation. If you haven't already, now's the time to share your thoughts and help us refine these plans. Attend our community workshop at 6pm, Wednesday 14 May (RSVPs essential) or provide your feedback online via the below link.

Don't miss your chance to shape the future of transport in Prospect - consultation closes Sunday 18 May.

[Visit Engagement Hub](#)



Have your say, shape your city

What Council projects, services and initiatives matter most to you? This May, we're inviting you to help us shape our Draft 2025-2026 Annual Business Plan, Budget and Long-Term Financial Plan.

This plan decides how we'll spend money on projects, events, initiatives and services to make Prospect an even better place to live, work, and play, while also working towards our community's long-term goals.

We want to ensure this plan reflects the needs your priorities, so visit our Engagement Hub to be the first to share your feedback when consultation opens on Monday 5 May.

[Visit Engagement Hub](#)

Public Consultation Webpage

Public Consultation webpage and included any open consultations:

- 63 page views
- 39 users
- 31 link clicks



Council Webpage for the Integrated Transport Plan

Integrated Transport Plan webpage with:

- 869 views
- 595 users
- 362 link clicks

Public Consultation

We want to hear from our community when we are planning our projects and initiatives.

Under the Local Government Act 1993, we are bound to consult with the community on various proposals. In other cases, the legislation does not set specific requirements, but we have developed a customised consultation program in line with our [Community Engagement and Consultation Policy](#).

Engagement Hub

We've established our Engagement Hub platform, a dedicated website for you to keep informed and up to date with our current consultations.

[Visit our engagement Hub here](#)

Current consultations

We list any open consultations below. If the list is empty, we currently have no consultations open for feedback.

Integrated Transport Plan - Phase 2 consultation

Council is currently developing the Integrated Transport Plan (ITP) to shape the future of transportation across City of Prospect for a better connected community.

As we move into Phase 2, we're asking for your feedback on the proposed strategies and actions for each of the primary modes of transport across our city (driving, walking, cycling, public transport and parking).

This is your opportunity to further guide the direction of our ITP, so we encourage you to get involved and let us know what you think!

Visit our Engagement Hub page via the button below for a complete list of ways you can provide feedback, both in-person and online.

[Join the conversation](#)

Phase 2 community consultation runs from 9 April until midnight on Sunday 18 May 2025.

[Home](#) > Integrated Transport Plan

Integrated Transport Plan

We understand that transport and road networks play an integral role in making Prospect a liveable community, and it's important this infrastructure can adapt to changes and challenges including population growth, an ageing population, changing urban form and climate change.

To address these changes and challenges, we're committed to delivering an Integrated Transport Plan (ITP) that can meet the needs of the community now and into the future. An ITP is a strategic document designed to coordinate all modes of transportation, such as vehicles, buses, trains, cycling, and walking, to ensure they work together efficiently, helping our community to stay, play and work local. To ensure that our transport network is truly integrated, we have also included parking as the fifth mode of transport in our ITP.

Consultation opportunities

Council is currently developing the Integrated Transport Plan (ITP) to shape the future of transportation across City of Prospect for a better connected community.


During Phase 1 Consultation, held in October and November 2024, the community and key stakeholders shared their concerns and opportunities for transport within City of Prospect. That input was essential in shaping the draft strategies and actions that we are now consulting on as part of Phase 2. These strategies and actions will form the basis for the final ITP. The Engagement Reports from the Phase 1 consultation period were presented to Council in March 2025 and can be found in the Document Library.

As we move into Phase 2, we're asking for your feedback on the proposed strategies and actions for each of the primary modes of transport across our city (driving, walking, cycling, public transport and parking). Visit our Engagement Hub page via the button below for a complete list of ways you can provide feedback, both in-person and online.

This is your opportunity to further guide the direction of our ITP, so we encourage you to get involved and let us know what you think!

[Join the conversation](#)

Phase 2 community consultation runs from 9 April until midnight on Sunday 18 May 2025.



240638 Integrated Transport Plan | Phase 2 Community Consultation Summary Report



Customer service digital screen

This display was on rotation on the screen on the ground floor of Payinthe during the Phase 2 consultation period from 9 April to 18 May 2025.





Postcard

The following postcards were prepared by Council and distributed city-wide and at in-person events.



240638 Integrated Transport Plan | Phase 2 Community Consultation Summary Report



Promotional signs – posters and floor decal

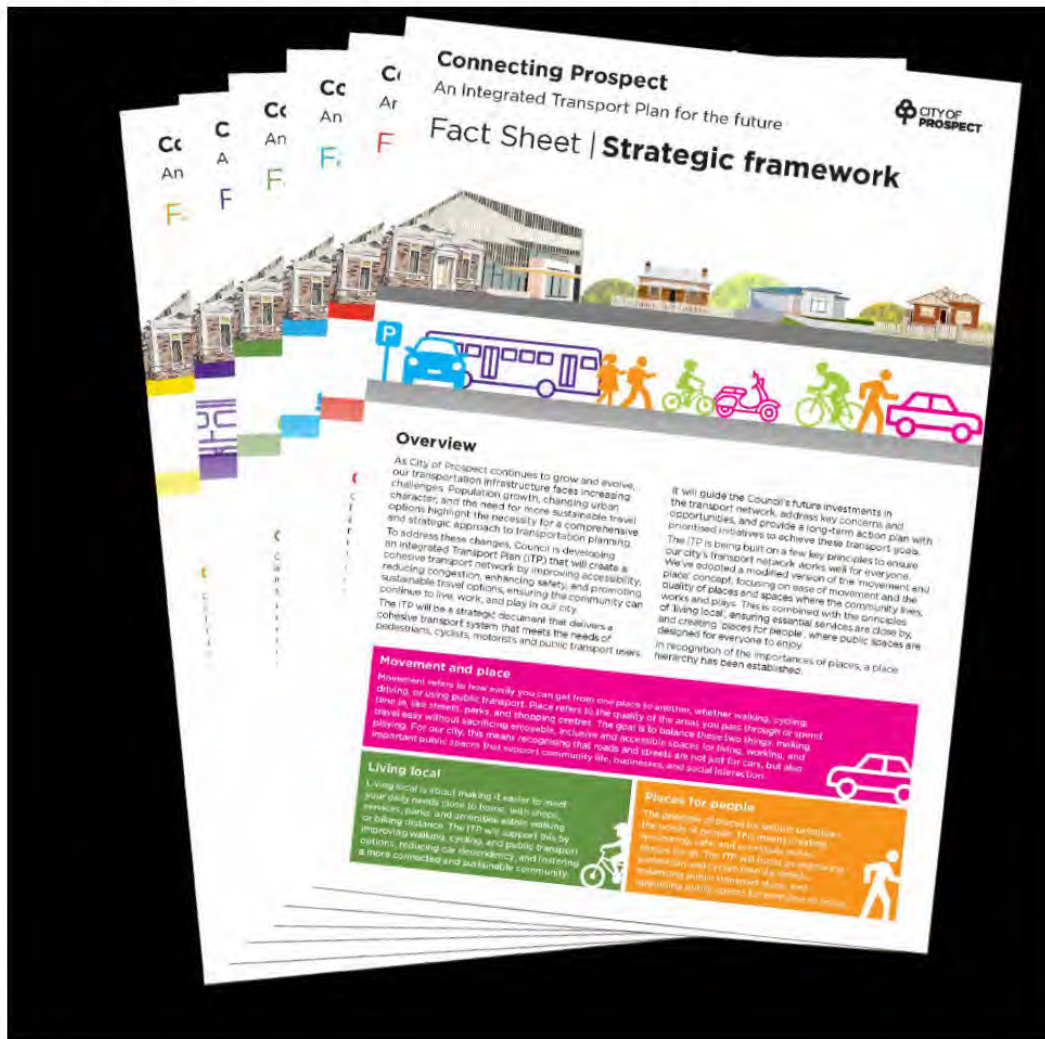


240638 Integrated Transport Plan | Phase 2 Community Consultation Summary Report



Fact sheets

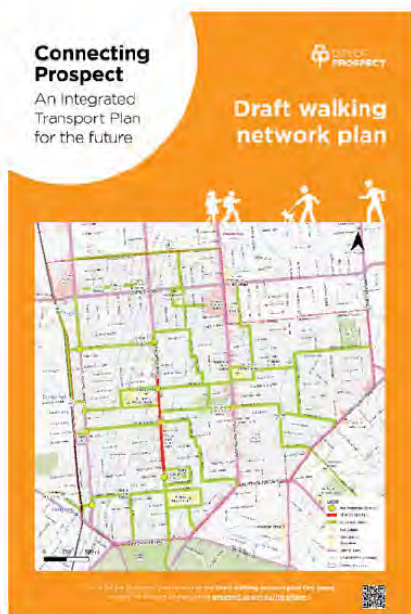
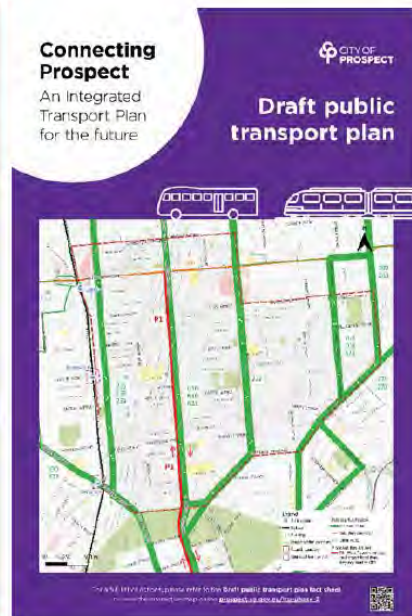
Six fact sheets were prepared by Council staff with details about the proposed strategic framework and directions and for the five transport modes with the draft action plans.





Transport mode corflutes

Five transport mode corflutes were prepared by Council staff and were used at the engagement events and in the foyer of Payintha as shown here.





240638 Integrated Transport Plan | Phase 2 Community Consultation Summary Report



Outdoor corflutes

Outdoor corflutes were displayed at key locations across the City for maximum impact, including at the northern gateway entrance to Prospect Road on the northside of Fitzroy Terrace.





Interactive media tool on Engagement Hub

Engagement Hub was used with interactive maps to display the five transport mode action plans.

Integrated Transport Plan
Roads and Traffic Action Plan
 On the map below we have added icons at locations where we are proposing improvements and/or changes based on your feedback from Phase 1 consultation. Please click on any of the icons to like or leave a comment.

City-wide actions

- T1 Five-tier road hierarchy
- T2.4 Speed detection information displays
- T2.5 New traffic calming treatments (select roads)
- T2.6 Existing traffic calming treatments
- T2.7 Self-explaining Road Concept
- T4 School traffic and parking studies
- T4.1 Active transport to schools
- T4.2 Turning movements around schools
- T4.3 Promote traffic safety around schools
- T5 Heavy vehicles on local streets

Location specific actions

Hide Marker View All

Traffic

Integrated Transport Plan
Public Transport Action Plan
 On the map below we have added icons at locations where we are proposing improvements and/or changes based on your feedback from Phase 1 consultation. Please click on any of the icons to like or leave a comment.

City-wide actions

- PT3 Local east-west bus service
- PT5 Access to public transport
- PT6 Amenity at bus stops

Location specific actions

Hide Marker View All

Public transport



Integrated Transport Plan

Walking Action Plan

On the map below we have added icons at locations where we are proposing improvements and/or changes based on your feedback from Phase 1 consultation. Please click on any of the icons to like or leave a comment.

City-wide actions

- W1 Key walking routes
- W1.1 Walking environment on local streets
- W1.2 Wayfinding strategy and signage for walking
- W2 Amenity and safety on walking routes
- W2.1 Pedestrian crossings on council roads
- W2.2 Pedestrian crossings on State Government roads
- W3 Upgrade and maintenance of footpath
- W3.2 Footpath access
- W3.3 Footpath Trading Policy
- W4 School travel safety reviews
- W4.1 School crossings
- W4.2 Speeding around schools
- W4.3 Walking school buses
- W5 Active travel and personal mobility

Location specific actions

Map showing location specific actions for walking. Markers include W3.4, W4.4, W3.1, W4.6, and W4.5. The map includes a legend for road types and a search bar.

Hide Marker View All

Walking

Integrated Transport Plan

Cycling Action Plan

On the map below we have added icons at locations where we are proposing improvements and/or changes based on your feedback from Phase 1 consultation. Please click on any of the icons to like or leave a comment.

City-wide actions

- C1 Interconnected three tier bicycle network
- C1.5 Wayfinding strategy, signage and road sharrows
- C2 Bike corridors on state roads
- C2.1 Safer bicycle crossings
- C2.2 Bicycle lanes on arterial and sub-arterial roads
- C3 Bicycle signage
- C4 Micromobility Parking
- C4.1 Connections for micromobility users

Location specific actions

Map showing location specific actions for cycling. Markers include C1.1, C1.2, C1.4, and C1.3. The map includes a legend for road types and a search bar.

Hide Marker View All

Cycling



Integrated Transport Plan

Parking Action Plan

On the map below we have added icons at locations where we are proposing improvements and/or changes based on your feedback from Phase 1 consultation. Please click on any of the icons to like or leave a comment.

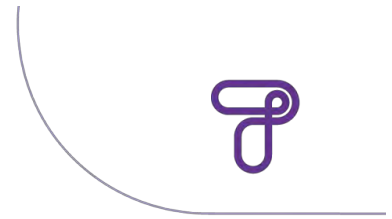
City-wide actions

- P1 Local Transport and Parking Plan - Devonport Terrace/Churchill Road P
- P2 Parking Management Strategies P
- P2.1 Shared use of off-street parking in business precincts P
- P2.2 Parking demand in business precincts and adjoining streets P
- P2.4 Lighting of on-street parking P
- P2.5 Parking adjacent to small businesses P
- P3 Parking management in local streets P
- P3.1 New development adjacent rear laneways P
- P3.2 Line marking in local streets P
- P3.3 Parking in local streets P
- P4, P4.1, P4.2 Parking in narrow streets P
- P4.3 Parking management in narrow streets P
- P5 School Transport studies P
- P6 Enforcement of parking rules P
- P7 Electric Vehicle Charging Stations P
- P8 Parking information P
- P8.1 Wayfinding signage P

Location specific actions

Hide Marker
View All
🔍

P
Parking



Appendix B – Fact Sheets with the Draft Action Plans

Connecting Prospect



An Integrated Transport Plan for the future

Fact Sheet | Strategic framework



Overview

As City of Prospect continues to grow and evolve, our transportation infrastructure faces increasing challenges. Population growth, changing urban character, and the need for more sustainable travel options highlight the necessity for a comprehensive and strategic approach to transportation planning.

To address these changes, Council is developing an Integrated Transport Plan (ITP) that will create a cohesive transport network by improving accessibility, reducing congestion, enhancing safety, and promoting sustainable travel options, ensuring the community can continue to live, work, and play in City of Prospect.

The ITP will be a strategic document that delivers a cohesive transport system that meets the needs of pedestrians, cyclists, motorists and public transport users.

It will guide the Council's future investments in the transport network, address key concerns and opportunities, and provide a long-term action plan with prioritised initiatives to achieve these transport goals.

The ITP is being built on a few key principles to ensure our city's transport network works well for everyone. We've adopted a modified version of the 'movement and place' concept, focusing on ease of movement and the quality of places and spaces where the community lives, works and plays. This is combined with the principles of 'living local', ensuring essential services are close by, and creating 'places for people', where public spaces are designed for everyone to enjoy.

In recognition of the importances of places, a place hierarchy has been established.

Movement and place

Movement refers to how easily you can get from one place to another, whether walking, cycling, driving, or using public transport. Place refers to the quality of the areas you pass through or spend time in, like streets, parks, and shopping centres. The goal is to balance these two things, making travel easy without sacrificing enjoyable, inclusive and accessible spaces for living, working, and playing. In the City of Prospect, this means recognising that roads and streets are not just for cars, but also important public spaces that support community life, businesses, and social interaction.



Living local

Living local is about making it easier to meet your daily needs close to home, with shops, services, parks, and amenities within walking or biking distance. The ITP will support this by improving walking, cycling, and public transport options, reducing car dependency, and fostering a more connected and sustainable community.



Places for people

The principle of places for people prioritises the needs of people. In the City of Prospect, this means creating welcoming, safe, and accessible public spaces for all. The ITP will focus on improving pedestrian and cyclist-friendly streets, enhancing public transport stops, and upgrading public spaces for everyone to enjoy.



Place hierarchy for City of Prospect

Places of metropolitan significance	<ul style="list-style-type: none"> Prospect Village Heart Prospect Oval
Places of local government (Council) or regional significance	<ul style="list-style-type: none"> Council offices and library Prospect Lifestyle Precinct Broadview Oval Churchill Centre (South) Northpark Shopping Centre District level reserves
Places of neighbourhood significance	<ul style="list-style-type: none"> Schools and community centres Parks, reserves and open spaces Local sporting grounds and businesses
Places of local significance	<ul style="list-style-type: none"> Local places of residence, local parks and local businesses

Strategic framework

The proposed strategic framework for the ITP includes the vision, 3 themes, 19 strategies, and 85 actions.

Vision

A connected City with a safe, accessible, and sustainable transport network, designed to adapt to the evolving needs of the community.



Themes

The following three themes have been identified based on what we heard that the community wants in a transport network. Each of these themes is supported by a range of strategies aimed at creating a cohesive, sustainable, and adaptable transport system that integrates all modes of transport to support growth and improve the quality of life for residents and visitors.

1. Safe and reliable
2. Accessible and connected
3. Dynamic and adaptive



Strategies

1. SAFE AND RELIABLE	2. ACCESSIBLE AND CONNECTED	3. DYNAMIC AND ADAPTIVE
<ol style="list-style-type: none"> 1.1 Strive to make the City's streets and places safe and inclusive. 1.2 Manage non-local traffic in residential streets. 1.3 Reduce traffic congestion at key intersections with arterial roads. 1.4 Promote and improve road safety awareness around schools. 1.5 Establish a safe bicycle network within the City. 1.6 Declutter footpaths by reducing visual and physical obstacles to improve accessibility and pedestrian safety, particularly in the Village Heart and along the key pedestrian routes. 1.7 Provide safe walk connections to car parking in areas of high parking demand. 1.8 Improve parking and traffic flow in narrow streets to make them safer and more efficient for residents. 	<ol style="list-style-type: none"> 2.1 Provide a transport network that connects local destinations for the community to live, work and play locally. 2.2 Support a more connected and accessible public transport system. 2.3 Provide space for active transport and micromobility devices to reduce the reliance on motor vehicles and support community wellbeing. 2.4 Increase pedestrian and cyclist priority at high demand signalised crossings to minimise waiting times. 2.5 Maximise the availability and efficient use of car parking space on streets and within business precincts to support the City's economic growth and liveability. 	<ol style="list-style-type: none"> 3.1 Encourage the use of smart technology to manage traffic demand. 3.2 Support the use of electric vehicles and mobility scooters by providing accessible, widely distributed charging stations to reduce the environmental impact. 3.3 Introduce technology to enhance the experience and efficiency for public transport riders. 3.4 Design the City's active transport corridors as spaces for walking, cycling, recreation and social interaction. 3.5 Explore and implement innovative priority treatments along key bicycle routes. 3.6 Leverage emerging technologies to enhance parking in high demand areas within the City.

Action Plan

The action plan is organised around the five transport modes (roads and traffic, public transport, walking, cycling and parking).

It introduces a five-tier road hierarchy (Arterial, Sub-arterial, Major Collector, Minor Collector, and Local roads) to help prioritise and organise our city's roads based on their function, capacity, and role within the transport network.

This approach ensures that traffic flows smoothly on the roads designed for higher volumes, like Arterial and Sub-arterial roads, while local streets remain quieter and better suited for local access.

By clearly defining the purpose of each type of road, we can improve safety, plan appropriate infrastructure, and support the right development, making local neighbourhoods more pleasant.

The action plan outlines specific tasks for each transport mode to achieve the ITP's goals.

Refer to the individual fact sheets for a full list of the actions.



To learn more please visit prospect.sa.gov.au/integrated-transport-plan



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Fact Sheet | Roads and Traffic



What we heard

23% of respondents

Are concerned about traffic on local roads, traffic congestion and speeding as part of Phase 1 consultation



Traffic goals

Enhance road safety and functionality

Improve traffic flow and access across the City



Overview

Council is improving road safety through the introduction of a five-tier road hierarchy, and the delivery of key initiatives such as lobbying State Government to reclassify Churchill Road to reflect the increased residential activity, advocating for traffic measures on Main North Road, and reducing speed limits on Churchill Road, Prospect Road and Galway Avenue.

Council also aims to address school traffic congestion and safety by collaborating with schools on traffic studies and solutions. The goal is to create a safer, more efficient road network that enhances accessibility and supports safer travel.

KEY CONCERNS AND OPPORTUNITIES

- “Rat running” (drivers using local streets to bypass main roads)
- Traffic speed in local streets
- Traffic congestion
- Traffic calming devices to address speed in local streets
- Road safety hazards (pedestrian and vehicle interaction)
- Narrow streets need improvements to enhance safety and accessibility.

Road hierarchy for City of Prospect

FUNCTION	TRAFFIC	FREIGHT
PRIMARY	Arterial roads (*DIT >20,000 vehicles/day) Main North Road, North East Road, Fitzroy Terrace, Robe Terrace, Hampstead Road, Churchill Road (north of Regency Road), Torrens Road	Principal freight routes
SECONDARY	Sub-Arterial roads (*DIT, 6,000 to 20,000 vehicles/day) Prospect Road, Regency Road, Churchill Road (south of Regency Road)	Major freight routes
MAJOR COLLECTOR	Collector roads with buses (Council, 4,000 to 6,000 vehicles/day) Galway Avenue	Local freight routes
MINOR COLLECTOR	Collector roads without buses (Council, 2,000 to 4,000 vehicles/day) Pym Street, Belford Avenue, California Street, Howard Street, Harvey Street, D’Erlander Avenue, Third Avenue, McInnes Avenue, Collingrove Avenue	Local freight routes
LOCAL	Local streets and access roads in residential areas (Council, < 2,000 vehicles/day)	Rubbish collection

* Department for Infrastructure and Transport



22 Proposed actions

MAP REF	LOCATION	ACTION
1	City wide	<ul style="list-style-type: none"> Implement a five-tier road hierarchy (Arterial, Sub-arterial, Major Collector, Minor Collector and Local Roads) as shown on the draft City of Prospect Road Network Plan Amend and formalise City of Prospect's road hierarchy guidelines.
1.1	Churchill Road	Lobby the Department for Infrastructure and Transport to change the road classification of Churchill Road (south of Regency Road) from an Arterial Road to Sub-arterial Road. This will make Churchill Road consistent with Prospect Road, and reflect the significant increase in residential development and pedestrian activity to create a safer movement environment.
1.2	West of Main North Road	<ul style="list-style-type: none"> Designate Pym Street and Belford Avenue as Minor Collector Roads (traffic volumes between 2,000 and 4,000 vehicles per day) providing direct connections to adjoining councils Designate Edgeworth Street and Grassmere Road as Minor Collector Roads, serving as key access and egress routes to and from Northpark Shopping Centre Designate all remaining residential streets west of Main North Road as Local Roads (traffic volumes under 2,000 vehicles per day), aligning with the new road hierarchy to ensure fair and equitable distribution of traffic.

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22 Proposed actions continued

MAP REF	LOCATION	ACTION
1.3	East of Main North Road	<ul style="list-style-type: none"> Formalise the road hierarchy, with the following Minor Collector Roads east of Main North Road in Nailsworth/Collinswood retained: Harvey Street, California Street, Howard Street, McInnes Avenue, Collingrove Avenue and Third Avenue Formalise Galway Avenue as a Major Collector Road due to high traffic volumes and having a bus route Designate all other council-owned roads east of Main North Road as Local Roads (traffic volumes under 2,000 vehicles per day).
2	Selected roads	Advocate and implement speed limit reductions on select roads within City of Prospect to be consistent with the 2024 traffic speed surveys and proposed changes to road classifications.
2.1	Churchill Road	Lobby the Department for Infrastructure and Transport to reduce the traffic speed limit on Churchill Road (south of Regency Road) from 60 km/h to 50 km/h.
2.2	Prospect Road	Lobby the Department for Infrastructure and Transport to extend the 40 km/h zone along Prospect Road south to Fitzroy Terrace, and investigate constructing a raised platform crossing on Prospect Road at Blackfriars Priory School.
2.3	Galway Avenue	Reduce the speed limit along Galway Avenue from 50 km/h to 40 km/h to align with the existing 40 km/h speed limit in Broadview and Collinswood, enhancing consistency and improving safety.
2.4	Local and Collector Roads	Implement speed detection information displays on streets with average speeds over 40 km/h.
2.5	Local and Collector Roads	Investigate and determine the need for, and most appropriate type of, traffic calming treatments for the following streets – Beatrice Street, Braund Road, Johns Road, Gordon Road, Barker Road, Guildford Avenue, First Avenue, Ellen Street, Collins Street, Burwood Avenue, North Street and Collingrove Avenue – to effectively slow down traffic.
2.6	Local and Collector Roads	Audit the location and review the appropriateness of existing traffic calming devices (ie spoon drains, road humps, driveway links) across the city.
2.7	Local and Collector Roads	Adopt the 'Self-Explaining Road' concept (using design features such as gateway treatments, low level landscaping and kerb build ups) to guide road user behaviour on Local and Collector Roads, where appropriate.
3	Main North Road	Investigate and implement new traffic measures on Main North Road in consultation with the Department for Infrastructure and Transport.
3.1	Main North Road	Liaise with the Department for Infrastructure and Transport to install U-turn bays along Main North Road to address access issues into and out of Nailsworth, Broadview and Prospect.
3.2	Main North Road	Consider and investigate traffic movements and access from Main North Road to the proposed Prospect Lifestyle Precinct.
3.3	Main North Road	Undertake a Local Transport Plan for Broadview and Nailsworth in collaboration with the City of Port Adelaide Enfield.
4	All schools	Undertake school traffic studies, in collaboration with each of the schools, to better understand transport and parking issues and implement tailored solutions to improve school travel safety.
4.1	All schools	Consult with school communities to promote active travel to school as a popular, safe and easy travel option.
4.2	All schools	Ban 3-point turns and U-turns around schools during school drop off and pick up times. Seek support from the Department for Infrastructure and Transport to formalise these changes and implement them at a state level.
4.3	All schools	<ul style="list-style-type: none"> Provide traffic educational materials to schools and encourage its distribution to their communities. Encourage schools to promote and teach traffic safety education within their community.
4.4	Prospect North	Formalise the one-way traffic movement around Prospect North Primary School during pick up and drop off times, to ensure students stay on the school side of the road. Vehicles will enter Arthur Street at Regency Road, turn left on Allison Street and then left on Stuart Road.
5	All local streets	Develop a policy for heavy vehicles that aligns with the policies for narrow streets, designating specific roads as off-limits for heavy vehicles (excluding emergency vehicles and waste collection trucks) and addressing the management of construction vehicles in local residential streets.



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Fact Sheet | Public Transport



What we heard
13% of 982 responses
 Commented on the frequency and reliability of bus services, the need for east-west bus routes and more safety at bus stops and shelters as part of Phase 1 consultation



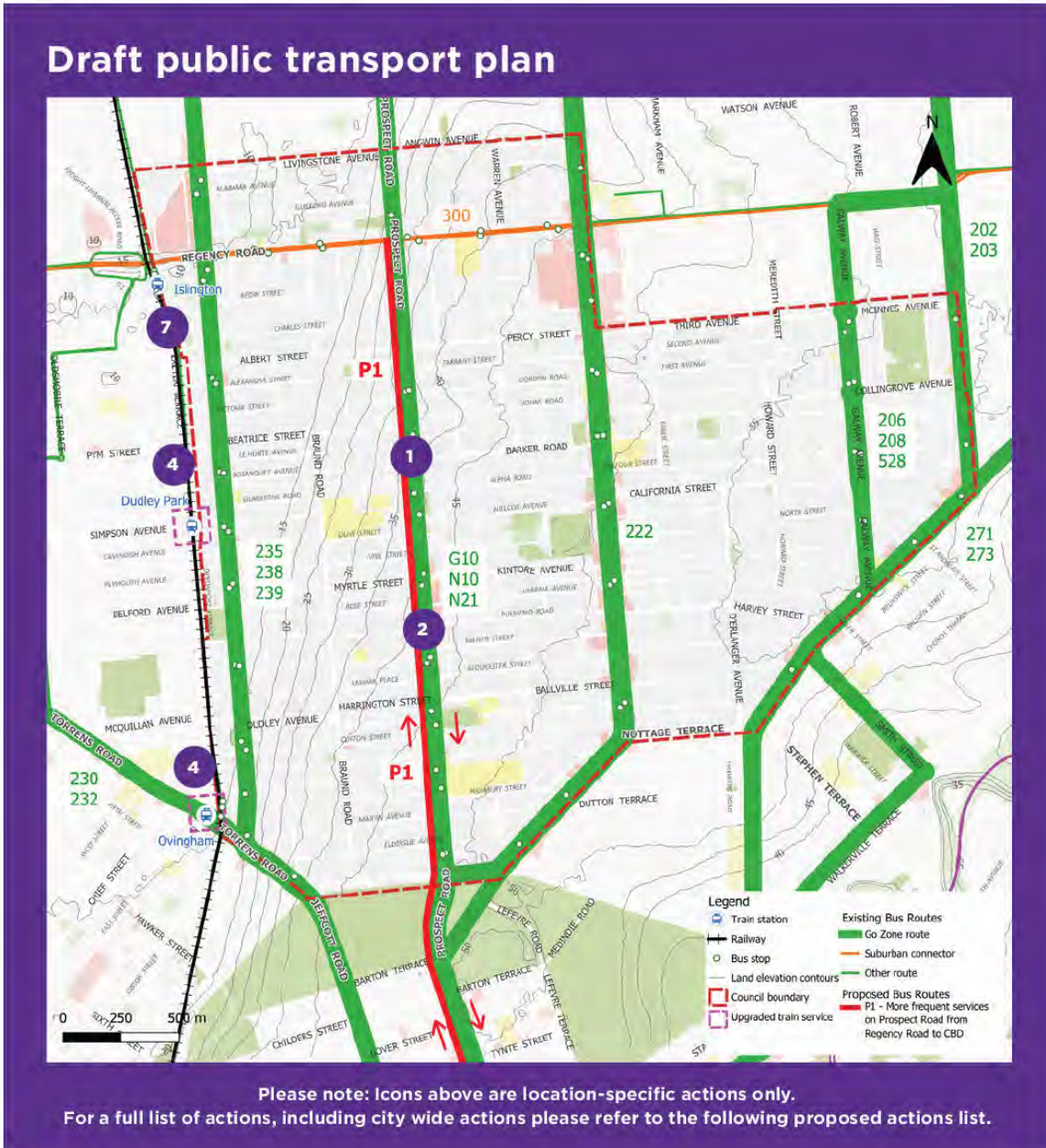
Overview

Council is committed to working with the State Government to enhance public transport services across the City of Prospect. Key initiatives include lobbying for increased bus frequency on Route G10 during peak hours and exploring high-capacity transport options for Prospect Road. Council is also proposing a local fixed bus route or dial-a-ride service for east-west trips across the city, with a trial to assess demand. Additionally, Council is advocating for upgrades to Islington train station to improve accessibility and safety, improved train services at Dudley Park and Ovingham stations, and enhanced bus stop amenities.

- KEY CONCERNS AND OPPORTUNITIES**
- Trams on Prospect Road (both for and against)
 - Bus service reliability in peak periods
 - Train frequency and service hours
 - East-west bus routes for cross-city connectivity
 - Improved safety and better amenities at bus stops and train stations

Public transport hierarchy

PRIMARY	Gawler railway line train services
SECONDARY	Go Zone bus corridors, including routes G10, 222, 235/238/239, 206/208 and 271/273
TERTIARY	Other local bus routes



7 Proposed actions

MAP REF	LOCATION	ACTION
1	Prospect Road	<ul style="list-style-type: none"> Encourage State Government to increase the reliability of the Route G10 bus service Lobby the Department for Infrastructure and Transport for more bus services on Route G10 on Prospect Road (between Regency Road and the CBD) during peak hours to cater for the high patronage demand.
2	Prospect Road	In partnership with State Government, investigate high-capacity public transport for Prospect Road.

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7 Proposed actions continued

MAP REF	LOCATION	ACTION
3	East-west connectivity	<ul style="list-style-type: none"> Investigate options for a local fixed bus route or a dial-a-ride service to provide east-west trips to destinations across the city Trial the local fixed bus route or dial-a-ride service using current services, with the option of expanding the service depending on demand Advocate to State Government for improvements to public transport links/routes in parts of City of Prospect that have poor public transport connectivity.
4	Dudley park and Ovingham	Lobby State Government to increase the frequency of train services, particularly during peak times, at Dudley Park and Ovingham stations.
5	All bus stops	<ul style="list-style-type: none"> Strongly advocate for a safer, more integrated, and reliable public transport system that meets the needs of the growing community Provide input into State Government's Public Transport Strategy.
6	All bus stops	Upgrade shelters and amenities (such as bins and seating) at high patronage bus stops.
7	Islington train station	Advocate for an upgrade to Islington train station, with a focus on pedestrian and cyclist accessibility, secure bicycle parking, safety and wayfinding.



To learn more please visit prospect.sa.gov.au/integrated-transport-plan



Connecting Prospect

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Fact Sheet | Walking



What we heard

16% of 982 responses

Concerns highlighted the need for improved safety, more pedestrian crossings and better footpath conditions as part of Phase 1 consultation



Walking goals

Create safer, more accessible walking connections

Enhance footpaths to encourage walking

Overview

Council proposes to enhance pedestrian safety and connectivity by upgrading key walking routes. Initiatives include creating safer pedestrian crossings, installing wayfinding signage, and addressing footpath conditions such as uneven surfaces and debris from trees and verge planting.

The actions also focus on improving lighting along key walking routes and advocating for safer school zones with reduced speed limits. By promoting walking and cycling, Council aims to create a safer, more accessible network that supports active transport and meets the community's needs.

KEY CONCERNS AND OPPORTUNITIES

- Improve pedestrian safety at crossings and after dark
- Improve footpath conditions (such as uneven surfaces and narrow footpath widths)
- Improve the amenity along walking routes (including lighting and shade)

Walking route hierarchy

PRIMARY	Main streets, Village Heart (Prospect Road)
SECONDARY	Prospect Lifestyle Precinct, Churchill Road, Flora Terrace, and key reserves, ovals and schools
TERTIARY	Other walk routes to local destinations



19 Proposed actions

MAP REF	LOCATION	ACTION
1	City wide	Upgrade the primary walking routes as part of City of Prospect's existing Footpath Renewal Program to create safe, high quality walking routes with reduced barriers for all types of walkers, such as dogwalkers, the elderly and families with prams (refer to the draft City of Prospect Walking Network Plan).
1.1	Local and Collector Roads	Trial initiatives that create space and prioritise walking and cycling on local streets, including artwork placement, rest stop seating and bins with dog waste bags.
1.2	Local and Collector Roads	<ul style="list-style-type: none"> • Develop a wayfinding strategy for walking within City of Prospect. • Place wayfinding signage with directional signage to key destinations along primary walking routes. • Develop a City of Prospect walking map.

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19 Proposed actions continued

WAP REF	LOCATION	ACTION
2	State Government Roads	Deliver projects that create safe, inviting walking routes and reduce barriers to crossing major roads (see draft City of Prospect Walking Network Plan for proposed locations).
2.1	Local and Collector Roads	Plan, design and implement safer pedestrian crossings (such as refuges, build-outs, pram ramps, line marking and signage) on council-owned roads.
2.2	State Government Roads	<ul style="list-style-type: none"> Advocate to State Government for the installation of new pedestrian/cyclist crossings in high demand pedestrian/cyclist locations. Encourage State Government to increase pedestrian and cyclist priority at signalised crossings in high demand locations to minimise waiting times.
3	Local and Collector Roads	Establish a program to upgrade and maintain footpaths along the primary walking routes, addressing issues such as uneven surfaces and narrow widths caused by tree roots, verge plantings and debris.
3.1	Prospect Road	<ul style="list-style-type: none"> Develop a Street Lighting Policy to identify streets requiring lighting upgrades, including in and adjacent the Village Heart and along primary walking routes (refer to draft City of Prospect Walking Network Plan) Determine priority streets for lighting upgrades around the Village Heart, as part of the Village Heart parking solutions investigations.
3.2	Local and Collector Roads	Review existing verge planting guidelines to ensure that planting does not damage, block or obstruct footpath access.
3.3	Sub Arterial, Local and Collector Roads	<ul style="list-style-type: none"> Review the Footpath Trading Policy to ensure adequate and safe pathways are always maintained, particularly within the Village Heart and along primary walking routes. Ensure the Footpath Trading Policy provides appropriate design standards and enforcement practices for footpath trading, including outdoor dining, signage and merchandise display.
3.4	Irish Harp to Prospect Estate Reserve	Establish a continuous connection between Irish Harp Reserve and Prospect Estate to provide a safer east-west walking route north of Regency Road.
4	All schools	Conduct school travel safety reviews for all schools within City of Prospect.
4.1	All schools	Review the Active Travel Design Guide and the Speed Limit Guideline for South Australia to determine the type of treatments to be implemented near schools.
4.2	All schools	Advocate for the introduction of a 40 km/h speed zone at Pedestrian Activated Crossings (PACs) adjacent to schools within City of Prospect.
4.3	All schools	Continue to encourage schools to establish walking school bus programs (including scooters).
4.4	Prospect North Primary	Lobby State Government for safety-enhancing improvements to the Pedestrian Activated Crossing on Regency Road adjacent to Prospect North Primary School, including potentially reducing the speed limit to 40km/h and constructing a raised platform crossing.
4.5	Blackfriars Priory	Consider, in consultation with the Department for Infrastructure and Transport, relocating the Pedestrian Activated Crossing on Prospect Road outside Blackfriars Priory School (to either the Te Anau Avenue intersection or just north of the carpark exit) to improve safety and allow for an easier flow of traffic out of the school carpark.
4.6	Nailsworth Primary	Review public lighting around Nailsworth Primary School, particularly along Thomas Street, as part of the Public Lighting Strategy.
5	City wide	<ul style="list-style-type: none"> Incentivise and promote walking and cycling as attractive transport choices for local trips by improving connections and infrastructure across City of Prospect. Liaise with the Department for Infrastructure and Transport on the State Government's Active Travel and Personal Mobility Strategy.



To learn more please visit:
prospect.sa.gov.au/integrated-transport-plan



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Fact Sheet | Cycling



What we heard

16% of respondents

Expressed a desire for dedicated bike lanes, a more connected cycling network and safer cyclist-friendly crossings as part of Phase 1 consultation



Cycling goals

Create a safer and more accessible cycling environment

Expand and improve the City's cycling infrastructure



Overview

Council is committed to creating a safer and more accessible cycling environment by establishing an interconnected bicycle network comprising of primary, secondary and tertiary routes.

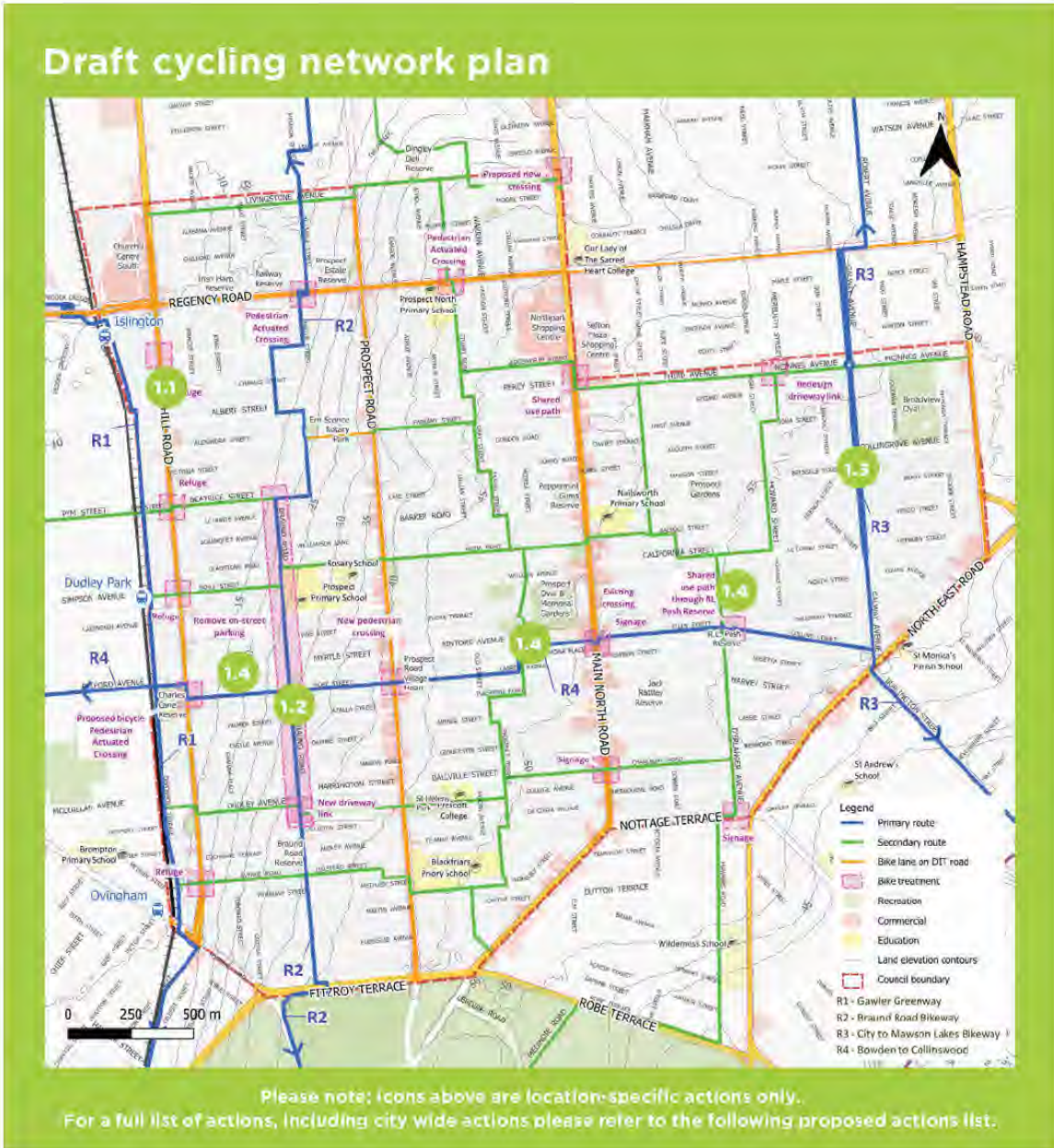
Key projects include completing the Gawler Greenway, upgrading the Braund Road Bikeway, and enhancing signage and wayfinding throughout the City. Council is also advocating for safer cycling corridors on state-managed roads, including improved cyclist crossings and green bicycle lane treatments. Additionally, Council aims to improve micromobility access and enhance connections to public transport.

KEY CONCERNS AND OPPORTUNITIES

- Dedicated bicycle lanes for cyclist safety
- Need for a connected cycling network
- Safer cyclist crossings, particularly on main roads
- Complete Gawler Greenway off-road path
- Consistent bicycle route signage across councils.

Sustainable movement hierarchy

PRIMARY	Regional cycling routes, including Gawler Greenway, Braund Road Bikeway and Galway Avenue Bikeway
SECONDARY	District cycling routes that connect major activity centres and key destinations (east-west routes)
TERTIARY	Local cycling routes



12 Proposed actions

MAP REF	LOCATION	ACTION
1	City wide	Implement an interconnected bicycle network with a three-tier bicycle route hierarchy (refer to draft City of Prospect Cycling Network Plan for proposed cycling routes).
1.1	Gawler Greenway	Support the Department for Infrastructure and Transport to complete the Gawler Greenway.
1.2	Braund Road	Upgrade the Braund Road cycling route by removing on-street parking between Clifton Street and Beatrice Street, introducing one-way traffic southbound between Clifton Street and Fitzroy Terrace, and installing dedicated bicycle lanes north of Clifton Street to Gladstone Road.

continued next page

12 Proposed actions continued

MAP REF	LOCATION	ACTION
1.3	Galway Avenue	Implement signage for cyclists on the Galway Avenue cycling route.
1.4	Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street and Collins Street	Implement an east-west cycling route with sharrows (shared lane markings) and signage between Charles Cane Reserve, the Village Heart, Prospect Oval and Broadview Oval via Rose Street, Labrina Avenue, Laura Street, Kintore Avenue, Ellen Street and Collins Street, Galway Avenue and Collingrove Avenue.
1.5	City wide	<ul style="list-style-type: none"> • Develop a wayfinding strategy for cycling routes within the city • Place signage along the primary cycling routes, with directional signage to key destinations and bicycle parking locations • Install sharrows along primary and secondary cycling routes • Develop a comprehensive cycling network map.
2	Arterial and Sub-arterial roads	Advocate to State Government to deliver safer bike corridors on state-managed Arterial roads.
2.1	Arterial and Sub-arterial roads	Advocate to State Government to install safer cyclist crossings on Arterial and Sub-arterial roads (refer to the draft City of Prospect Cycling Network Plan for proposed locations).
2.2	Arterial and Sub-arterial roads	Lobby State Government to implement green bicycle lane surfaces at selected locations.
3	City wide	Implement consistent cycling route signage on Local and Collector roads along the Council boundaries to ensure alignment with signage used by adjoining councils.
4	City wide	Establish designated parking bays for micromobility devices (such as e-scooters, e-bikes and mobility scooters) near key destinations across the city, including the Village Heart.
4.1	City wide	Improve connections to key destinations (including public transport) for micromobility users.



To learn more please visit
prospect.sa.gov.au/integrated-transport-plan



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Fact Sheet | Parking



Overview

Council is committed to addressing the community’s parking concerns. A comprehensive Local Transport and Parking Plan is proposed for the Devonport Terrace/Churchill Road corridor, along with parking studies for the Village Heart, Regency Road, and Main North Road.

These studies will focus on parking management, demand and supply reviews, and the impact on nearby residential streets. Other actions include addressing narrow streets, enhancing lighting for safety, implementing changes around schools, adding electric vehicle charging stations, and streamlined signage. The ITP aims to improve residential parking, school transport safety, and overall parking efficiency.

KEY CONCERNS AND OPPORTUNITIES

- Availability of on-street parking in local streets and business precincts
- Impact of new developments on on-street parking
- Parking in narrow streets
- Parking controls and line marking
- Improved line marking near driveways
- Parking management and controls in residential streets
- Review parking demand for businesses within the Village Heart.

Learn more about parking

Parking may seem straightforward, but there are several rules and regulations that motorists may not be aware of. To help you better understand parking across our city we've compiled some resources, including a handy guide to parking, at prospect.sa.gov.au/parking.



25 Proposed actions

MAP REF	LOCATION	ACTION
1	Devonport Terrace/ Churchill Road	Undertake a Local Transport and Parking Plan for the Devonport Terrace/Churchill Road corridor.
2	Precincts	Develop a 10-year program for the delivery of parking management strategies with action plans across City of Prospect in priority order for: 1. Village Heart 2. Regency Road 3. Main North Road (north of Nottage Terrace) 4. Main North Road (south of Nottage Terrace) 5. North East Road.
2.1	Precincts	Investigate and negotiate shared use of off-street parking in business precincts, where practical.
2.2	Precincts	Review parking demand for businesses in the city's business precincts through parking supply, turnover and utilisation surveys conducted on different days and time periods, including weekends and evenings.
2.3	Village Heart	Amalgamate rear business car parking in the Village Heart, where practical.

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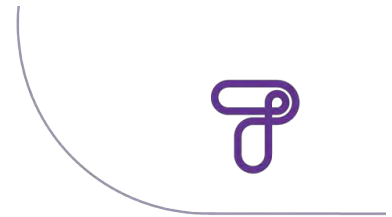
25 Proposed actions (continued)

MAP REF	LOCATION	ACTION
2.4	Precincts	Improve the quality of lighting around on-street parking areas near key destinations to enhance pedestrian safety.
2.5	Precincts	Review parking zones adjacent small businesses to balance business needs with the needs of the broader community.
3	All residential streets	Develop policies for consistent parking management and controls in residential streets.
3.1	All residential streets	Encourage new developments in local streets that have rear laneway access to be designed with their primary vehicular access from the laneway.
3.2	All residential streets	<ul style="list-style-type: none"> Develop guidelines for no-standing (yellow) line marking Implement a rolling three year rolling program for line marking on council-owned roads, starting with streets closest to the business precincts.
3.3	All residential streets	Review and extend the no parking distance around street corners using line marking and signage where required.
4	All narrow streets	Review the Narrow Streets section of the Traffic Management Policy, taking into consideration elements such as land use, type of residential development, off-street parking availability, number of crossovers along the street, street width, proximity to key destinations (eg businesses, schools, cafes/restaurants, major ovals, reserves and public transport), and major event frequency, to determine the treatments required and ensure sufficient space for emergency vehicle access at all times.
4.1	All narrow streets	Proactively implement the Narrow Streets Policy, starting with streets that are regularly impacted when parking occupancy exceeds 85% of the capacity.
4.2	All narrow streets	Increase the distance of parking from driveways on narrow streets with high on-street parking demand to improve access. Consult local residents prior to implementation as these changes may reduce the availability of on-street parking.
4.3	All narrow streets	Reinforce no parking within the first 10m of a side street that intersects with an Arterial or Sub-arterial Road (at least during peak times) through line marking and signage.
5	All schools	Conduct school transport safety reviews.
5.1	Prospect Primary, Olive Street	Investigate creating a formal Kiss and Drop zone on Olive Street to service both Prospect Primary School and Rosary School.
5.2	Blackfriars Priory School, Prospect Road	Remove parking on Prospect Road, between the Blackfriars Priory School car park exit and Te Anau Avenue, during school drop-off and pick-up times to improve safety.
5.3	Blackfriars Priory School, Prospect Road, Highbury Street	Consider making the northern side of Highbury Street (along the Blackfriars Priory School frontage between the school crossing and Prospect Road) a Kiss and Drop zone or 2-minute parking zone during morning and afternoon peak times.
5.4	Prescott College	Establish, in consultation with Prescott School, a formal Kiss and Drop zone on Koonga Avenue or Ballville Street.
5.5	Nailsworth Primary School	<ul style="list-style-type: none"> Introduce a Kiss and Drop zone on Balfour Street Review parking along Balfour Street.
6	City wide	Investigate additional compliance monitoring of high demand parking areas across the City of Prospect during evenings, on weekends and public holidays.
7	City wide	Partner with a service provider to install community electric vehicle charging stations in various locations across City of Prospect, including Broadview Oval, Prospect Memorial Gardens, Charles Cane Reserve and the Village Heart.
8	City wide	<ul style="list-style-type: none"> Investigate new technology to make it easier to find parking, including directional signage to parking in the Village Heart Improve community access to parking information via City of Prospect's website and social media platforms.
8.1	City wide	<ul style="list-style-type: none"> Develop a parking information wayfinding signage policy Streamline street and parking signage across the city to make parking rules and regulations clearer.



For more information visit
prospect.qs.gov.au/integrated-transport-plan





Appendix C – Feedback from the In-person Events

Pop-up Session at the Vine Street Markets on Saturday 12 April 2025

Comments from attendee 1:

- This resident of Collinswood does not support changing the speed limit in Galway Avenue from 50 km/h to 40 km/h because she did not consider the road unsafe, even with a bicycle lane along it.
- She does not support the Council installing a roundabout at Galway Avenue/Rheims Street and hopes it is not built. It is unnecessary cost for the Council and she would prefer her rates to be used elsewhere.
- Rutherglen Avenue and Edwin Avenue are currently one-way only in from North East Road as shown on the photos on this page. She suggested that either Edwin Avenue or Rutherglen Avenue be opened for a left out only onto North East Road. Currently all residents in these streets must drive to Galway Avenue and queue in the southbound traffic to turn left to head to Gilles Plains along North East Road. She lives in Hepburn Street.





Comment from attendee 2:

- Strong support for the east-west bikeway along Rose Street, Labrina Avenue and Kintore Avenue and to cross Main North Road to connect to Galway Avenue in Collinswood.

Comments from attendee 3:

- This woman is a local near Churchill Road. She supports the change from 60 km/h to 50 km/h in Churchill Road because that is how fast you can drive now. Drivers are cautious and wary in Churchill Road with the medium density residential developments are already driving slower.
- She supports the proposed Parking Management plan study for Churchill Road and Devonport Terrace.
- She was concerned about on-street parking along North East Road and Churchill Road.

Comments from attendee 4:

- **Supports a tram extension to O’Connell Street in North Adelaide to service the new Adelaide Aquatic Centre and the southern parts of Prospect, Fitzroy and Thorngate. A tram to O’Connell Street with a terminus south of Barton Terrace West would be a benefit for Prospect residents. He understands that it is too difficult to extend the tram north of the Park Lands.**
- Supports more frequent bus services on Route G10.

Comment from attendee 5:

- Remove the parking along Prospect Road for all day bicycle lanes, not just for the peak direction of travel. The bicycle lanes are the most direct to the City along Prospect Road.

Comments from attendee 6:

- Strong support for the east-west bikeway along Rose Street, Labrina Avenue and Kintore Avenue and to cross Main North Road to connect to Galway Avenue in Collinswood. It makes sense and only requires signage and pavement markings.

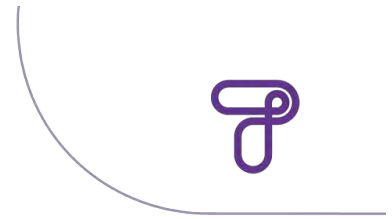
Comments from attendee 7:

- Two residents of Third Avenue in Selton Avenue do not want the existing speed humps to be changed as they are discouraging traffic and slowing traffic down as intended. No need for Council investment in Third Avenue.
- Very strong support by both for Galway Avenue to change from 50 km/h to 40 km/h.
- Strong support to keep the existing driveway link at Third Avenue/Meredith Street.
- What is the proposed change to the driveway link in Third Avenue at Meredith Street? The proposed change is to keep the driveway link, but to allow cyclists improve access with a similar treatment to the one in Beulah Road, Kensington Park.

The driveway link at Third Avenue/Meredith Street currently has no space for cyclists with a car at the same time.

This is the proposed change for Third Avenue at Meredith Street which is a driveway link in Beulah Road, Kensington Park.





- They never see cyclists along Second Avenue or Third Avenue. This is not an important cycling route. The east-west bicycle route along Ellen Street to Collins Street makes sense.
- This is one of the speed humps in Third Avenue. It works well, and please do not remove it.



Comments from attendee 8:

- Resident in Victoria Street near Churchill Road is concerned about too many large trucks in Churchill Road, especially during the peak hours. He does not think that a truck ban would be enforced, so why bother.
- He supports keeping Churchill Road at 60 km/h with no change.
- Too much non-resident parking from the Churchill Road residential developments in Victoria Street. It is difficult to get an on-street car space in the street.
- **Supports a tram extension to O’Connell Street in North Adelaide to service the new Adelaide Aquatic Centre. A tram to O’Connell Street would be a benefit for Prospect residents.** He understands that it is too difficult to extend the tram north of the Park Lands.

Lucy Hood MP

Lucy Hood MP provided information about the See.Me app that Adelaide Metro is currently trialling on the City Connector bus. Here is the link to the Adelaide Metro announcement on 1 March 2024. While See Me has initially been designed to support people who are blind or vision-impaired, it can be used by people of all abilities, with a broader potential to ease anxiety for all public transport customers.

The app enables passengers to alert a bus driver that they are waiting at a bus stop. Instead of physically hailing the bus, See Me links to the bus onboard system to notify the bus driver digitally that a passenger is waiting. The app then delivers spoken, visual and haptic notifications to the passenger’s phone when the bus is approaching both the **pick-up and destination locations. This ensures people don’t miss their stop** and helps to make independent travel on public transport safer and more accessible for everyone.

<https://www.adelaidemetro.com.au/about-us/news/news-items/2024/see-me-app-expanded-on-adelaide-connector>



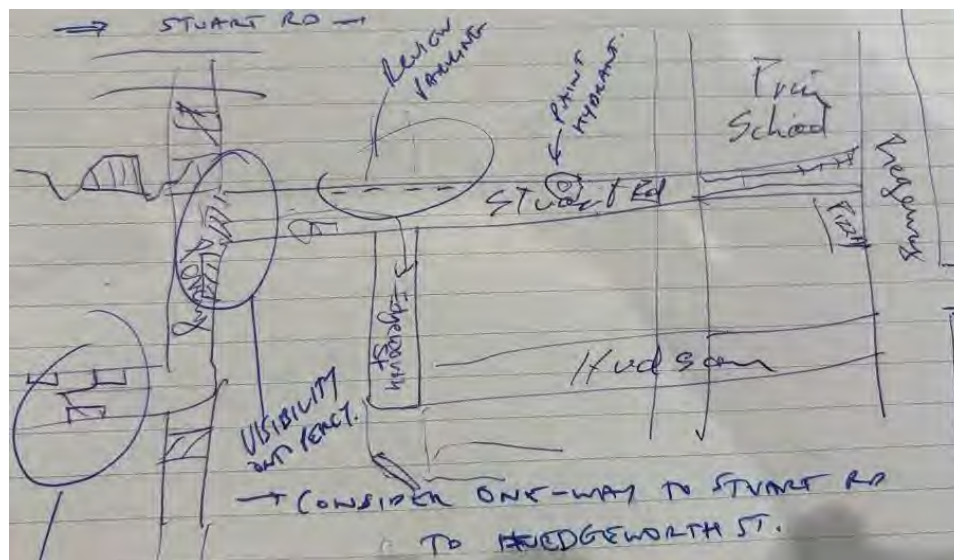
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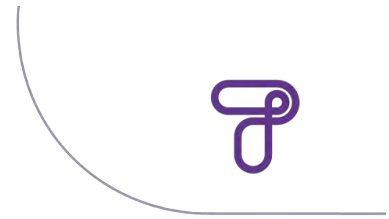
Drop-in session at Payinthe on Tuesday 29 April 2025

A total of 7 attendees with the following comments:

- Resident on Olive Street: parking issue in Olive Street, resident lives opposite the school. Main issues are the volume of parking and people parking across her driveway. The lines have faded, and she rang her local MP and had white lines marked to stop people parking across her driveway. She has to sweep the leaves so people can see the lines, but they are fading. Can there be line-marking on Olive Street to reduce volume and bad parking (across driveways)?
- Resident from Beatrice Street: Edinburgh Street is a narrow street and people park opposite each other in the stretch between Beatrice Street and Victoria Street, making it very difficult to pass. When the resident has a trailer he can't get through and has to go around. Can that stretch between Beatrice Street and Victoria Street on Edinburgh Street be parking on one side of the street only?
- Resident on Stuart Road:
 - Issue with footpath grading – either the council policy is ignored when new footpaths are placed, or the new footpaths are not built to the correct grades (Stuart Road, Alice Street and Regency Road).
 - Review parking at the corner of Stuart Road and Edgeworth Street.
 - Hydrant needs painting on Stuart Road. See the **scan of resident's drawing** on this page.
 - Corner Percy Street and Stuart Road has bad visibility onto Percy Street. Consider changing the traffic movement to one-way into Stuart Road and into Edgeworth Street (see the arrow on the **resident's hand drawing** on this page)
 - Since the car parking at the Northpark and Sefton shopping centres has put in timed parking, it has encouraged some of the all-day parkers to side streets, such as in instance Gray Street which is a narrow street and has becomes congested.



- Mona Place as an alternate east-west bicycle route.
- Changing the speed limit from 50 km/h to 40 km/h from Galway Avenue with two people supporting and one opposed.



A resident of Kintore Avenue near the PLP project provided these comments and ideas for the ITP.

Kintore Avenue

- Traffic and transport access to Prospect Lifestyle Precinct was questioned by the residents of Kintore Avenue.
- Increased traffic, speed and parking congestion is creating unacceptable hazards for residents with safety concerns plus inability to enter/exit driveways. The recent NAFC community day highlighted this issue. I strongly suggest:
 - A No parking area (yellow line) be installed at the entry of Kintore Avenue following left turn from Main North Rd along Basilico. Too many near accidents have occurred and prevention is the best management plan.
 - Limit parking alongside one side of the road only. If not, extend no parking areas across driveways (yellow lines extended from the edge) to allow passing vehicles to safely move through Kintore Avenue.

Prospect Lifestyle Precinct (PLP)

All suggested PLP options will increase traffic into Kintore Avenue, which will compound the existing issues together with increased traffic encountered at the Western end with the new Prospect Road development and upgraded carparking. You cannot force a commercial volume of vehicles onto Kintore Avenue. This is not safe and will create unacceptable congestion and severely impact Kintore residents. There must be direct connectivity between ITP & PLP consultations.

He agreed with the suggestion to install a pedestrian crossing at Main North Road at Burwood Avenue as an entry point for Prospect Oval and PLP. All consideration must be given to the traffic management plan for Kintore Ave to be generated with the Maverick site development to limit impact upon residents.

Cycling route in Kintore Avenue

It was suggested diverting the East/West cycling corridor from Kintore Ave (already now congested and soon to be more congested with PLP) to travel all the way along Labrina, left onto Watkins and right onto Mona Place towards Main North Road. This is close to the existing pedestrian signalised crossing.

Proposed Change to the East-West (R4) bicycle route via Labrina Avenue (entire length), Watkins Street and Mona Place to Main North Road to cross at the PAC to Ellen Street. The bicycle route would not use Laura Street or Kintore Avenue.

- One-way only exit from Mona Place onto Main North Road. Cyclists would require an exemption to enter.

Mona Street and Mona Place

Increasing number of vehicles are using Mona Place as an entry point to NE Road with many vehicles travelling too fast down this Laneway. Plus there is an increase in near accidents at the intersection of Watkins and Mona. This is a safety issue for local residents. I suggest there is a requirement to slow down traffic speed and increase signage.

Traffic volumes from 2023 counts in Watkins Street (Pulsford Road to Mona Place) 360 daily vehicles and 85th percentile speed of 37.2 km/h. No traffic or speed surveys in Mona Place, however the traffic volumes would be lower than Labrina Avenue and Watkins Street.

Prospect Road speed limit to 40 km/h

I totally endorse this measure but suggest extending the 40km/h zone to Barker Road in order to protect Rosary School families and Coles supermarket users. The 40 km/h speed limit sign in Prospect Road is not easy for motorists to see. If the 40 km/h speed limit starts from Fitzroy Terrace. The entry signage to Prospect at Fitzroy Terrace could include a large sign about the start of the 40 km/h speed limit for Prospect Road.



Drop-in Session on Wednesday 7 May 2025 at Payinthe



A total of 12 attendees with the following comments:

Comments from attendee 1. He was a retired man who has lived in Prospect most of his life. He has lived in Audley Avenue, Clifton Street and Camroc Avenue. He owns multiple properties and currently lives between Braund Road and Prospect Road. He was a former tram driver.

- He supports the proposed changes to lower the speed limits in Churchill Road from 60 km/h to 50 km/h and from 50 km/h to 40 km/h in the southern section of Prospect Road and in Galway Avenue.
- He supports more bus services on Route G10. He remembers when the Prospect Road bus route was Route 5 to Grand Junction Road and Route 5A to Regency Road. The bus turned around at Regency Road, but he was not sure what streets it used.
- He supports more frequent train services from every 30 minutes to every 15 minutes at Dudley Park and Ovingham train stations for the increased number of residents in apartments along Churchill Road.
- He suggested that the train drivers no longer use horns from 9 pm to 5 am on this section of the railway line because of the residents who complained about the trains.
- He identified a short-term parking issue in Clifton Street near Prospect Road. He is concerned with the new apartments and housing not providing sufficient parking for residents and visitors. He supports the Parking Management studies.
- He supports the bicycle infrastructure initiatives in Braund Road with the one-way southbound link starting at Clifton Street and the removal of on-street parking at the northern end of Braund Road.

Comments from attendee 2. A lady who lives locally in Prospect.

- She supports lower speed limits in Churchill Road and the southern section of Prospect Road. It makes sense in Churchill Road with the apartments and in the southern end of Prospect Road with the childcare centre and Blackfriars Priory School.
- **However, Galway Avenue should remain at 50 km/h. Galway Avenue "feels" like a 50 km/h road with the wide median and it is a bus route.** She supports the existing 50 km/h speed limit.
- She supported most of the other initiatives in the draft ITP.

Comments from attendee 3. They were a middle-aged **couple who live in D'Erlanger Avenue, Collinswood.** They rarely would use the bus and do not travel into Adelaide CBD very often. They shop at Sefton Park shopping centre for the major weekly shopping and they drive to it via the back streets of Nailsworth. They often walk to the Aldi supermarket in Main North Road or the Drakes in Collinswood for their regular local shopping. For a treat they sometimes walk to Walkerville Terrace to the café, bakery and other speciality shops. They rarely visit Prospect Village Heart.

- They were most concerned about right turn access from North East Road into Collinswood from the **north east. It is difficult for them to access their street (D'Erlanger Avenue) from North East Road and Nottage Terrace.**

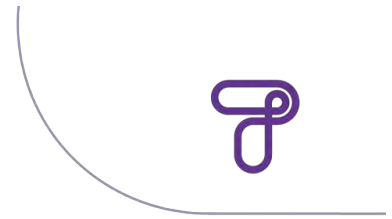
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- The right turn is banned from 7 am to 10 am from North East Road into Galway Avenue. At the other times, since it does not have a right turn bay, they consider it very unsafe to turn right at this location.
- Cassie Street is not an alternative to turn right with the median in North East Road. The right turn bay in North East Road into Harvey Street is too short.
- They support a Parking Management Study for Collinswood along North East Road. They suggested that it needs to consider traffic access into Collinswood local streets from North East Road. It should be more than just a parking management study, but it needs to consider traffic access for residents and safe walk crossings of Nottage Terrace and North East Road.
- They strongly DO NOT SUPPORT a change in the posted speed in Galway Avenue from 50 km/h to 40 km/h. Keep the speed limit as is.
- For Churchill Road and Prospect Road speed limit reductions, they did not have a strong view.
- **The speed lumps in the local streets, such as in D'Erlanger Avenue, need fresh paint for the "piano" keys.** The humps are not easy to see at night and surprise some drivers where the street lighting is poor.
- Residents in Nottage Terrace often park cars in front of their residence that blocks the sight distance **for cars exiting from D'Erlanger Avenue into Nottage Terrace.**
- **They suggested that a Prospect gateway sign "Welcome to Prospect" be installed on the vacant land at the northwest corner of Nottage Terrace, Northcote Terrace, Stephen Terrace and North East Road.** The sign needs to be clearly visible on the land and more obvious that the gateway entrance sign at Prospect Road/Fitzroy Terrace.
- Residents are parking on the north side of Nottage Terrace that blocks the sight distance for traffic **exiting from D'Erlanger Avenue.**
- The right turn bay at Harvey Street / North East Road is not long enough. It is often queued with traffic **entering or exiting the McDonald's restaurant.**
- The right turn from North East Road into Galway Avenue is banned from 7 am to 10 am Monday to Friday. Traffic at other times does not have a right turn bay.

Comments from attendee 4 who is a resident of McInnes Avenue.

- He complained about the speed humps and wanted Council to remove them and replace with other devices or none at all. Alternative types of traffic calming devices need to be considered.
- He has requested traffic and speed data from the Council in letters, with no satisfactory response.
- He proposed a grade separation at Main North Road and Regency Road to improve traffic flow and address the crash safety risks.
- He asked what the status of the intersection project at McInnes Avenue and Hampstead Road that is a DIT project. What are the concept plans?
- He is concerned about the new housing development for 11 units at the southwest corner of McInnes Avenue/Hampstead Road that will create issues for:
 - Stormwater and drainage with less green space with minimal front and back yards
 - Low water pressure with the costs for the upgrade from SA Water
 - More on-street parking from residents and visitors
 - More traffic in McInnes Avenue and rat-running traffic between Galway Avenue and Hampstead Road
- He provided comments on the facilities at Broadview Oval with insufficient on-site parking, in his view. More on-site parking is needed. He suggested combining the toilet facilities into one building.
- He does not support the lower speed limit for Galway Avenue because it will be an extra cost to change and install the 40 km/h signs. He supports keeping the existing 50 km/h speed limit.



Appendix D – Community Submissions



Join the conversation

[Redacted] To: Administration Thu 11/06/2025 8:49 PM

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I think on street parking is an issue.

In McCrea Street there are signs prohibiting parking on one side at weekends. Why is this only at weekends. Surely if it is desirable to keep passage open at weekends it is equally necessary during the working week. Certainly, I think that should be the case in McCrea Street.

I am aware also that driving in many other Prospect streets requires negotiating narrow gaps between parked vehicles and all these streets should have all-time one-side only parking.

Another issue in McCrea Street is drainage. Whenever there is rainfall, even just 1 millimetre, the water pools about halfway across the tarmac in front of No. 5 and remains there for days. This has been the case since I moved here in 2008 and it should have been dealt with long ago. Please attend to this matter.

Thank you for your attention to these items.

[Redacted]

Prospect Lifestyle Precinct Phase 2 consultation - Written submission

[Redacted] To: Administration Thu 11/06/2025 1:30 PM

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Hello,
I noticed a road counter was on First Avenue, Nailsworth last year. Is this part of the data gathering to understand traffic numbers (and speed of vehicles)?

The amount of "rat-runners" using First Avenue then Howard Street as a cut through (at speed!) including coming from Meredith road is unsustainable.

We are unable to enjoy the lifestyle that Prospect council provides whilst this remains as a cut through, day and night.
We are unable to have windows open or sit outside to enjoy our outdoor living space!

It is time for a traffic management plan to discourage this behavior including SAPOL intervention that is needed now due to the speed that the corner is taken and the squealing of the wheels which constitutes Hoon driving!

Please advise what is the plan for this very popular rat run??

Thanks

[Redacted]

ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal (<https://cityofprospect.engagementhub.com.au>).

Name: [Redacted]
 Email: [Redacted]
 Phone: [Redacted]

Message: Hello Keke, the roads around my house are always congested with people parking on the road and not in their driveways which leads to having to pull over to let oncoming traffic pass through. I believe one way to discourage this is to make one side of the road a NO Parking zone so at least 2 cars can traverse the throughfare at the same time. A simple commonsense solution.



Prospect Lifestyle Precinct Phase 2 consultation - Written submission

To: Administration

Sheron - Customer Service

We removed extra line feeds from this message.

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After attending the Pop-Up session on Sat 12 April and discussion with the consultant there I would like to provide feedback back on some issues which were discussed.

- * Redesigning road humps - Third Avenue.
The consultant advised that there had been some feedback received by the council which mentioned cars being "damaged" by driving over the existing road humps. I live in Third Avenue and own a car which does not have high front clearance, I have never had any problem traversing the speed humps at the sign posted speed of 20kms/hr. I have tested this at 40kms/hr with the same result. It is therefore my observation that damage to cars can only follow when excessive speed is used.
One can deduct from that that the speed humps are doing the job they were designed to do i.e. proving a calming effect on traffic in what can be a busy, congested street.
The idea of redesigning them to lessen their impact would simply enable those drivers who don't respect the speed suggestions at the speed humps to drive at a greater speed.
- * Redesigning driveway link (Cm Third Ave and Meredith St) The consultant advised that consideration was being given to installing a dedicated bike lane alongside the existing driveway link. I think providing safer places for bike riders is certainly worth supporting and reduces vehicle congestion.

Having looked at the "1.4 east west cycling route - Fact sheet/cycling" proposal I'm just not sure a bike lane at the above location is money well spent. Having lived in Third Avenue for many years I can say definitively that I have rarely seen a cyclist in this street. So I'm not sure where this idea has come from. Perhaps this requires more dedicated research.

Thank you for the opportunity to provide feedback.

Sent from my iPad

Opposition to Flawed PLP Integrated Traffic Plan- Risks to Kintore Ave Residents.

To: PLP (Prospect Lifestyle Precinct) > Safety; Mark Grout > Administration

Prospect Council PLP Kintore Ave Residents Suggested Main north Rd Traffic design.pdf File

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Dear All,

As I, and many others on Kintore Ave, and other directly affected residents have stated and submitted multiple times, your plans are flawed and place us at serious risk. Please see previous phase submissions, verbal written, flawed survey designs.

This latest "integrated traffic plans" have again ignored our concerns and have even ignored referencing or naming Kintore avenue, (from what I can see) the risks, and placed massive emphasis on streets not directly affected.

This is not only contemptuous to us, but also appears to allegedly breach process again. The treatment of one of the residents, allegedly by Matt Larwood has been shared by her to us and the failure to comply with proper notice of her requested a meeting (denying a number from attending, during an SANFL game day- this is appalling)

May I remind you again of the Prospect council Charter, please provide to all residents the safety, quality and risks assessment, for all the proposed plans.

Currently this must include the Traffic Risk and Safety reports for Kintore Ave residents and other directly affected streets.

A letter drop traffic design document from a resident, allegedly ignored of the Prospect council actions affecting Kintore Ave families is attached. Many of us agree with this design of not allowing any entry or exit to the PLP via Kintore Ave.

Please find attached a residents supported traffic design schema, to protect Kintore Ave residents from the obvious major risks to safety.

Attachment to the above email:



240638 Integrated Transport Plan | Phase 2 Community Consultation Summary Report



Draft ITP Stage 2 Consultation

David Elliott <chair@bikeadelaide.org.au>
To: Administration

Reply Reply All Forward ...

Mon 14/04/2025 10:54 AM

Sharon - Customer Service

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning,

Bike Adelaide wishes to provide support for the *Draft Integrated Transport Plan (ITP)* and the actions listed under the walking and cycling action plans. However, we note there are no indicated priorities, anticipated timelines or funding approaches. We strongly suggest that the Action Plans should incorporate indications of which actions can be implemented immediately, within current resourcing, and which require additional design or other work. Additionally, we suggest actions should have indications of which can be funded internally, or would require part of whole funding from avenues such as the State Bicycle Fund (SBF), National Active Transport Fund (NATF), State or Federal Black Spout/Safer Local Roads funding. This provides clear direction that unfunded projects could still be prioritised if external funding becomes available.

Improvements to walking and cycling wayfinding is crucial to supporting local active transport journeys. This must be backed up with real infrastructural change, including improvements to paths that allow pedestrian priority at side roads. We note reference to connections to surrounding councils, but that Walkerville is still markedly disconnected by Main North Rd and Nottage Tce. We have previously encouraged Town of Walkerville to strengthen their connections to Prospect, namely through improving safety and comfort using existing crossings and through investigating a new active transport PAC at Carter/Dutton St. Churchill Rd remains a considerable barrier to east-west movements, with near constant traffic causing long delays to cross and access the Gawler Greenway.

Noting how many minor roads connect to Churchill Rd, Prospect should incorporate considerations to modal filters at some intersections, similar to City of Unley on Unley Rd and Duihy St that encourage active transport, and discourage car journeys. This can play a significant role in improving walking connectivity to existing public transport services on Churchill Rd and the railway corridor.

A key piece that does not appear to be fully explored in the walking and cycling networks is safe routes to school, and safety and utility for children's independent mobility. We suggest that each school, under this Plan, should have an individual road safety assessment, informing specific improvements to boost active travel and reduce danger to children posed by motorists. City of Adelaide's Citywide School Safety Review provides a model for Prospect to emulate here. The Plans should also consider including actions to support schools in greater active travel behaviours, at least helping advocate for improved bicycle storage and support for Way2Go involvement. Council may wish to consider supporting a target of 30% journeys to school by 2030 (30 by 30), a target of just one in three children walking or cycling to school.

We feel this is a very achievable Plan, but is frankly not particularly ambitious. That said, we encourage the adoption of the Plan and trust that our suggestions are considered in good faith. Prospect is well equipped to achieve this plan in its entirety if timelines, priorities and funding pathways are articulated.

Thank you for your consideration.

Regards,

David Elliott
Chair, Bike Adelaide
Phone: 0402 410 210
Email: chair@bikeadelaide.org.au



Prospect ITP Phase 2 consultation - Written submission

RP to Administration

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you for the opportunity to make a submission on the ITP.

I live in Foltawa Tce, broadview. Most of my trips are not within the council area but rather to destinations in Port Adelaide Enfield and Wakefield. I rarely venture west beyond Main North Road. I mention this because my thoughts on the ITP are very local. For this reason, I don't have anything really to say on the east/west cycle plans but note improvements for cycling infrastructure. I also note the sensible linkages to existing cycle routes that actually go somewhere.

My comments below are as both a motorist and a cyclist.

Thanks for the Galway Avenue resurface thus far. In particular, thanks for levelling the services covers. As for the cycling lanes, these are just white lines in the dirt zone of parked cars. I feel very unsafe riding in them so avoid Galway Avenue as much as I can. Sharrows and white marked lanes are useful as warnings to motorists but not much else in my experience. I support dropping the speed limit to 40 k only for the sake of consistency.

I note you have referred to the intersection of Third, McInnes and Meredith Avenues/Street. The slow point here is fierce no matter how slow it's taken. Ditto for the one on Howard Street. (I can say that on a bike it's a lot worse).

The speed humps on McInnes and Collingrove are annoying. If there were raised platforms (i.e. like Third Avenue) cars would be able to pass and still be allowed. There's a lot of unnecessary indecision for drivers.

When cycling, I am forced into an unnecessary squeeze point. Surely, the hump/platform could be constructed to allow cyclists to pass unobstructed to the left.

Parking for cars. I've lived in this area for most of my life (I'm 71). The degree of whiff and changing patterns of living (huge houses on small blocks; large cars; numerous cars per household) have turned parts of my area into car parks. Some roads can no longer be easily navigated because they are too narrow. Of course, it's not the size of the roads that's the problem. It's because we prioritise the car over just about everything else. We devote a lot of public space to the parking of cars. I know this is not likely to change but it should. I note that the state government is attempting to do something about this through planning around until which is just another oblique attack on the problem. On my observations, many people use their garages to store their junk and the cars are left in the street. For cyclists this is very problematic. The road is open for 1 car or me on my bike. Guess who gets shunted off the road? I haven't ridden your east/west proposed cycle sharrowed routes but I suspect the parked cars might obscure the sharrows anyway.

Finally, for walking, the state of your footpaths is not good. There are some dangerous areas. I reckon I've been walking around some for 15 years. Yes, some I have reported but there does not seem any plan to regularly inspect footpaths. I find I walk looking at the ground a lot. We should promote walking and you should fix the footpaths as a priority. We need safe infrastructure.

While I probably sound a bit negative, I congratulate the council on the way in which this consultation has been conducted.

Phase 2 Integrated Transport Plan Consultation Inputs

RP to Administration

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To: Keke Michaels

I am writing to provide additional input for consideration to the phase 2 of the Prospect Council Integrated Transport Plan and ask whether comments from the Central Ward (I was a member) should be included in the Phase 2 consultation feedback.

Firstly, on the consultation feedback, several residents I know in the central ward, including myself who is a resident on Milner Street do not seem to have had our inputs recorded in the phase 1 consultation, is there some reason why this has not occurred, which were recorded through the council's platform?

Secondly to ensure some of the comments raised are recorded I am sending this via email to ensure my comments are recorded as part of the input.

- I note in the consultation and engineering input in phase 1 that the home of the suburbs of Pultford, Milner, Gloucester or Belleville Streets have recorded vehicle numbers of over 2000 vehicles per day, this cannot be accurate. Through my own recording devices, I have recorded well over 4000 vehicles movements per weekday and more on Saturdays turning in from Main North Rd to Auld shopping centre which opened approximately 2 years ago, enough for the council to consider these major collectors, the report does not state this though. Can the council please provide the vehicle counts and when they were undertaken for these streets, as the council publicly committed to providing vehicle counts across the council with the phase 1 reports not providing this. Can the council please provide details why all the streets of the Prospect area vehicle counts have not been included in the phase 1 report?
- If the vehicle counts have been done for each street in Prospect, can the council please ensure those are included in the Phase 2 consultation outcomes and how they will input to the final outcomes of the report for future inputs please, as this is obviously one of the most vital inputs to any transport plan?
- I firmly believe the traffic counts for Pultford, Milner, Gloucester or Belleville Streets needs to be completed and verified again as an outcome of phase 2 consultation, including Prospect Terrace. This needs to include traffic counters being placed within the first 20 metres of these streets adjacent Main North Rd, as if only utilising traffic count data mid-point it will not give a true indication of the real traffic volumes.
- In the attached I have proposed a proposal for the suburbs of Pultford, Milner, Gloucester or Belleville Streets to have one way traffic devices installed whilst the PlanSA commercial / economic / present transitions to residential precinct, this is a critical new item to be installed for the safety of the community for these streets and to stop the rat running in the Central Ward, especially with the addition of the new Prospect Oval Lifestyle Precinct being added in the coming years will only add to this congestion. As outlined in the attached these one-way devices have been installed by the Prospect Council Eden Ave & Rutland Ave Collingwood with great success to stop rat running in those areas, with can be installed for minimal Capex and with likely no difference to the council's existing OPEX budget.
- These devices are critical to helping manage large volumes of traffic and pedestrians to the adjacent St Anthony's Church, which when there are large events on regular occasions having a mass with 600 plus people is not unusual on a weekday and weekend events, none of this seems to have been considered in this Central Ward area as well.

What considerations has the council made to the 3 largest churches and the large amount of people that congregate to these areas in the Stage 1 consultation, as I cannot see any consideration for the St Anthony's Church, St Cuthbert's Anglican Church, and Prospect International Seventh Day Adventist Church, all located on the named 4 streets. Are these historical zones and community centres not of importance to the council. I am seeking detailed inputs for consideration in this phase and final consultation of the transport plan for these churches in the Central Ward, can the council please confirm this will be actively included please?



6. Additionally, Harvey Street in Nailsworth from the outcomes of the phase 1 report have shown significant traffic to this street and the councils intent to make this a feeder street, what considerations is there to installing traffic lights at the end of this street, in consultation with the Department of Infrastructure (DIT) as there are many accident near misses and actual crashes here, the plan needs to consider the outcomes and required treatments of this intersection, which the phase 1 report seems to have not included for movements at the intersection of Main North Rd and Harvey Street, what is proposed to be done to manage all this vehicle and pedestrian traffic?

7. Through the attached nominated streets of Pulsford, Milner, Gloucester, or Belleville Streets at the intersections of Main North Rd with each intersection improved signage from Main North Rd, including no U-Turns at each street needs to be an outcome for the safety of all users of the Central ward and the 50000 plus vehicles on Main North Rd.

8. For pedestrian management, the footpaths and prism ramps have not been upgraded along this section of Main North Rd for at least 30 years, including up to the new proposed Prospect Lifestyle Precinct, not considerations of this seem to also be included in the phase 1 consultation and considerations of pedestrian and cycling movements along Main North Rd, which needs to be included in the phase 2 outcomes as this is one of the busiest pedestrian and cycling routes in Prospect, but has not received any inputs, which should also be considered with DIT. What actions are the council taking to include this in the phase 2 consultation, given it was neglected in phase 1?

Any feedback on these critical issues would be appreciated and would welcome the opportunity to discuss further at your earliest opportunity.

Thankyou,
 Kind Regards
 [Redacted Name]

Google Maps Pulsford_Milner_Gloucester_Ballville_oneyway proposal_20250420

Imagery ©2025 Airbus, Maxar Technologies, Vexcel Imaging US, Inc., Map data ©2025 Google 50 m

One way traffic devices in a similar style to what has been installed by Prospect Council on Edwin Ave & Rutherglen Ave Collinswood. Similar devices need to be immediately installed on Pulsford, Milner, Gloucester & Ballville Streets are indicatively placed in the pink colours, with the direction of each street having alternate oneway access adjacent the Main North Rd section where it turns from an economic zone to residential zone, aligned to the Planning SA revised. This maintains 2 way traffic for locals, but will be a very effective and cost effective control stopping rat running between Main North Rd and Prospect Rd through the Central Ward. This will have significant benefit for pedestrians, cyclists, residential parking and the local community, especially with significant community use of ALDI, Windmill Hotel, Service Stations, Office Works, etc.....

https://www.google.com.au/maps/@-34.8899938,138.60931462m/data=!3m1!1e3?entry=ttu&_ep=EgoyMD1MDQxN4iKXMDScASAFQAw%3D%3D 1/1



██████████ – Comments re Integrated Transport Plan 2025

Introduction

Prospect Council is to be congratulated for having the vision to develop an integrated transport plan for the City.

There is much in it to like, however I have a number of concerns.

General Comments

I have lived in my current house in California St since 1978.

In 2010 when Council proposed a traffic management plan for Nailsworth/Collinswood/Broadview, my neighbour and I were very concerned that our street seemed to be neglected.

We gathered signatures on a petition to Council requesting further work with a view to restricting the speed and volume of traffic in our street.

The upshot of this was that our street voted strongly for the installation of traffic calming measures, which resulted in the construction of two driveway links. These have helped to control the speed – I am not so sure about volume as I don't have the figures. I asked for the latest traffic counts but have not had a response.

These gains must not be lost.

Collector Roads

Collector roads are supposed to link local streets to arterial roads but it is obvious from the maps provided that the collector roads on the eastern side of Min North Rd are not just collector roads but are through roads, linking, for example, Hamstead Rd with Main North Rd.

One would normally expect a collector road to fizzle out or double back in the suburb rather than carrying traffic all the way through from one arterial to another, or at least not provide convenient routes from one arterial to another. Or the collectors may be isolated from residential areas. One sees these approaches in modern suburbs.

It used to be the policy that no east-west street in the City was suitable for carrying through traffic, yet this policy seems to be in danger of being lost. No local street was supposed to carry more than 2000 vehicles a day.

This plan does not rule out the installation of traffic lights on Main North Rd. That is very concerning to me, as installation would really signify a surrender to the motor vehicle and loss of amenity and value in our local suburbs.

I don't have much trouble going from east to west or vice versa. It's easy once you know how. If you don't know how, you are probably not a local.

Designation of California St as a Minor Collector

I don't recall ever being advised of a change of status from local road to collector road, let alone consulted on this change.

I am strongly opposed to this change of designation. The street is already 'collecting' a lot of through traffic.

The thought of having up to 4,000 vehicles a day on our street is horrifying.



In fact I want Council to further restrict through traffic, perhaps by installation of further traffic calming measures on California St and Derlanger Ave.

Another measure could be to turn Rolfe St into a one-way street in a northerly direction. This would still allow locals to access Nailsworth School and Sefton Plaza. Return traffic could then filter back through any one of the streets off Main North Rd.

The 2010 plan envisaged severing Harvey St and perhaps this could be re-considered. Harvey St has been turned into a de-facto cross-city route for people outside the area.

Please protect our local streets (including mine).

As a general principle, let's continue to restrict 'rat-running.'

I am wondering if an 'origins and destinations' study has been done recently to establish where through traffic is coming from and going to.

Public Transport

I support the idea of having a fifteen minute service for Dudley Park and Ovingham stations. When people know they don't have to wait more than 15 minutes for a train they are much more likely to use them.

The idea of east-west public transport is also a good one.

I have previously argued that Islington railway station suffers from a lack of disabled parking. Support by Council staff to encourage installation of disabled parking on the western side of the station is appreciated, via Port Adelaide Enfield Council.

I also lobbied Renewal SA for disabled parking on the Prospect side but this has fallen on deaf ears and perhaps could be pursued if not too late.

Walking/Cycling

For health reasons I don't cycle these days but the big gap I found was that there is no safe crossing on Nottage Tce. I lobbied DIT about this for some years and while they agreed a refuge should be installed near Corbin Rd and even went as far as doing a design, they always would up saying they didn't have enough money. I think this should be re-visited with Council backing. It would help both cyclists and walkers. And would connect the east side of Main North Rd with Medindie and the Parklands.

Another concern of mine is the footpath surfaces. Some years ago I tripped and fell on Prospect Rd, breaking my collarbone.

I think brick pavers are very unsafe and I know others who have suffered serious falls as a result. Ideally a better surface should be introduced especially for the to-be-designated walking routes. I am aware there is a cost issue in this but there is also a cost to not addressing it. Asphalt or concrete would be more suitable for designated walking routes.

Disability Perspective

One thing is for sure – this is not an Integrated Transport Plan for people with disabilities. I searched the documents using the keywords 'disability' and 'disabled'.

Not a single reference popped up.



It is inconceivable that in 2025 a major document like this can completely ignore the needs of people with disabilities.

For example - Wheelchairs and Gophers

I can't find any reference in the plan to wheelchairs and gopher users. If there is one I apologise.

Otherwise this seems like a huge gap to me. I know from conversations that users of both do not feel safe on our footpaths and may in fact prefer to use the streets rather than run the risk of a tumble. Something more must be done and again I think this is where better quality surfaces come into play especially in the to-be-designated walking routes.

A Specific Issue

I refer to the intersection of Balfour St with Howard St.

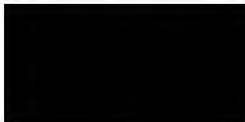
Prior to the installation of the current traffic calming device, this was a typical T-junction and traffic coming up Balfour St was required to give way to traffic on Howard St.

With the traffic calming device, it is a little unclear about who should give way to who, except for traffic travelling south through the device, which faces a give way sign.

I should have thought that traffic coming Balfour St and intending to turn right into Howard St would be required to give way to traffic heading along Howard St in a northerly direction.

However I have often noticed such traffic simply barging into a right hand turn, which could be challenging for Howard St traffic heading north.

I think this should be clarified by installing a Give Way sign for one or other of the traffic streams, so the situation is clear.





parking

Community Engagement at Prospect <admin@prospect.sa.gov.au>

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

parking_1749381854.pdf
15 MB

ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal (<https://cityofprospectengagementhub.com.au>).

Name: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]

Message: Thanks for putting together the ITP. While I can find in the documentation identification of narrow streets, and the commitment to enforcing narrow street policy, I can not a) find this policy on line nor b) find further details about the practical implications of this are. We have recently relocated to Wilcox Ave, and there have been innumerable instances where we have been unable to turn right from our driveway due to parked cars. I was very much re-assured recently by the issuing of infringement notices, however, note that the vast majority of people parking illegally have no idea they are doing so (or at least claim to have not seen the signage. I would be interested in more detail around the narrow streets policy, and how it is enforced. I would also rather see no parking signs rather than the "do not park opposite another vehicle" which are willfully ignored and impossible to enforce. Enclosed are several photos taken from our street in the last week to demonstrate the issues. I look forward to your response. Sincerely Dr Paul Sacombe


Attachment : [parking.pdf](#)

Attachment to the above email:





feedback on the Integrated Transport Plan

 Administration
 To: Administration
 You replied to this message on 11/05/2025 3:53 PM.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.


Hi Team,

I tried using the online feedback for the Integrated Transport Plan, but not all points were coming up and I found it really patchy to navigate. I hope it's ok if I just email them through.


1/ roads and traffic 2.5, I have noticed for ages now that Johns Road is a Fat Run, mainly from Main North heading West to Prospect Road, I think mainly because when heading south on Main North Road, after Regency Road, there is no right turn on Edgeworth (and it is blocked off anyway) you can turn right at Percy, but it is full of speed humps, no right turns at Gordon and Farrant, you can turn right into Johns Road, and again no right turn into Barker, so that's 6 streets and only Johns Road, or Percy with speed humps. I think on Johns Road, the small bits at each end, between Main North and Newark, and Doreen and Prospect roads are fine as they are with the current chicanes, as there is not much room there to build up speed. But the bit in the middle, especially over the crest top and with all the side streets for people to come out from needs something. My thoughts are to raise a 40km/h hump for the whole intersection of Johns Road and Gray Street (about middle), that should hopefully slow vehicles down without impacting the fire trucks, and keep it as 2 lanes to avoid people speeding up if they see someone coming the other way to beat them. (yes that happens a lot now with the chicanes). Also I ride the push bike to Nailsworth Primary School with my son every day its not raining, in front of the Fire Station, for the new townhouses, there is about 20 new bumps. I understand putting in new plumbing and gas needs to be done, but surely, 20 bumps in a row whilst riding a bike, surely as part of the development, once all finished, the developer should have done that whole section of the road to make it back to its original condition (you probably don't notice it much in a car, but on the bike it is very rough. Also, there is an old patch from a gas or water fitting, on Johns Road about 50m in from Prospect road heading East, which has sunken really badly, its like a speed hump without warning, not sure if that needs to be fixed too. Yes this 1 is very bad in the car.

2/ extend the 40km/h on Prospect road north slightly. I have noticed a lot of customer park on Prospect Road for Coles, and the new high rise and restaurant across the road (I think they park in the Coles car park), and I quite often have someone open their door right in front of me when driving. I have also noticed a bit build up of cars and pedestrians at school bus on the corner of Gladstone and Prospect roads, can we extend the 40km/h section to start and end just north of Gladstone Road, for Prospect Road. Instead of where it does now at Olive Street?

3/ pedestrian/school children safety, I have raise this a few times in emails before, on the corner of Omega Lane and Barker Road, the fences are very high and pedestrian visibility is low, and cars do not stop at the stop sign coming out of Omega Lane. My son and I have been almost hit several times, something needs to be done. I have suggested repainting the white line, or adding a speed bump to force the cars to really slow down? can we make it an in only, like the entrance from Alpha, and vehicles can exit through the medical centre car park? I believe it might be needed access for the bin trucks, but can it be chained off the rest of the time and they have a key? Anyway, just my thoughts.



Att: Carol Stubbs Re: ITP and missing bus stop no.11 on MN rd

 Administration
 To: Administration
 You replied to this message on 5/05/2025 10:02 PM.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Carol,


As discussed on the phone, please forward my concern and request regarding the missing bus stop No.11 on Main North Rd. It has been removed going in both directions, going towards and away from the CBD.

We recently moved onto Milner St with our elderly parents, with the idea that they could easily catch a bus into the city from the house. Unfortunately we have now discovered that bus stop no.11, which should have been located exactly at the end of our street, is missing. The resulting long distance between bus stop n.10 and no.12 means a very long exhausting walk for them, in either direction. This has effectively led them to not wanting to leave the house nor be independent with their movements.

This is not ideal for any other elderly people living in this vicinity. We would like to request that bus stop no.11 on Main North Rd be reinstated please.

Please ensure that this is forwarded to and addressed as part of the Integrated Transport Plan before the due date of closing consultations, May 18th.

Thank you and much appreciated,





Draft Cycling Network Plan

Community Engagement at Prospect <admin@prospect.sa.gov.au>
[Redacted]
Fri 2/01/2025 5:48 PM

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

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ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal (<https://cityofprospect.engagementhub.com.au>).

Name: [Redacted]
Email: [Redacted]
Phone: [Redacted]

Message: Hello. The Draft Cycling Network Plan seems to indicate (by the orange line) that there is a bike lane on Main North Road all the way down to Fitzroy Tce (city ring road). There isn't, the bike lane stops at Nottage Tce - there is no bike lane between Nottage Tce and Fitzroy Tce. Cheers, Vincent

Attachment :

Separated bike lanes

Community Engagement at Prospect <admin@prospect.sa.gov.au>
[Redacted]
Thu 6/05/2025 11:37 AM

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

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ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal (<https://cityofprospect.engagementhub.com.au>).

Name: [Redacted]
Email: [Redacted]
Phone: [Redacted]

Message: Please don't forget the importance of separated bike lanes, they must be considered for greater safety and encouraging more people to use the lanes.

Attachment :

From: Community Engagement at Prospect <admin@prospect.sa.gov.au>
Sent: Saturday, 17 May 2025 4:48 PM
To: [REDACTED]
Cc: Administration; Engagement Hub
Subject: Email of Grievance - Cars Speed on our Street - [REDACTED] Collingrove Avenue - [REDACTED] - 17/05/2025



ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal (<https://cityofprospect.engagementhub.com.au>).

[REDACTED]
[REDACTED]
[REDACTED]

Message: I am writing to raise a serious concern regarding ongoing speeding on our street, [REDACTED] Collingrove Avenue, which has become a high-traffic thoroughfare for vehicles travelling well over the 40 km/h speed limit—often for extended stretches throughout the day. Despite the posted limits, it is common to witness both drivers and motorcyclists exceeding the speed limit by a significant margin. This has created a dangerous environment for residents, including children, pedestrians, and cyclists. The situation is becoming increasingly unsafe and unsustainable. We, the residents of [REDACTED] Collingrove Avenue, are requesting that traffic-calming measures be introduced, particularly the installation of speed bumps, to encourage compliance with the speed limit and improve safety for everyone in the area. We appreciate the ongoing efforts of the council to ensure the safety of our community and hope this matter can be prioritised for assessment and action. Thank you for your attention to this matter. We would be happy to provide further information or signatures from concerned residents if needed. Kind regards, [REDACTED]

Attachment :

From: Keke Michalos
Sent: Monday, 12 May 2025 2:06 PM
To: [REDACTED]
Subject: RE: Road enquiry

Hi [REDACTED]

Apologies for the delay in responding.

The email you provided is sufficient.

We will accept that as a formal submission.

Kind Regards

Keke Michalos
Strategic Initiatives Lead

From: [REDACTED]
Sent: Sunday, 20 April 2025 9:55 AM
To: Administration <admin@prospect.sa.gov.au>
Subject: Road enquiry

Just wondering about how to register my preference to the change of road designation and speed limit for Churchill Road Prospect

Thanks

[REDACTED]

From: [REDACTED]
Sent: Thursday, 15 May 2025 3:02 PM
To: Administration
Subject: Connecting Prospect

Roads and Traffic.

Rat running. I attended a council meeting 20 years ago in the council chambers and concerns about Rat running were discussed then. Traffic calming measures were implemented on California st, and possibly other streets. However unlike the various traffic calming measures between MNR and Prospect Rd. There are no obvious traffic calming measures between Prospect and Churchill rds. This adds to the problems on Braund Rd. which makes it currently totally unsuitable as a bikeway. Braund Rd. is also used by large volumes of traffic during morning and evening peak, starting at Beatrice st. and finishing at Fitzroy tce. Combined with parked cars and crossing East/West traffic, cars weave in and out along the entire length. Combine this with Prospect/Rosary school traffic makes driving, cycling, walking hazardous. Traffic flow along Braund Rd. should be restricted and traffic calming measures slowing East/West traffic implemented.

Parking

Parking in the local area has become worse due to large scale developments, both residential and commercial. Development and parking should be addressed at the planning stage, and not be approved unless sufficient parking is part of the plan. I have witnessed new 3 bedroom/3 bathroom apartments just released near the corner of Prospect and Clifton with only 1 carpark. The excess will park on the street. This is also the case with most apartment developments.

Cycling

Make Braund Rd safe for cyclists, pedestrians, and kids going to School.

Public transport

More frequent service to Ovingham/Dudley Park on the train would be good.

In the past during peak hours the G10 bus was called the 5 then changed to 181. During peak this was supplemented by the 5a/182 which started morning peak at Regency and finished afternoon peak at Regency greatly reducing overcrowding.
Prospect Rd. with current traffic is totally unsuitable for trams.

I look forward to any improvements you make to improve the amenity of our suburb.
I know there are probably many competing interests including costs.

Good luck and Best regards,

[REDACTED] / Olive st.

From: [REDACTED]
Sent: Thursday, 15 May 2025 4:08 PM
To: Administration
Subject: Written submission regarding ITP

Dear Council

I've read through your paper material regarding , your set of strategies and actions for an ITP for The City of Prospect.

Much thought and effort seems to have gone into this material.

Braund Rd is a concern and how you address this current and future transport roadway; would not be a simple task. Improvements regarding safety for all those who use Braund road would be most welcome.

Regards [REDACTED]

[REDACTED] Olive St Prospect

From: [REDACTED]
Sent: Sunday, 25 May 2025 5:26 PM
To: Administration
Subject: Draft Annual Business Plan, Budget and Long Term Financial Plan
Attachments: 1000016271.jpg; 1000016133.jpg; 1000016294.jpg; 1000015997.jpg; 1000016293.jpg; 1000016287.jpg

To Whom It May Concern

Re Parking problems and Traffic congestion in Myrtle Street

I have written and made phone calls several times to the Prospect Council in the past couple of months regarding the parking and Traffic congestion in Myrtle Street.

We need this fixed urgently.

As I wrote to Council several weeks ago I just got into our driveway and I could see traffic emerging from both sides so I got out of my car to take a photo. The lady who stopped in front of our property asked me if Myrtle Street was a One Way Street to which I replied NO. Then she asked why are cars parked on both sides of the street and I replied ring and ask the Prospect Council. This chaos happens every week.

I was sent a letter from Lucy Hoods Office, sent to them by the Prospect Council and signed by Chris White where it said and I quote:

"During site observations, it was noted that parking near Prospect Road Approx. 200m along Myrtle Street from Prospect Road, experiences moderate demand during the daytime. This was confirmed in parking occupancy surveys undertaken in recent years that demonstrated despite construction work being undertaken on several dwellings, parking occupancy rates averaged 65% occupancy, with an average stay length of 2.5 hours. Council's trigger for a review of parking management is 85% occupation occurring on a regular basis and the parking situation on Myrtle Street has not yet reached this threshold."

Not sure what day the above was observed and only for two and a half hours, whats that? You need to be in Myrtle street for one week including Saturday and Sunday, from morning to night to see what really happens in Myrtle Street. You also need to be here at night when cars are parked on both sides of the Street at 100% compacity, when it is raining and you have to contend with cars coming towards you, lights, rain and cars parked on both sides of the street and nowhere to put yourself to let the other side go through. Only then you might understand what the residents (and all the people travelling in Myrtle Street) have to put up with when there is traffic congestion (arguments and fights) and parking issues. Come and knock on every door and see what residents have to say and then tell us that Myrtle Street is NOT at 85% capacity, yes that is the case on some days.

Have included a few photos of how cars park and traffic congestion. Have many more photos but could not send.

What do we need to do to have Myrtle Street fixed, nothing seems enough.

Also why is it that most streets around Myrtle Street and further have time limits and Myrtle Street has none? That is another problem as people park for as long as they want, and it's NOT 2.5 hours, it's all day we have had this in front of our property.

We deliver food at Seaton, West Lakes, Semaphore Largs, Taperoo and there are yellow lines where ever we go so why can't we have the same in Myrtle Street. We, and a few other residents do NOT have a driveway opposite ours and when people park to the edge of both sides of the driveway and opposite it is very very difficult to get in and out of the driveway. It would be good if we could have a metre yellow line on either side of the driveway that would be a big help.

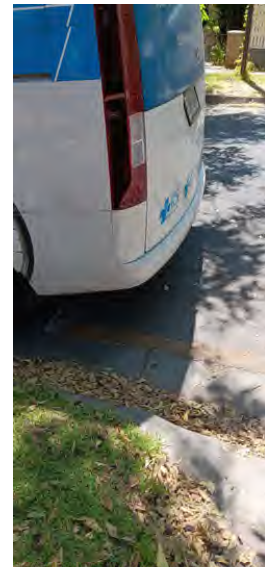
At the top of Myrtle Street near the carpark and opposite the carpark there are yellow lines. This is not enough as when it is autumn the leaves are on the roadside for weeks and the lines are not visible and also faded so people park there regardless. There should be a No Parking sign or No Standing.

So I hope you give the above your favourable consideration.

Many thanks

Regards

PS: Last night, Saturday 24th May 2025 we left our driveway and at number 10 Myrtle we had to get in their driveway (as there were cars parked all the way from Prospect Road to three quarter of the way down to Braund Road) to let six (6) cars go through to Braund Road. This happens many many times.



From: [REDACTED]
Sent: Sunday, 25 May 2025 5:40 PM
To: Administration
Subject: Draft 2025-2026 Annual Business Plan Budget and Long Term Fin Plan
Attachments: 1000015543.jpg; 1000015512.jpg; 1000016274.jpg; 1000016297.jpg; 1000013842.jpg

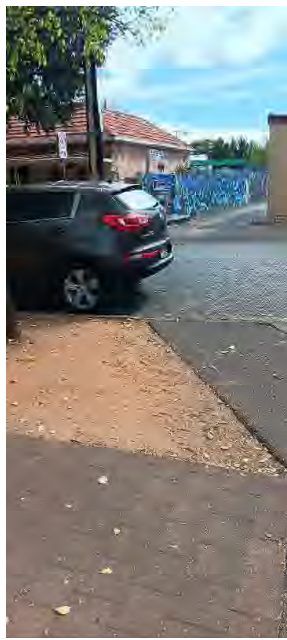
To Whom It May Concern

A few more photos which did not fit with the letter I sent.

Many thanks

Regards

[REDACTED]



SUBMISSION FOR INTEGRATED TRANSPORT PLAN

PROSPECT CITY COUNCIL


MAY 18TH 2025**CURRENT VEHICLE ISSUES FOR KINTORE AVENUE**

- CONGESTED BY VEHICLES BOTH PARKED AND MOVING.
- STREET PARKING ON BOTH SIDES IS ALREADY CAUSING CONGESTION
- PASSING ONCOMING TRAFFIC IS AN S
- VEHICLES PARKING TOO CLOSE TO THE DRIVEWAYS OF PROPERTIES – MAKES EXITING PROPERTIES ONTO KINTORE AVE DIFFICULT AND SOMETIMES DANGEROUS

- LARGE VEHICLES (4WD / LARGE TRAILERS) PARKED OPPOSITE EACH OTHER REDUCE THE ACCESSIBLE ROAD WIDTH
- DURING FOOTBALL SEASON - PARKING LIMITS ARE IMPOSED - CURRENTLY ONLY ONE SIDE PARKING DURING WEEKENDS AND PUBLIC HOLIDAYS IS ALLOWED THIS WORKS WELL -
- TWILIGHT EVENTS DO NOT HAVE PARKING LIMITED TO ONE SIDE – BECAUSE OF THIS IT IS QUITE DANGEROUS TRANVERSING KINTORE AVE DURING THESE EVENTS & RESIDENTS CANNOT ENTER OR EXIT PROPERITES SAFELY

SUGGESTIONS & COMMENTS

***HAVE PROJECTIONS BEEN CALCULATED FOR THE NUMBER OF VEHICLES THAT WILL BE USING THE STREETS OF PROSPECT IN 20 YEARS?

WORLD ANALYSTS PREDICT THAT IF THE CURRENT GROWTH RATE CONTINUES – THE VEHICLE POPULATION WILL DOUBLE EVERY 20 YEARS.

***ALL TRAFFIC DECISIONS SHOULD CONSIDER THIS INCREASE IN VEHICLE POPULATION

*** IS THE POSSIBLE WIDENING OF MAIN NORTH ROAD (WITHIN 20 YEARS) BEING CONSIDERED IN TRAFFIC DECISIONS?

- KINTORE AVENUE SHOULD NOT BE USED AS A MAIN TRAFFIC ROUTE

- THE PROPOSED CAR PARKING AT THE REAR OF KINTORE AVENUE PROPERTIES – THE CURRENT PLAN IS SHOWING ONLY ONE ENTRY / EXIT.
IN NORMAL CONDITIONS THIS CAR PARK WILL CAUSE MASSIVE TRAFFIC CONGESTION
IN AN EMERGENCY THIS PARKING AREA WOULD BE A DEATH TRAP

- EVENT PARKING (ON ONE SIDE OF THE STREET) COULD BE EXPANDED TO INCLUDE THE SUMMER TWILIGHT SESSIONS AND ANY MAJOR EVENT IN THE OVAL AREA – THIS WOULD STOP THE TRAFFIC CONGESTION DURING EVENTS

- BECAUSE DON LINDNER LANE IS THE A MAJOR ACCESS TO THE PROSPECT OVAL – KINTORE AVENUE IS A MAIN THOROUGHFARE DURING ANY EVENT. BECAUSE OF THAT REASON TRAFFIC CONGESTION NEEDS TO VERY CAREFULLY EXAMINED BEFORE ANY DECISION IS MADE FOR FUTURE TRAFFIC USE OF KINTORE AVENUE
- ON ROAD “NO PARKING” AREAS SHOULD BE MORE CLEARLY MARKED WITH YELLOW LINES. ESPECIALLY ADJACENT TO PROPERTY DRIVEWAYS.
- PARKING SIGNS NEED TO BE EASILY SEEN AND CONSISTENT
- DUE TO THE PROPOSED DEVELOPMENT OF THE PLP - VEHICLE CONGESTION WILL DRAMATICALLY INCREASE. TH WIDTH OF PROSPECT STREETS DO NOT CATER FOR THIS INCREASED CONGESTION

Submitted 10.15pm
18th May 2025

To The City of Prospect
Prospect Road
Prospect SA 5082 By email: admin@prospect.sa.gov.au
16/5/2025

SUBMISSION: INTEGRATED TRANSPORT PLAN

It is pleasing that the council has embarked on a major traffic plan for the City of Prospect.

However, I have a number of concerns due to the size of the plan and the number of recommendations. It will clearly take many years before this can be completed given the number of issues which need more time for a thorough investigation. Also, as soon as the plan is finalised it will be out of date due to ongoing development and area changes.

How will the council determine the priorities for the implementation of this plan and will there be a way to comment on the priorities that are set.? If there is no further consultation on priorities how can residents raise their concerns such that they get some response.


Council never completed the traffic study in Cassie Street. Traffic flow was only done for one week instead of the usual two-week study which was done in surrounding streets. But even more concerning there was no proper count of the cars speeding down the street due to the traffic counters being placed outside the shopping centre where cars have already slowed down to either turn into the shops or stop at the corner to turn into North East Road. The traffic counters to pick up the speed should have been placed west of Roseberry Lane in Cassie Street before the cars have started to brake. The study should be properly completed to give a true indication of the speed of cars coming from D'Erlanger Ave.

I have no confidence in council in relation to ever managing any of the traffic and parking problems in Cassie Street.

It is approximately 15 years since council put yellow lines preventing cars from parking too close to my driveway to help me safely exit my drive. Now the situation is worse and the council has no response. Previously my difficulties caused me to back into three cars and a truck trying to safely exit my driveway. Now I am more likely to get smashed into by a speeding car as I undertake my four-point turn to safely exit my driveway.

How will current pending individual issues for residents be addressed so they do not continue to experience years before anything is done, especially where there are safety concerns? With a document full of very time-consuming actions that will take years what confidence can we have that council will ever deal with immediate problems when they arise.

Yours Sincerely



Cassie Street
Collinswood 5081

From: [REDACTED]
Sent: Saturday, 17 May 2025 9:06 AM
To: Administration
Subject: Prospect Integrated Transport Plan - Written submission

Categories: Customer Service

I would like to provide feedback on the ITP, relating to "Public Transport, item 6, All bus stops, upgrade shelters and amenities (such as bins and seating) at high patronage bus stops".

I believe it would improve the public transport experience and encourage increased usage, if bus stop areas were regularly cleaned.

Take for example, bus stop 16, Main North Rd east side, the nearest bus stop to the Sefton Plaza & Northpark shopping centres, which are significant community hubs, is certainly not a very welcoming space.

Viewed at noon today, there were empty drink containers, cigarette butts, significant long-term bird droppings and organic material on the footpath and waiting area.

Cleaning them regularly would improve the public transport experience significantly.

Kind regards

[REDACTED]
Third Ave
Sefton Park

From: Community Engagement at Prospect <admin@prospect.sa.gov.au>
Sent: Monday, 19 May 2025 9:06 AM
To: [REDACTED]
Cc: Administration; Engagement Hub
Subject: Rat running to avoid Main North / Regency Intersection
Attachments: Screenshot2025-05-19083618_1747611322.png
Categories: Customer Service



ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal
(<https://cityofprospect.engagementhub.com.au>).

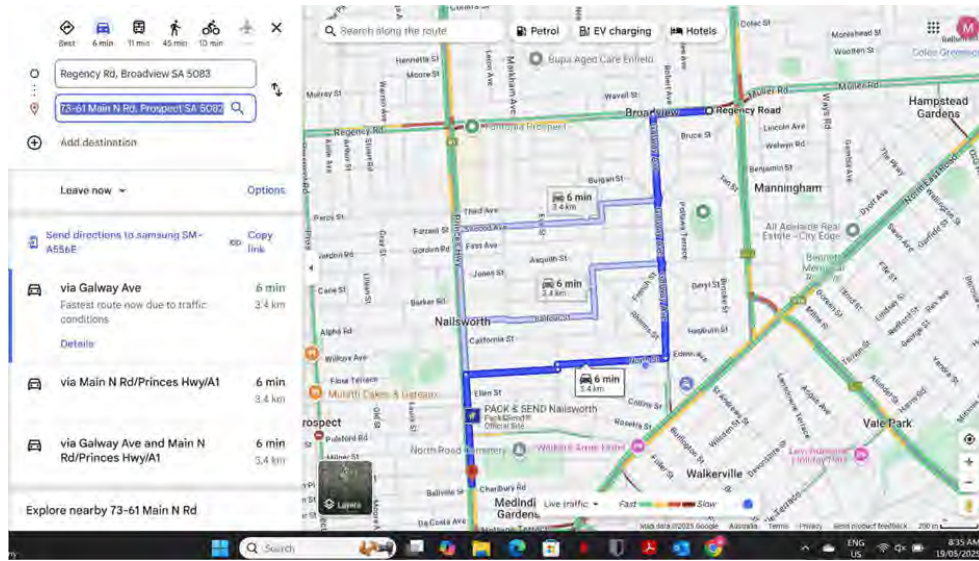
[REDACTED]

[REDACTED]

[REDACTED]

Message: I suspect much of the traffic on my street (North Street Collinswood) and other streets in the area in peak times is rat running to avoid delays and congestion at the Main North Road / Regency Road Intersection. This is supported by the attached screen shot from Google Maps at 8.30am today which shows the quickest route through local streets. I am aware that arterial road problems will not be fixed anytime soon. Bearing this on mind, I didn't notice any specific actions in the plan to address the issue. Note this type of traffic is often speeding and needs to be slowed down somehow on local streets

Attachment : [Screenshot 2025-05-19 083618.png](#)



From: Community Engagement at Prospect <admin@prospect.sa.gov.au>
Sent: Tuesday, 13 May 2025 1:39 PM
To: [REDACTED]
Cc: Administration; Engagement Hub
Subject: Expressway/flyover



ADMINISTRATOR NOTIFICATION – CONTACT FORM

A new contact form has been submitted from your portal
(<https://cityofprospect.engagementhub.com.au>).

[REDACTED]
[REDACTED]
[REDACTED]

Message: Build a fly over from main north road& Fitzroy to port Wakefield Rd. And reduce local traffic please

Attachment :

Submission to Prospect Council's Integrated Transport Study

This is an extract from an earlier submission made by long term Prospect resident [REDACTED] [REDACTED] that proposed preferred solutions for parking, speeding, rat running back streets and issues of safety in Burwood Avenue.

As a case study, Burwood Avenue demonstrates many of the concerns of residents coping every weekday with inconsiderate and dangerous driving behaviors. The once quiet avenue at times becomes a parking lot and alternative through road.

It's one of Prospects showcase avenues. It is an attractively tree lined avenue and wider than most Prospect residential streets. It runs directly into Main North Road with its adjacent car yards and businesses. It is an alternative cut through road when traffic is heavy. The 40 kph. zone is not generally respected, and traffic flow has noticeably increased.

Therefore, street residents and ratepayers, like many other Prospect streets occupants, are highly critical of Council (and police) failure to enforce restrictions, limit parking and resolve traffic hazards and bottle necks.

Creative Solutions

This proposes, that rather than more fines and building chicanes or road bumps, Council consider as a pilot in its IT plan an integrated bundle of solutions.

1. Speed monitor signs have progressed significantly. The occasional installation of trailer mounted displays encourages compliance. Other councils have now installed permanent single solar powered speed monitoring signs to replace the actual speed sign. One pole tells drivers what the speed limit is, what speed they are doing and collects data of serial offenders.

Outcome: Enforcement and data collection.



2. Parking in residential areas adjacent to Main North Road infuriates local ratepayers. An easier alternative, for all side streets, is not to ban parking or impose further sign restrictions. The solution is to create courtesy zones, the blue line, adjacent to each residential property. The Blue Line on the curve confirms priority for ratepayer/resident courtesy parking zone.

Outcome: community consideration with resident enforcement.

3. Non residential parking could be allowed, throughout the length of Burwood Avenue, without time or penalty restrictions. In the example of Burwood Avenue, the street has sufficient parking for more than 200 casual spaces, plus courtesy resident parking for fifty residences. No need to concentrate on parking at the western end and leave the eastern end with spaces. Walk!

Outcome: business participation and courtesy.

4. Restrict “rat runs” by closing right and left turns into Burwood Avenue from Derlanger Avenue. This discourages short cut runs but provides for residents to access both recreational, shops and commercial properties in Collinswood. Return to properties via access from Main North Road.

Outcome: restrictions of cut throughs with residential approval.

5. Restrict parking opposite other vehicles. Whilst Burwood Avenue is wider than many other residential streets, hazards are still created when vehicles park directly opposite other vehicles. The introduction of courtesy signs discouraging opposite side parking is being introduced in narrower streets. The principle has universal application throughout Prospect.

Outcome: Encouragement of considerate driver conduct.

6. Restrict left turns into Burwood Avenue during peak hours. Inconvenient for residents/ ratepayers returning home but justifiable to preserve safety, amenity and respect for residential areas.

7. Commercial parking for staff should be provided. No point in approving developments that don't provide and require staff to park on site. It's a condition of development approval but not enforced. Results in parking in residential side streets and creates hazards to traffic flow.

██████████, Burwood Avenue, Nailsworth

MMay2025

████████████████████
██████████ Third Ave
Sefton Park SA 5083

16 May 2025

The City of Prospect
Prospect Road
Prospect SA 5082

By email: admin@prospect.sa.gov.au

SUBMISSION: INREGRATED TRANSPORT PLAN

The Council's consideration of transport within the City of Prospect is to be applauded given the impact of traffic on residents is significant including noise and air pollution.

Road traffic plan

With respect to particular items (which are in italics) we make the following comments.

1.3 Formalise the road hierarchy, with the following Minor Collector Roads east of Main North Road in Nailsworth/Collinswood retained: Harvey Street, California Street, Howard Street, McInnes Avenue, Collingrove Avenue and Third Avenue

This proposal is most disappointing and respectfully, consolidates poor past decision making by the Council for the eastern Prospect area.

This is, in part, evidenced by the increase in traffic in the last 25 years. In that time, the number of vehicles on Third Avenue have increased by 25% to 260% noting that the number of vehicles on the street 25 years ago was in the order of 1500 per day.

The designation of the above streets as Minor Collector Roads is a significant cause of the traffic problems within the area and is contrary to the council's own goals for this plan including:

- "Rat running" (drivers using local streets to bypass main roads) – vehicles rat run on the above streets.
- Traffic speed in local streets: As cyclists for 40 years it appears that vehicles speed.
- Traffic congestion.

With respect to Third Avenue/McInnes Avenue, it is self-evident that Regency Road is a far safer option for both road users and residents. Diverting traffic Regency Road would reduce traffic in these streets significantly and would comply with the plan goals as it would significantly eliminate rat runners.

A similar 'main road diversion' applies to the above minor roads and where it doesn't preventing rat runners and restricting speeding vehicles would better protect residents.

It is **significantly** concerning that the east Prospect precinct has 6 streets proposed to designated as Minor Collector roads, when the west Prospect precinct - between Main North Road and Churchill Road have none.

It is clear, from the traffic calming measures utilised in the western precinct, that they are of benefit and so such measures would benefit these eastern streets limiting rat runners and speeding vehicles. They would enable residents to better enjoy the amenity of their valuable real estate without the pollution referred to above and be better assured of the safety of all and in particular those most vulnerable being their children, grandchildren and the elderly.

1

Meredith Street Driveway Link: It is concerning that there appears to be a change contemplated for the Meredith Street/Third Avenue driveway link.

The writer () personally made an oral deputation to council approximately 15 years ago seeking that this traffic limiting measure be maintained in its current form and location, which then occurred. The link requires vehicles to slow or stop and in itself calms the traffic.

If there is to be any change, it is submitted that it would best serve residents if such change further slowed traffic and we request that this occur.

If the change is to assist cyclists, then again it would best serve residents if such change further slowed traffic.

Third Avenue: redesigning speed humps: Whilst it is good to have speed humps – as a measure to slow traffic – the current speed humps on Third Avenue still allow vehicles to speed with little negative impact to those in the car. This poses a risk to residents, cyclists and other vehicles.

We respectfully request that any change improve the speed humps and further calm the traffic and create a deterrent to speeding.

We also ask that there be:

- regular – for example monthly - enforcement measures so that vehicles are aware that there is a consequence to their speeding and that such measures implemented at all hours and regularly throughout the city.
- signs which indicate that speeding is penalized in this city.

2.3 Reduce the speed limit along Galway Avenue from 50 km/h to 40 km/h to align with the existing 40 km/h speed limit in Broadview and Collinswood, enhancing consistency and improving safety.

An excellent proposal – the inclusion of speed humps or other traffic calming devices would likely assist in this regard. Further, traffic could easily be diverted from this street to Hamstead Road which is only some few hundred meters away and this would significantly reduce congestion in Galway Ave and would benefit the surrounding nearby residents.

2.4 Implement speed detection information displays on streets with average speeds over 40 km/h.

This is an excellent innovation. May we suggest, signs similar to: 'Drive slow for Sam' which are fluorescent and solar powered (see picture below) and that the signs include a speed monitor.



2.7 - Adopt the 'Self-Explaining Road' concept (using design features such as gateway treatments, low level landscaping and kerb build ups) to guide road user behaviour on Local and Collector Roads, where appropriate

Excellent – something which has been needed in Third Avenue and the east Prospect precinct forever – noting that only Davies Street (possibly the smallest street in Prospect) appears to be the only street in the east with these measures.

3.3 Undertake a Local Transport Plan for Broadview and Nailsworth in collaboration with the City of Port Adelaide Enfield

This is a most welcome measure as rat running and speeding vehicles negatively impact walking to local facilities such as the doctor and the shops.

Cycling plan

The plan states as a goal that there be dedicated cycling lanes but there are none set out in the plan. Would you kindly provide such detail.

As a commuting cyclist for 40 years, the speed of traffic in the Prospect precinct is concerning, particularly because cyclists lives are at risk. The traffic calming measures, better signage and enforcement referred to above would assist.

Walking plan

It is excellent that such a plan is being considered.

We note that the walking plan doesn't reference the following Main North Road walking paths:

- the lights at Nailsworth Primary School.
- the lights at Café Basilico.
- the bus stop on the west for students travelling to Prescott College and similar – at the gym.
There is a barred walking path across the traffic island.

We respectfully submit that actions such as vegetating the center of Main North Road and slowing traffic in this area, will assist pedestrians.

Yours faithfully




From: [REDACTED]
Sent: Wednesday, 14 May 2025 4:55 PM
To: Administration
Cc: adelaide@parliament.sa.gov.au; Kristina Barnett
Subject: Submission on the Integrated Transport Plan - Phase 2 consultation

To whom it may concern,

The current website for the council lists a Traffic Management Policy adopted by Council on 22 May 2007, now some 18 years old.

It is encouraging to see the Council has seen a need to update its policy with the ITP and I accept the invitation to contribute comment on the aspect of on-street parking, and in particular, to the parking on Myrtle Street off the Village Heart precinct.

The issue of on-street parking and traffic congestion has been a festering sore since the Cinema was proposed for the corner of Prospect Road and Rose Street and the Myrtle Street Petition to Council organised by Anna Peluso, considered at the Council meeting held 23 February 2021.

I suggest three main events reduced the traffic congestion, namely, Covid-19 restrictions, the Torrens Road overpass (that had traffic diverters preventing north bound traffic on Churchill Road entering Myrtle Street) and the fire that devastated Rosemont Hall / Sunny's on Prospect Road - all of which are no longer relevant but Myrtle Street is now becoming a rat-run.

The car parking issue on Myrtle Street is now compounded by street parked trailers, former owner / occupied homes now occupied by renters (with the number of associated vehicles equaling the number of bedrooms) and business being run from residential premises.

The only solution previously offered by Council was to install white hockey stick lines to delineate a driveway. Unfortunately they've not been maintained by Council and with the advent of winter and the leaves from the deciduous Myrtle trees, the white hockey sticks are almost impossible to see. In any event, non-compliance is unenforceable. See photos.

In 2011 the parking seemed to finish around number 17. Now, in peak periods the cars can be parked on both sides of Myrtle Street to Braund Road and this of itself, creates pedestrian traffic on the footpath which impedes driveway ingress and egress.

The other main concern which is now occurring is that with cars parked on both sides of the street and cars coming from both directions at the same time there is little opportunity for clear passage. This is ever increasing and both my neighbour and I have had to act as traffic controllers on a number of occasions to resolve the impasse. There has been instances of 'road rage' due to frustration.

None of these issues have been addressed by Council to date perhaps because it is unaware of the problems and associated chaos.

This is not brain surgery and surely some simple solutions can be offered by Council to ameliate these issues.

Why not trial yellow lines for parking and staged 'No Standing' zones AND ensure that they are regularly policed?

Question:- have any of those responsible for making the decisions driven down Myrtle or Rose Street during peak periods when the crowds are in the Village Heart?
If not, then they should.

Please see google drive of images related to this matter

https://drive.google.com/drive/folders/1-AFre9j0-S_JDFm0dkm79LO4D_LPNy12



Sent from my iPad

From: [REDACTED]
Sent: Tuesday, 29 April 2025 12:57 PM
To: Administration
Subject: ITP FEEDBACK
Categories: Customer Service

Good afternoon,

I attended an ITP drop in session today and would like to confirm my feedback below:

Kintore Ave

Increased traffic, speed and parking congestion is creating unacceptable hazards for residents with safety concerns plus inability to enter/exit driveways. The recent NAFC community day highlighted this issue. I strongly suggest;

- a no parking area (yellow line) be installed at the entry of Kintore Ave following left turn from Main North Rd along Basilico. Too many near accidents have occurred and prevention is the best management plan.
- Limit parking alongside one side of the road only. If not, extend no parking areas across driveways (yellow lines extended from the edge) to allow passing vehicles to safely move through the Ave.

PLP

All suggested PLP options will increase traffic into Kintore, which will compound the existing issues together with increased traffic encountered at the Western end with the new Prospect Rd development and upgraded carparking. You cannot force a commercial volume of vehicles onto Kintore, this is not safe and will create unacceptable congestion and severely impact Kintore residents. There must be direct connectivity between ITP & PLP consultations.

I agree with the suggestion to install an intersection (style/type??) at Main North Rd & Burwood Rd be installed as an entry point for Prospect Oval and PLP.

All consideration must be given to the traffic management plan for Kintore Ave to be generated with the Maverick site development to limit impact upon residents.

Cycling

I suggest diverting the East/West cycling corridor from Kintore Ave (already now congested and soon to be more congested with PLP) to travel all the way along Labrina, left onto Watkins and right onto Mona Place towards NE Road. This is close to the existing crossing.

Mona Place

Increasing number of vehicles are using Mona as an entry point to NE Road with many vehicles travelling too fast down this Laneway. Plus there is an increase in near accidents at the intersection of Watkins and Mona. This is a safety issue for local residents. I suggest there is a requirement to slow down traffic speed and increase signage.

Prosect Road speed limit to 40km

I totally endorse this measure but suggest extending the 40km zone to Barker Road in order to protect Rosary families and Coles users.

Thanks



From: [REDACTED]@prospect.sa.gov.au>
Sent: Thursday, 8 May 2025 3:52 PM
To: [REDACTED]@prospect.sa.gov.au>
Subject: Emilie St Prospect

Good afternoon,

I have just taken a call from a social worker that is attending to a client at [REDACTED] Emilie St Prospect.

They are reporting the congestion in the street and safety of children in the street from the school due to the speed and traffic of cars.

They asked that I send this request through to the Traffic Engineer as they believe there should be speed humps along this street.

I asked they send their request in writing but he was not very responsive and does not have internet access.

Hope you are able to consider this request as feedback.

Kind Regards,

[REDACTED]
Casual Customer Service Officer

8269 5355

Payinbil - 128 Prospect Road, Prospect, SA 5082 | PO Box 171/ Prospect SA 5082

City of Prospect acknowledges that we are on the traditional country of the people of the Adelaide Plains region, and we pay our respect to Elders past and present.

From: [REDACTED]
Sent: Friday, 16 May 2025 4:49 PM
To: Administration
Subject: Traffic plan
Categories: [REDACTED]

Hi,

I just want to make sure you receive my feedback,

Every day around 4pm -6pm there are cars taking a shortcut turning onto Murray Street from one of the side streets from Regency road (Camroc, Athol and Linley Avenue) or from Prospect road turning right onto Murray street and driving east to avoid the Regency Road/ Main north road intersection. Using side streets to eventually turn left onto Main North road.

The problem is that we witness several times a week cars that do NOT slow down at the giveaway signs as they travel east along Murray Street crossing Camroc, Athol and Linley Avenue.

This week I witnessed 2 cars not stopping at all and cars travelling north along Linley avenue had to rapidly stop & using the horn to show their frustration to avoid a collision. A few years ago an accident happened and one of the cars in the accident flipped across and hit my daughters car that was parked on Linley Avenue with such force that it snapped the axel writing her car off. Thank goodness she was not in the car but my daughter had to spend lots of extra money to buy another car.

One possible solution is to update give way signs that have perimeter lights. I think they are solar. They really brighten up the sign or some other flashing give-way signs between the afternoon peak hr times. I have seen them in other states. This would not be an expensive exercise.

Also the white lines where the cars giving way have faded so repainting these would help too.

I live on Linley avenue and there are occasions that cars are hooning along so some kind of speed restriction along this wider street (thank Camroc or Athol) should restrict traffic speed.

Thank you for your consideration.

Regards, [REDACTED]

[REDACTED]

[REDACTED]

Prospect Council Submission re traffic planning, May 2025

From: **Stuart Road Residents** TO: **Prospect Council**

This is **“Please Consider”** to Prospect Council re traffic flow planning in Stuart Road. Council staff have encouraged street residents to submit comments prior to adopting potential changes to traffic flows [Prospect News Online, May, 2025]. This is one response.

1. **Footpaths** - A proportion of the residents are aged or have limited car mobility and so have to use the footpaths. It is noted that Council have, in recent years, ignored Council policy/statutes regarding the slope of the actual pathway - *cf Councils Traffic Engineer*. Alice Street is an example of a newly laid path which has excessively slopes. Wheelchair users are at risk if forced to use the road surface, particularly at school pick up and put down times.

2. **Traffic Flows** - Please consider that in the last five years traffic flows in Stuart Road have changed. The road surface appears to be 3.5 vehicles width, not four, - a factor in passing.

Reasons for traffic flow change we think include

- i) increased school population;
- ii) increased housing per meter of road length, nearby.
- iii) changed parking options and
- iv) changed traffic patterns.

Increased **school population** includes more drop off/pick up per session. It includes more teachers with vehicles. So more traffic AND parking.

Increased **housing density** per metre of road length is slight but significant in Stuart Road. We estimate a 15% increase in the last ten years.

Parking options for more teachers and residents have actually decreased as a consequence of the imposition of **2-hour parking** fines at both Northpark Shopping Center and Sefton Park in the last year or so. These parking areas were previously available for school parking and persons who worked in the city but needed to drive to a bus due to their home location. There has been a significant increase in street car parking for Stuart Road as a result.

Dangerous - The need to relocate parking for individuals has meant that Stuart Road which once could accommodate set-down and pick-up of the primary school students now is dangerous due to the lack of passing ease and child visibility as cars attempt to navigate two-way traffic AND parked cars AND children. The children are not expendable. It should be noted that residents have had their parked cars scraped with significant damage.

Changed traffic/parking patterns have occurred from Regency Road into Stuart Road. The primary cause is increased custom, a good thing, of the Pizza shop on the corner of Regency and Stuart. Common customer action is to turn left off Regency (going West) into Stuart Road and immediately parking either side of the road adjacent to Regency Road for quick access to the pizza. School pickup or residents turning out of Stuart Road into Regency then have difficulty siting themselves “close to the curb” prior to a left turn as traffic laws would suggest. It is not possible in a car to turn left off Stuart into Regency if a pizza patrons car is too close to the corner. Cars coming left into Stuart cannot easily see that situation due to the tree and Telecom box on the

1

Prospect Council Submission re traffic planning – Stuart Road 12/05/25

Regency Road corner. We suggest Council arrange a video survey of these traffic movements.

Stuart Rd. Solutions: There are no easy ones. However if the school is not going to move (but get bigger?) then consideration of **one-side No Parking in Stuart Road** is suggested. One-Way traffic (assumed North to South is the only viable one) may not reduce the challenges Council faces. We are aware of a rejected **pull-in on Regency Rd.** to serve buses which may have helped.

3. Grey Street Traffic

Associated with the higher traffic flows AND the non-resident parking needs, there is a developing issue with the obstruction of traffic flows in Gray Street.

Grey street is narrower than Stuart Rd but is increasingly being used as a N-S thoroughfare instead of the overloaded Prospect Road, whereas it's original purpose was for night cart access perhaps?

We think it cannot reasonably be made a one-way street because of the effect that would have on Prospect Road / access to the footy, etc. It needs to remain a two-way street to the extent that cars and small trucks can pass. In some recent times (12 months?) that has not been the case - possibly as a consequence of the North Park / Sefton Park (we assume they are private) lack of all-day parking. Please consider measuring traffic movements and then restrict parking to one side to allow at least slow flow of traffic ALL the time. Note that Grey street traffic patterns impact on Stuart Road and Percy St. Only two residences face Grey St.

4. Percy Street - From Stuart Road into Percy Street, if turning left, is an unexpected drop in the road level. Traffic going West into the sun running into Stuart Road (N) from Percy also are affected. Use a video to see what happens especially at school pickup and the 4pm worker rush going East.

In addition to the **surface ditch** there is a serious **visibility problem** when large van users, choose, as is their right, to obstruct the view of cars entering from Grey street or the East end of Percy. A "Small Car Only" parking sign may fix that challenge?

The **traffic calmers in Percy street** were badly designed and installed. Instead of traffic calming they act as car "damagers" due to i) the ditch in the bitumen BEFORE the calmer and ii) the excessive slope on the calmer brickwork approach. The result is a very big bump but not a lot of calming. Suggest Council examine Victorian street calmers which are smoother and, significantly, longer thus resulting in no effect on 40km drivers and an increasing bump effect on faster cars. It is not known why this works. It needs fixing.

----- ooo OOO ooo -----

Postscript - I have consulted with at least 70% of the residents of Stuart Road who indicated general support for the points made herein and no serious objections were made to the above points. Residents comments are perhaps generally not in favour of One-Way or NO-Parking (in point 2) as solutions for Stuart Road at least.

Some additional points suggested include a loop for school drop-off/pickup in Arthur St; left into Alice; left into Stuart with put down / pick up both Arthur and Alice (as exists in part now as a school directive perhaps). R.B. at 12 May 2025.

2 Prospect Council Submission re traffic planning – Stuart Road 12/05/25

Residents of Stuart Road would like to take this opportunity to thank Council for their (and their families) time on this and their service to the Community.

Please Consider

██████████ Stuart Road, ██████████

===== TEAR OFF attached to the above pages when letter box dropped ===

To: Stuart Road house #

I intend to submit these two pages as a submission to Prospect Council inresponse to their request by 10th May [“ *An Integrated Transport Plan for Prospect*”]. I hope you approve in general. Either way, please consider letting me know you have at least looked at it by putting this top bit into our ██████ letter box. Comments are welcome but I don’t want to make big changes as I would then have to re-print it for all of you.

Regards, ██████████ 6 May 2025.

===== This is the 9th May at 3pm version ===

From: [REDACTED]
Sent: Tuesday, 20 May 2025 3:06 PM
To: Administration
Subject: Re: Written submission regarding ITP

Categories: Terri - Customer Service

On Thu, 15 May 2025, 4:07 pm [REDACTED], [REDACTED] wrote:

Dear Council

I've read through your paper material regarding , your set of strategies and actions for an ITP for The City of Prospect.

Much thought and effort seems to have gone into this material.

Braund Rd is a concern and how you address this current and future transport roadway; would not be a simple task. Improvements regarding safety for all those who use Braund road would be most welcome.

Regards [REDACTED]

[REDACTED] Olive St Prospect

From: [REDACTED]
Sent: Monday, 12 May 2025 10:22 PM
To: Administration
Subject: phase 2 comment Integrated Transport Plan
Attachments: accident 1 first ave and emilie.JPG; accident 2 first ave and emilie.JPG
Categories: Sharon - Customer Service

Hi Folks

Thanks for the opportunity to comment during the second round of consultation on the Integrated Transport Plan.

I refer Council to its 25 March 2025 Ordinary Council Agenda Paper Page 291 '85th Percentile Speeds from surveys in 2024' and Page 292 'Daily Traffic Volumes From Surveys in 2024'.

The difference in volumes and speeding between areas West of Main North Road and East of Main North Road is chalk and cheese.

Despite numerous resident surveys, traffic counts, consultant reports, working groups and transport strategies (2005, 2007, 2009, 2010, 2019), the traffic volumes and speeds East of Main North Road are similar or greater than they were twenty years ago (eg compare the volumes and speeds in the latest surveys with the data in the Tonkin 2007 Nailsworth and Collinswood LATM).

Conversely, the data shows that Council has achieved excellent reductions in traffic volumes and speeds West of Main North Road.

I again ask 'Why is there such a difference, when the two areas share similar land use mix, similar road layouts, similar rat run opportunities and similar major traffic collectors?'

It is clear that the answer lies in the built measures installed in the West areas, including driveway links in many streets, road closures, partial road closures, and one-way streets around traffic collectors such as Schinellas and North Park.

East of Main North Road, however, is a different story. Council (including, unfortunately, our long standing Nailsworth Councillor) has not wanted to inconvenience drivers by installing effective traffic-calming engineered solutions. Council has preferred instead to hope that lowering speed limits will reduce speed and volumes. Demonstrably they have not. The exception that proves the rule is Howard Street, which is one of the very few significant engineered solutions in Nailsworth. The driveway link on Howard Street has reduced volumes by around 50% from nearly 2000 cars per day in 2006 (2007 Nailsworth and Collinswood LATM Appendix B) to less than 1000 per day in 2024 (25 March 2025 Ordinary Council Agenda Paper Page 291).

So, the main feedback I would make on the current Integrated Transport Plan is – **please can we have some of the built engineering measures that our cousins across the other side of Main North Road have had for many years now?** For specific locations to install them, I would refer Council to its previous funded report by Tonkins in 2007.

I also provide some specific comments re First Avenue and Emilie Street as these are the roads nearest my home.

I attach photos of two recent crashes at the intersection of First Avenue and Emilie Street. In one of the crashes the driver was hospitalised and, in the other, my neighbour narrowly missed being run over as the car mounted the footpath. Crashes such as these are regular occurrences at this corner. I note that First Avenue is included in potential sites for traffic calming (Action item 2.5 from the Integrated Transport Plan). I support this (although I would question why Emilie Street is not also on that list because the crashes at Emilie and First Avenue are typically caused by drivers on Emilie Street failing to give way, not by drivers using First Avenue).

I note that Council has not committed to any 2025/26 funding to implement its Integrated Transport Plan Action Items but has flagged some minor spending on initial projects that might be supported next year (Page 98 of the 25 March Ordinary Council report). Given the crash risk at this intersection **I would argue that work**

at this corner should be funded before the items mentioned in the 25 March Ordinary Council report for reasons of safety.

Finally, I support Action item 3.3 from the Integrated Transport Plan (a joint Plan with City of Port Adelaide Enfield) and consider it should be a priority and funded in 2025/26 given that Sefton Plaza is such a significant traffic collector East of Main North Road.

Thanks again for the opportunity to comment.

Kind Regards

██████████



From: [REDACTED]
Sent: Thursday, 10 April 2025 8:22 PM
To: Administration
Subject: King Street PROSPECT
Attachments: King Street - Photo 1.jpg; King Street - Photo 2.jpg; King Street - Photo 3.jpg; King Street - Photo 4.jpg; King Street - Photo 5.jpg

To whom it may concern,

I am writing once again to raise serious concerns regarding the ongoing and unresolved parking and traffic issues on King Street, which continue to compromise the safety and access for local residents.

This evening, just after 5:00 pm, I experienced a significant incident while attempting to collect my mother, who resides at [REDACTED] King Street, for a scheduled appointment. Upon arrival, I found her driveway completely obstructed by a heavy-load truck. Despite indicating my need to access the driveway, the driver showed no regard and refused to move. The vehicle was clearly connected to construction work taking place directly opposite number [REDACTED]. I have attached photographic evidence of the incident.

This type of disregard for residents is unacceptable and requires immediate attention. Trucks of this nature must not be permitted to block driveways or restrict access under any circumstances.

Furthermore, I must again raise the issue of illegal parking along both sides of King Street. Although there is clear signage indicating "No Parking," this is routinely ignored. I have attached further photographs to demonstrate this ongoing breach from this evening.

This situation is not merely an inconvenience, it presents a genuine risk to life. My mother suffers from hypertrophic cardiomyopathy, a serious and life-threatening medical condition. In the event of a medical emergency, it is highly likely that an ambulance would be unable to reach her property due to the consistent congestion and blocked access. Should such a situation occur, I will hold the Council of Prospect directly liable for any resulting harm, as your failure to act has allowed this dangerous situation to persist.

In addition, the yellow line markings on the street, which previously helped to enforce parking restrictions, have faded significantly, largely due to the recent burst water mains. This further contributes to the disregard for parking rules and must be rectified without delay.

Lastly, I must emphasise that much of this issue stems from the increased traffic and illegal parking associated with the temple located on the corner of King Street and Redin Street. While we respect the right of all community members to gather, it cannot come at the expense of residents' safety and access to their own homes.

I request that the Council take immediate, decisive action to:

1. Prevent heavy vehicles from obstructing residential driveways.
2. Enforce existing parking restrictions and issue penalties for non-compliance.

- 3. Repaint the yellow lines along King Street to clearly indicate no-parking zones.
- 4. Address the impact of temple-related traffic and implement long-term traffic management solutions.

I look forward to your prompt and effective response to these urgent matters.

Kind regards,

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

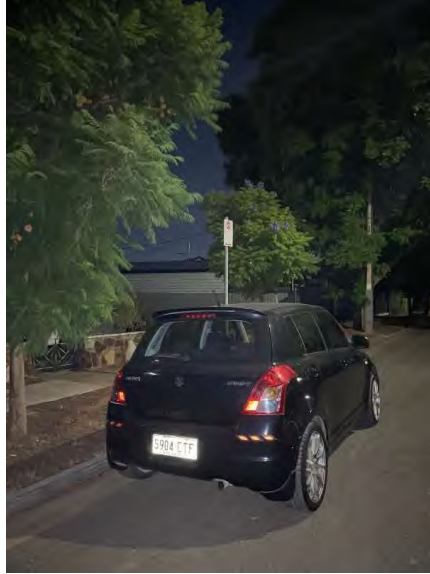
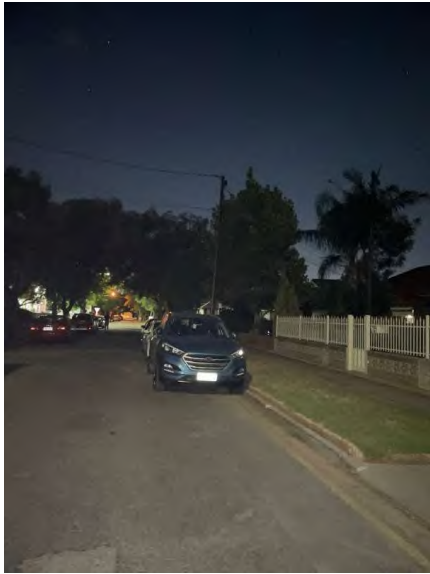
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[Redacted name]
University Senior College at Adelaide University Inc

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From: [REDACTED]
Sent: Thursday, 12 June 2025 6:26 PM
To: Brittany [REDACTED]
Subject: Re: Myrtle Street Parking
Attachments: 1000016552.jpg; 1000016551.jpg

Hi Brittany

Hope you are well.

Brittany can you please pass this email to the Senior Traffic Officer, a couple of photos of a car parked on one side of our driveway today. If the car on the other side of the driveway parked the same, over the white line, it would be very difficult for us to get out of our driveway. This is why we need a metre of yellow line on both sides of our driveway.

The thing is this happens often and a lot of the times on weekends and night. This needs to be addressed, not put on the too hard basket which has been.

Many thanks for your help.

Regards

[REDACTED]



From: [REDACTED]
Sent: Tuesday, 22 April 2025 12:41 PM
To: Suzanne Andrew; Inactive- Carol Stubbs (Inactive); Farlie Taylor; Katie Faraonio; Lillian Hollitt; Matt Larwood; Thuy Nguyen; Keke Michalos
Subject: My 2nd visit to Prospect Oval in a wheelchair

Hi

I attended the recent easter friday game at Prospect Oval and created a presentation.

Please let me know if you cannot access and play the presentation.

I've only sent this information to recipients who use the prospect.sa.gov.au domain for their email.

Loading Google Slides
doc.google.com



regards

[REDACTED]

[REDACTED]

[REDACTED]

www.wheelchairohn.com (blog about living with a disability)

<https://eipfteenpointfive.com.au/> (book project of 25 people living with a disability)

[REDACTED]

OFFICIAL

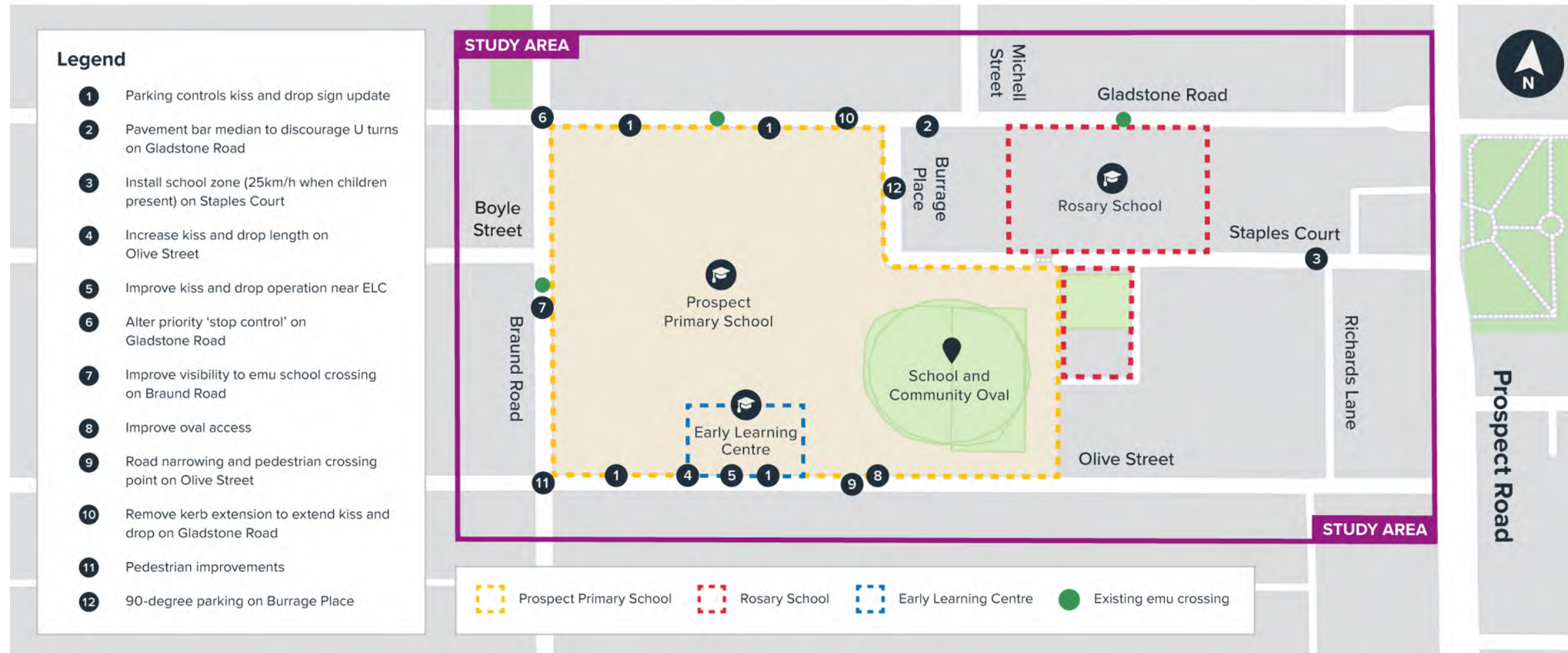
Prospect Schools Precinct Study

The Department for Infrastructure and Transport engaged a consultant to undertake a School Precinct Study which considered holistically the safety, access, movement and parking around both Prospect Primary School and Rosary School. The project is supported by the City of Prospect (Council) and the Department for Education, as well as advocacy from the State Member for Adelaide on behalf of the residents and the school communities.

Council is currently developing an Integrated Transport Plan (ITP). The purpose of the ITP is to develop a strategic plan that will provide a framework for a cohesive transport system that meets the needs of pedestrians, cyclists, motorists and public transport users.

The ITP will guide future investment in the transport network to address issues and opportunities identified by stakeholders in the community and Council. It will provide an action plan of prioritised initiatives to support the transport vision and objectives.

Council have recently undertaken parking improvements on Gladstone Road related to Rosary School.



August 2025

#23554258 Prospect Schools Precinct Study Placemat



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Prospect Schools Precinct Study outcomes

Location	Issue Description	Proposed Treatment	Agency Responsibility
1	Parking controls kiss and drop sign update	Provide consistent parking control signs (two minute/no parking signs, supplementary school boundary fence kiss and drop signs)	Council and Department for Infrastructure and Transport
2	Pavement bar median to discourage u-turns	Gladstone Road – consider pavement bar medians to restrict u-turn movements and/or intersection kerb build-outs to reduce road width and narrow road environment to reduce speeds	Council
3	Install school zone (25km/h when children present)	Staples Court - prepare Traffic Impact Statement and install new 25km/h school zone	Council
4	Increase kiss and drop length	Olive Street - increase kiss and drop length, minor vegetation removal, update parking control signs (refer 1)	Council
5	Improve kiss and drop operation near ELC	Olive Street - remove ramp adjacent ELC to improve parking and kiss and drop operation (refer 4)	Council
6	Alter priority 'stop control' on Gladstone Road	Gladstone Road - consider moving STOP control priority at Gladstone Road to Braund Road to reduce queuing and congestion on Gladstone Road, with consideration to ITP and Braund Road as a cycling route	Council
7	Improve visibility to emu school crossing	Braund Road - improve safety, visibility and accessibility northbound to school emu crossing	Council
8	Improve oval access	Olive Street - improve pedestrian access to school and community oval (DDA compliant) (refer 9)	Council
9	Road narrowing and pedestrian crossing point	Olive Street - install informal crossing point with kerb build-outs and pedestrian ramps in between ELC and oval entry to reduce road width and narrow road environment to reduce speeds (refer 8)	Council
10	Remove kerb extension to extend kiss and drop	Gladstone Road - improve kiss and drop entry and reduce queuing and congestion	Council
11	Pedestrian improvements	Braund Road - consider improved pedestrian treatments (zebra crossing) to raised intersections to align with ITP outcomes for safe movement for pedestrians and cyclists	Council
12	90-degree parking on Burrage Place	Burrage Place - consider 90-degree parking on Burrage Place to increase short term parking turnover if required	Council with Prospect Primary School and Department for Education

August 2025

#23554258 Prospect Schools Precinct Study Placemat



Government of South Australia
Department for Infrastructure
and Transport