

13.2 Decision Reports

13.2.1 Wells St, Port Adelaide - One Way Proposal - Community Feedback

Report Type	Decision
City Plan Theme	Community Placemaking
Report Author	Traffic/Transport Planner, City Assets
Report Summary	This report summarises the community engagement that was undertaken in relation to a proposal to make Wells Street, Port Adelaide one way in a southbound direction.
Attachments	1. Community Engagement Feedback [13.2.1.1 - 1 page] 2. Road Alterations Sketch [13.2.1.2 - 1 page]

RECOMMENDATION

Council resolves:

1. That the report of the Director City Assets titled "Wells St, Port Adelaide - One Way Proposal - Community Feedback" be received and noted.
 2. To note that consultation has been undertaken on the partial closure of Wells Street, Port Adelaide as required under Section 32 of the Road Traffic Act 1961.
 3. That pursuant to Section 32 of the Road Traffic Act 1961, all vehicles other than emergency service vehicles and service authority vehicles operating under the requirements of the relevant Commonwealth Acts, shall be excluded from travelling in the northbound direction along Wells Street, Port Adelaide.
 4. That nearby residents, businesses and property owners are advised of (3) above.
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Report

At the 8 August 2023 Ordinary Council Meeting, Council resolved as follows:

1. "... The report of the Director City Assets titled "Wells St, Port Adelaide - One Way Proposal " be received and noted.
2. Staff consult with nearby residents, business and property owners regarding a proposal to make Wells Street, Port Adelaide one way southbound.
3. The results of the consultation be brought back to Council at a future meeting."

Wells Street is currently a two-way public road. The road is approximately 3.9m wide, with narrow verges on either side. The road geometry is not supportive of two-way traffic as there is not sufficient space for motorists to safely pass one another. There are also poor sight lines at the intersection of North Parade and Wells Street due to the existing property boundaries. The street has operated this way historically for some time and due to the very

low traffic volumes has not been an issue that has been brought to our attention to address. However, with the expected increase in traffic volumes in Wells Street associated with a pending nearby development, this road safety issue will be more prevalent.

To resolve these road safety issues, it is proposed to implement a one-way traffic restriction on Wells Street, so traffic flows in a southbound direction only.

A locality plan and plan of the one-way proposal for Wells Street, Port Adelaide is shown in Figure 1.



Figure 1 – Location Plan and One-Way Proposal - Wells Street, Port Adelaide

Staff undertook community consultation in accordance with Section 32 of the Road Traffic Act 1961 which prescribes the consultation requirement for this proposal as this is classified as a partial road closure.

Community engagement activities included:

- Published notice in the Advertiser
- Letters were posted to nearby residents and landowners
- Public Participate PAE webpage
- Advertised on PAE's intranet page

A summary of the feedback received for the one-way proposal is shown in Table 1.

Total Responses	14
Yes, I support the proposal	10 (71%)
I have some concerns	4 (29%)

Table 1 – Summary of Responses on One-Way Proposal – Wells Street, Port Adelaide

Overall, the proposal received a high level of support from the community with 71% in favour. Some concerns were raised about the proposal based upon some community members' current or preferred movements along Wells Street. The proposed direction of travel may require behaviour change by a small number of motorists. These concerns can be resolved with minor detours or alternate paths of travel for some motorists to achieve this road safety outcome. The strong level of support indicates that the community recognises that the road is unable to safely maintain two-way traffic along Wells Street and a one-way arrangement is necessary.

A copy of the engagement summary is provided in **Attachment 1**

Early works for the proposed development are expected to start in late November / early December. Construction of the new hotel is expected to take approximately 18 months to 2 years to complete. Wells Street will undergo a temporary one-way traffic restriction during the construction phase under work-zone traffic management. The permanent implementation of this one-way traffic restriction on Wells Street will be introduced at an appropriate time during the development process. Nearby residents, businesses and property owners will be notified of changes throughout.

City Plan Relationship

The one-way proposal supports the key themes of the City Plan of:

Community – We are a safe, vibrant, inclusive, and welcoming City for our residents, business and visitors alike. Improving road safety and reducing conflict helps create a sense of community.

Placemaking – We are a unique and distinctive collection of active places, created and cared for through strong partnerships. Creating safer environ

Legislative Context and Related Policies

In accordance with Section 32 of the Road Traffic Act 1961 if a council proposes, by the installation or alteration of a traffic control device to close a road or a part of a road to all vehicles or vehicles of a specified class for the purposes of rationalising the flow or impact of traffic within part of the council's area, the council may only do so in accordance with a resolution of the council.

Any consideration of converting a road from two-way to one-way needs to meet certain legislative process requirements and be designed in accordance with the following legislation and standards:

- The Department for Infrastructure and Transport's 'Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices' (The Code of Technical Requirements)

- Local Government Act (1999)
- Road Traffic Act (1961)
- Australian Road Rules (1999)
- Road Traffic Regulations (1999)
- Various Austroads Guidelines & Australian Standards

Stakeholder Engagement

Staff undertook community consultation in accordance with Section 32 of the Road Traffic Act 1961 as the conversion to a road to one-way is classified as a partial road closure as motorists will be prohibited in one direction down the street.

There was 71% support for the one-way proposal for Wells Street (southbound).

Risk Management

Making a street one-way can reduce the following impacts in terms of risk:

- Conflict between opposing traffic streams is removed.
- Improved road safety as there is currently poor sight lines for northbound motorists along Wells Street, Port Adelaide due to the existing property boundaries.
- Proactively managing the increase in traffic generated from the proposed hotel development at No. 10-12 North Parade, Port Adelaide.
- Geometric modifications to the existing TAFE access point onto Wells Street to ensure compliance with the proposed one-way traffic flow (southbound).

Financial Management

The costs associated with implementing the one-way proposal are estimated in the order of \$25k. This involves some public realm works in conjunction with the developer, and signage and kerbing modifications to reinforce the one-way travel in the southbound direction. A plan showing the required public realm works associated with the pending development is provided in **Attachment 2**.

Costs for these works will be required over two financial years to coincide with the development and are able to be covered under the 'hazardous locations' budget in the traffic management capital budget.

Environmental and Social Impacts

The one-way proposal is expected to achieve positive road safety and social outcomes by reducing the potential for conflict between opposing directions of traffic.

Response	Contributor Comments	PAE Response
Yes I support the proposal	None	Noted
	Vitalstatistix resides within Waterside Workers Hall, the length of which occupies the entire West side of Wells Street. Our cool room is accessible only from Wells Street, and is frequented by trucks making deliveries. A south bound only direction would require these trucks to enter via North Parade which may be unsafe and cause congestion, particularly throughout construction period but also beyond. The lack of a right hand turn from Nile Street onto Nelson Street (heading east, turning south) means that we often use the North Parade/Nelson Street driveway to access Nelson Street south of Nile Street (to head to Foodland, etc). Removing this access permanently will remove this option and will be replaced with a far longer commute including multiple sets of traffic lights. If this is to remain a permanent change then we ask that the turn options at the Nelson/Nile intersection be reviewed. Additional concerns regarding the development include the loss of parking for our attendees, who often rely on the North Parade car park (and now will need to access it only from Nelson Street), as well as safety considerations for our staff, artists and volunteers both after and during construction. At no stage have we been consulted about the development. With no onsite parking at all, and the old Tafe carpark being completely reserved for fisheries, the area is very challenging and maybe more than just this section needs to be reviewed prior to a decision being made.	Noted. Staff have met with the Executive Director / Co-CEO to discuss the impacts of the one-way proposal in further detail and alternate paths of travel to their site. Changes the available movements (i.e. providing right turn out to Nelson St from Nile St) is not supported due to the proximity of nearby intersections, which will increase the risk of accidents at this location.
I have some concerns		
Yes I support the proposal		
	I hope I can still turn from Nelson Street into North Parade after driving southbound off the Birkenhead Bridge. It is convenient when coming from Semaphore and provides easy access to the British. The Public will still want to use the TAFE carpark entrance/ exit to reach around the corner of the proposed hotel to get into the carpark on North Parade. It is a small entrance of about 25m.	a) access from Nelson Street to North Parade will still be maintained. There may be some access restrictions during construction, which will be under traffic management b) northbound access from the tafe car park along Wells Street is not supported due to poor visibility and vehicle conflicts. Minor modifications are required here to reinforce correct vehicle movements.
Yes I support the proposal	its small street which makes sense should have been years ago	Noted
Yes I support the proposal	None	Noted
I have some concerns	I would like to understand more on why the change to exiting back onto North parade needs to be changed.	PAE staff have discussed this in person - the changes are only required during construction and will be under traffic management.
	Nile Street west of Nelson St is a quiet and safe cycling route which connects well to the busy basketball centre. A safe way from Nile Street to the Outer Harbor Greenway and wharves is through the TAFE carpark and then a short stretch of Wells St, then North Parade to the cycle crossing over Nelson St. It would be appreciated if the proposed One Way road also had Bicycles Excepted. This is a low traffic, thin and slow street and so there is no large risk from traffic encounters.	The one-way restriction will also apply to bicycles. We are unable to provide contraflow access for cyclists due to A) built form of hotel development will result in poor visibility at the Wells St / North Parade junction. B) there will be increased conflicts due to traffic growth in this local area.
I have some concerns	Thank you.	
I have some concerns	It will create more congestion turning of Nelson st allowing only one entry into the car park in front of the British Hotel	Noted. The existing intersection is sufficient for the increase in traffic, however delays may increase for some movements.
Yes I support the proposal	None	Noted
Yes I support the proposal	None	Noted
	One way street with a 30km/h limit would be amazing, as well with more elements to encourage tree canopy coverage, pedestrian and active transport access to make it a more accessible and vibrant space.	Noted. The existing road geometry creates a low speed environment due to the narrow travel lane and verges. Due to the constrained road reserve, elements such as trees are not feasible. A footpath will be provided on the Eastern side of Wells Street, along with modifications to North Parade.
Yes I support the proposal	None	Noted
Yes I support the proposal	None	Noted

Summary:

Total Responses 14
 Yes I support the proposal 10 (71%)
 I have some concerns 4 (29%)

