

13.2.4 Wells St, Port Adelaide - One Way Proposal

Report Type	Decision
City Plan Theme	Community Placemaking
Report Author	Traffic/Transport Planner, City Assets
Report Summary	This report seeks Council endorsement to proceed with consultation with nearby residents, businesses and property owners regarding a proposal to make Wells Street, Port Adelaide one way southbound.
Attachments	1. City Collective - Architectural Plans [13.2.4.1 - 3 pages]

RECOMMENDATION

Council resolves that:

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.
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Report

Council has received a referral from the State Commission Assessment Panel (SCAP) for a development application at 10-12 North Parade, Port Adelaide for a new building/hotel (PlanSA Reference Number: 23012658).

The development application is for the construction of a 6-level short term accommodation building, together with ancillary office, gymnasium, and car parking. A copy of key architectural plans prepared by City Collective on behalf of the Smith Motor Group (applicant) are included in **Attachment 1**.

The proposed site layout has a short-term accommodation building frontage on North Parade, including the reception access. There is a newly proposed off-street car park which is accessed via Wells Street.

Wells Street is currently a two-way public road. The road width 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 vehicles 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 boundary. The street has operated this way historically for some time and due to the very low traffic volumes in the street 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, 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.

The Traffic Consultant undertaking a review of the impact of the development application also recommended that Wells Street be formalised as one-way southbound. The preference for the southbound direction was expressed by the applicant as this results in the safest and most efficient traffic flow under their proposed site layout. For example, guests attending the short term accommodation complex will be able to use the short term park at the main entrance on North Parade, while checking in, before proceeding to the proposed off-street parking area on Wells Street.

Regardless of the development application at 10-12 North Parade, Port Adelaide, Wells Street is not suitable for two-way traffic due to the limited road width and poor sight distance at junctions and needs to be formalised as a one-way road.

There is currently a two-way access point for the Tafe SA carpark on Wells Street. Minor modifications are required at this access point to ensure that egress (out) movements adhere to the proposed one-way traffic conditions. This can be achieved through traffic signs, linemarking and minor kerb realignment. Any modification here would be done in consultation and collaboration with Tafe SA.

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

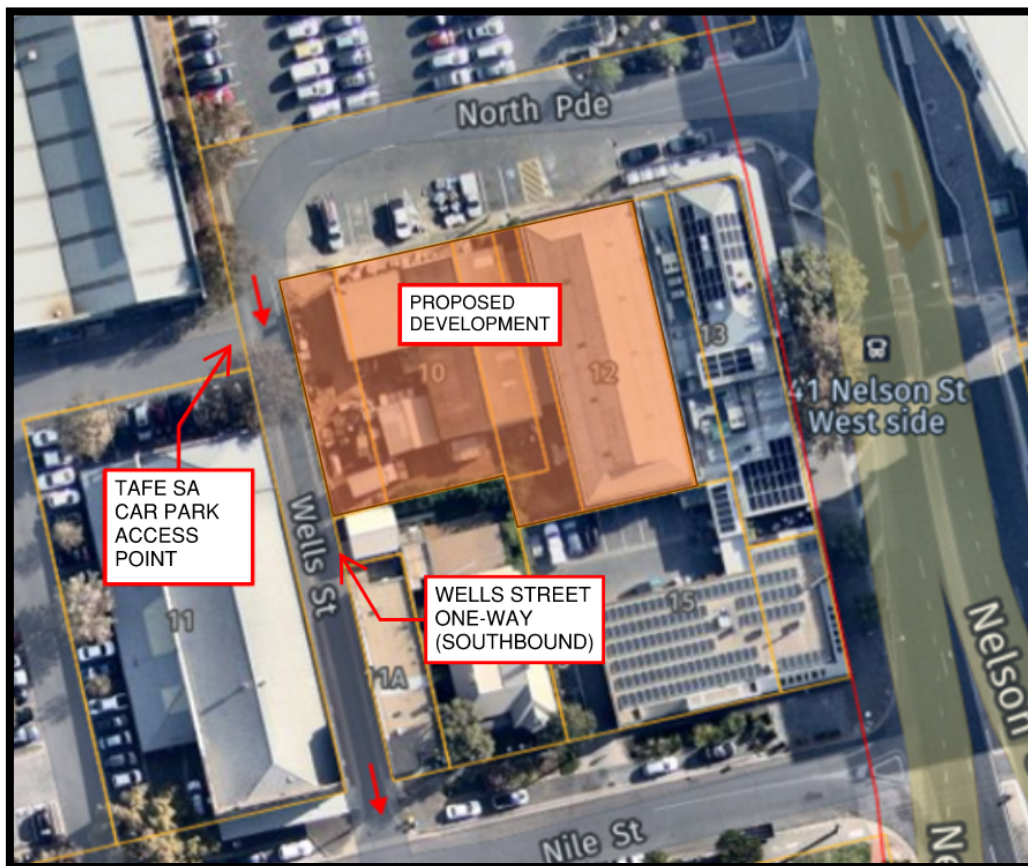


Figure 1 – Location Plan and one-way proposal - Wells Street, Port Adelaide

This report seeks Council endorsement to commence community consultation for the one-way proposal with nearby impacted residents, property owners and businesses.

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 environments encourages more pedestrian movements and helps activate the streetscape.

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

Section 32 of the Road Traffic Act 1961 prescribes the consultation requirement for this proposal as this is classified as a partial road closure.

This includes the proposal to be advertised via the following:

- Published in a newspaper
- Letter to be posted to ratepayers of the land immediately abutting the road.

Staff will also include other nearby residents and businesses in the consultation to ensure they can participate. A 'Participate PAE' page will be set up for the community engagement process as well.

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 vehicles 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 the advertising of the proposed closure can be accommodated within existing budgets. Required kerbing, line marking, and signage changes associated with the one-way proposal can be accommodated out of current budgets in the 2023/24 financial year should the proposal be supported following consultation.

Environmental and Social Impacts

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

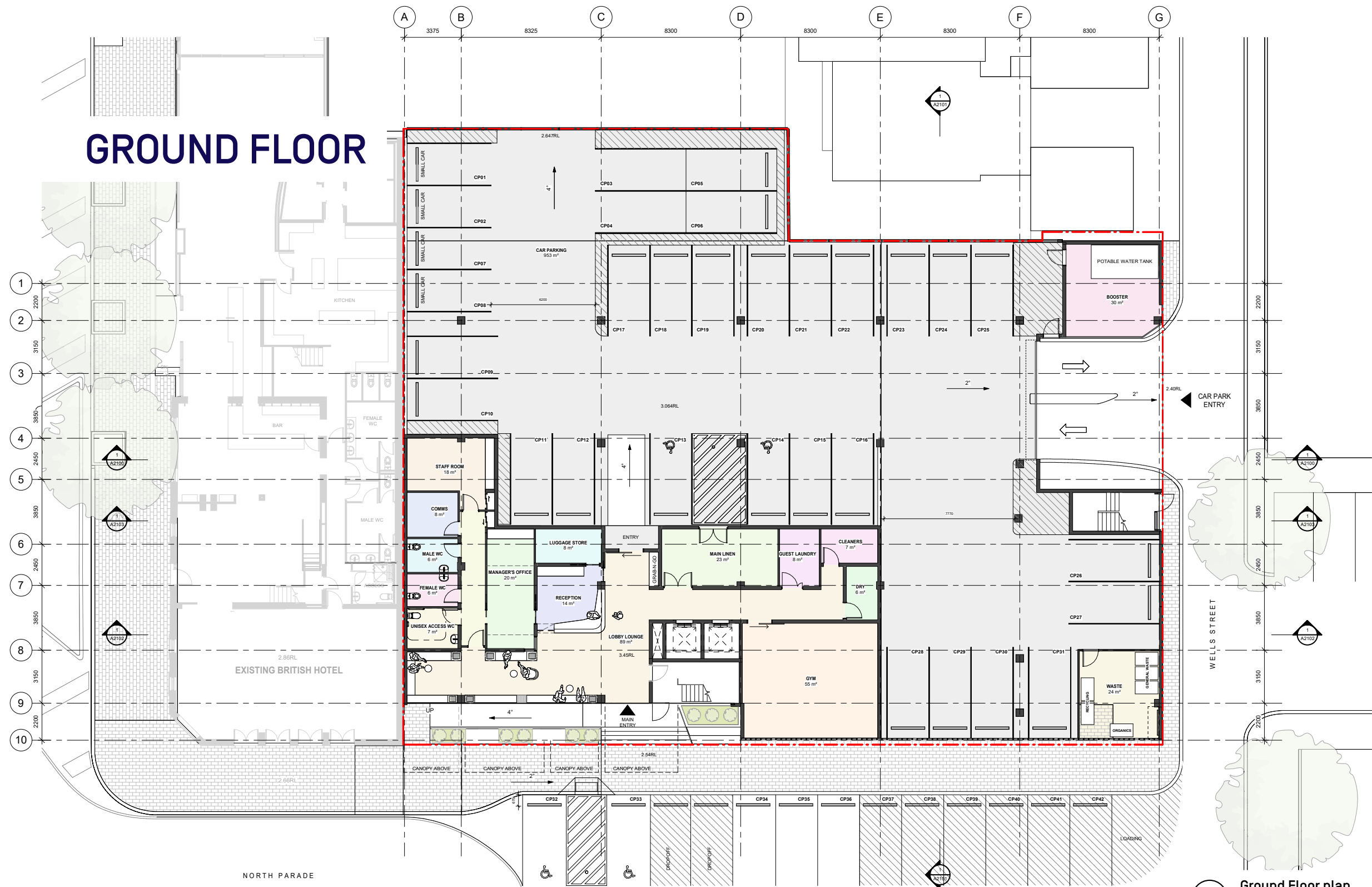
HARBOUR HOTEL PRECINCT



City
Collective

ISSUE - REV E - 02/05/23
STATUS - PLANNING APPLICATION

MAY 2023



Ground Floor plan
1:100 @ A1



City Collective

ISSUE - REV E - 02/05/23
STATUS - PLANNING APPLICATION

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