Streetscapes Plan 2025-2029

Community Feedback Report February 2024

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CITY OF MARION

Executive summary

1.0 Consultation purpose and timeline

The purpose of consulting on the draft Streetscape Plan 2025-2029 was to obtain the community's feedback on:

- The support level of the Streetscapes program
- What the community prioritise as their most important streetscape element and aspect
- Whether council should be prioritising and investing in the projects

The consultation period ran from 7 August until 30 August 2024.

2.0 Survey responses

- Overall, 178 responses were received via the making Marion survey
- 84% of responses (149) were either somewhat or strongly supportive of the Streetscape Plan
- 92% of responses (163) either somewhat or strongly agreed that council should continue to prioritise and deliver streetscape upgrades
- Footpaths and Street Trees were ranked as the most important elements of a streetscape followed by Water Sensitive Urban Design, and Car parking
- Safety Improvements was ranked as the most beneficial aspect of the streetscapes program. Environmental enhancements followed ahead of Accessibility for Cyclists and Pedestrians and Support for Local Businesses
- Respondents agreed that streetscapes can contribute to our vision of a liveable, sustainable community

Streetscapes can contribute to:	Strongly disagree	Somewhat disagree	Neutral	Somewha t agree	Strongly agree
Liveability	1%	1%	6%	25%	67%
A sense of Community	1%	1%	10%	24%	64%
Sustainability	1%	2%	7%	32%	58%

Executive summary

- When asked to indicate their support level for individual streetscape projects, responses were more neutral.
- This is perhaps because respondents don't live, work or play nearby or use the proposed project locations.

Support for proposed project	Strongly do not support	Somewhat do not support	Neutral	Somewhat support	Strongly support
Newland Avenue	6%	4%	42%	26%	23%
Adams Road	6%	3%	38%	30%	24%
Norfolk Road	5%	3%	33%	37%	23%

Feedback themes

Some key themes emerged from the comments provided in the feedback that included:

1. Parking, congestion and traffic safety

Comments indicated that higher density housing with less parking provision was a factor.

2. Street accessibility, maintenance, beautification and greening

Comments highlighted the perceived poor quality of some footpaths and the requirement for more consistent maintenance programs to keep green spaces healthy.

3. Community safety, engagement and local amenity upgrades

Comments were received relating to personal safety and anti-social behaviour with improved lighting to improve safety in public spaces seen as a possible solution.

Engagement Snapshot

Community consultation commenced on 28/11/2024 and closed on 14/02/2025.

How we engaged:

- Social media campaign
- Banners in proposed upgrade locations
- Making Marion page and online survey
- Making Marion newsletter (5,400 subscribers)
- eTalk newsletter (7,000 subscribers)
- Hard copy plans and surveys at key council venues

178

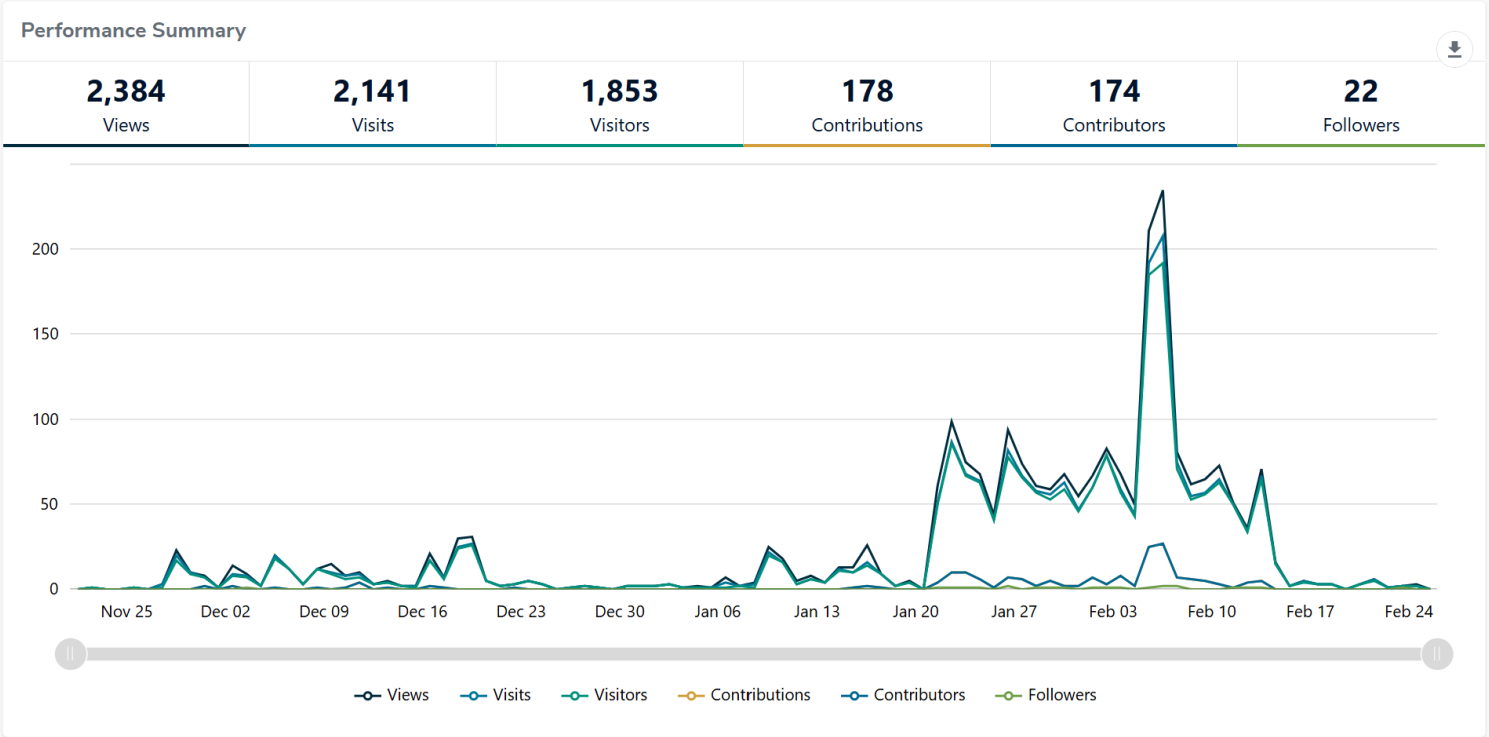
Survey responses

received via

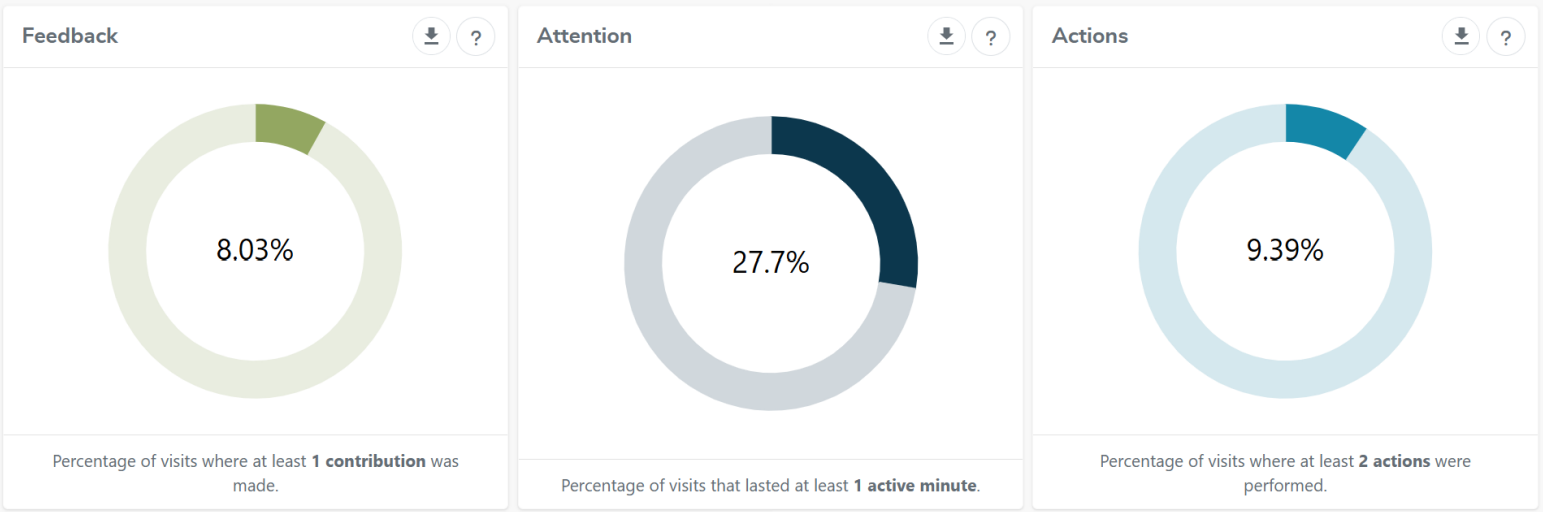
Making Marion Survey

Engagement Snapshot

Overview



Conversions



Social media campaign

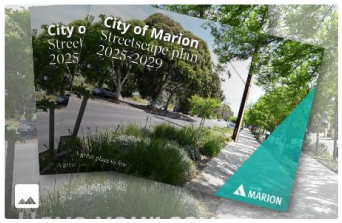
Content:

The campaign used consisted of LinkedIn and Facebook posts throughout the consultation period to promote the opportunity to participate in the survey (example tiles below).

POSTS ↓	IMPRESSIONS	REACH	ENGAGEMENT RATE	COMMENTS	REACTIONS	LINK CLICKS
11	10,64K	9,83K	1,2%	13	101	25

City of Marion
5 Feb 10:00 AM · Streetscapes p...

🌿 Transforming Marion, one street at a time! 🌿 ...



Impressions	545
Reach	530
Engagement rate	0,37%
Comments	0
Reactions	1
Link clicks	4

City of Marion
14 Jan 9:00 PM · Streetscapes p...

Streetscapes are thoughtfully designed public spaces along streets to enhanc...

Impressions	319
Reach	221
Engagement rate	3,76%
Comments	0
Reactions	12
Link clicks	N/A

City of Marion
14 Jan 9:00 PM · Streetscapes p...

Streetscapes are thoughtfully designed public spaces along streets to enhanc...

Impressions	1,93K
Reach	1,9K
Engagement rate	0,83%
Comments	3
Reactions	10
Link clicks	10

City of Marion
16 Dec 2024, 5:00 PM · Streetscap...

You may be wondering – what is a streetscape?...

Impressions	3,64K
Reach	3,58K
Engagement rate	0,69%
Comments	4
Reactions	17
Link clicks	3

Posts	Impressions	Reactions
11	10,64K	101
Reach	**Engagements**	**Engagement Rate**
9,83K	114	1.2%

Impressions - show the number of times your content was displayed to these users.

Reach - shows the number of unique users that were exposed to your content. If the same person sees one of your posts three times, the Impressions would be 3 but the Reach metric would only count 1.

Engagements - inform about how many times users engaged with a post during their lifetime. Engagement is seen as the combined number of reactions to, comments on, and shares of a post.

Engagement Rate: Calculated by the total engagements a post received divided by the total number of impressions on that post.

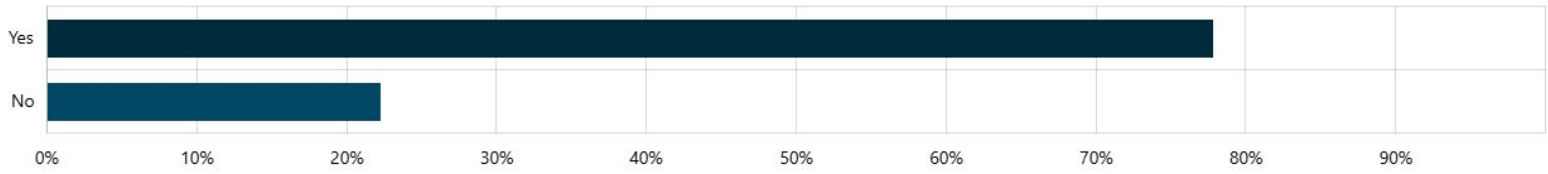
Reactions - Reactions are a type of engagement with your Facebook content. They are comprised of the total amount of Love, Haha, Wow, Sad, Angry, and Like actions that users took on your post. This can be reported on in the Measure module.

Participant suburbs (suburb)

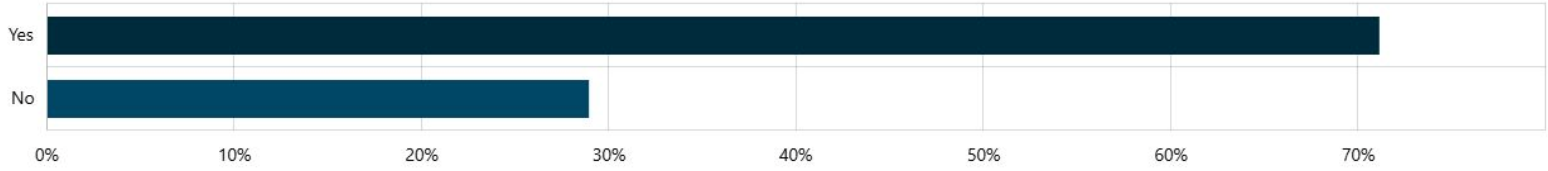
Suburb	Responses	% of responses
Adelaide	1	1%
Ascot Park	4	2%
Bridgewater	1	1%
Clovelly park	3	2%
Darlington	1	1%
Dover Gardens	4	2%
Edwardstown	6	3%
Glandore	1	1%
Glengowrie	7	4%
Hallett Cove	42	24%
Marino	9	5%
Marion	10	6%
Mitchell Park	6	3%
Morphettville	1	1%
Oaklands Park	10	6%
O'Halloran Hill	1	1%
Park Holme	2	1%
Plympton Park	9	5%
Seacliff	2	1%
Seacliff Park	3	2%
Seacombe Gardens	6	3%
Seacombe Heights	5	3%
Seaview Downs	2	1%
Sheidow Park	14	8%
South Plympton	5	3%
Sturt	3	2%
Tonsley	1	1%
Trott Park	7	4%
Warradale	6	3%

Participant responses

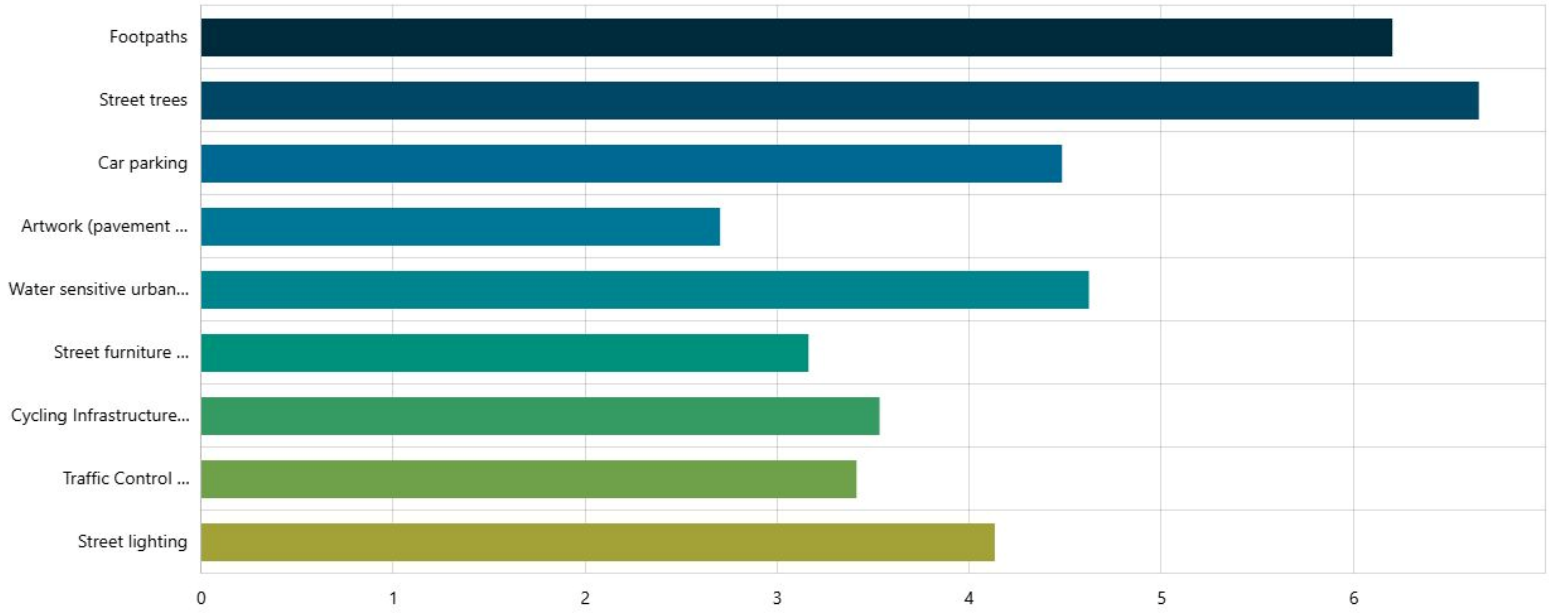
Would you like to be kept informed? (171 responses)



Are you aware of the Streetscapes Program? (173 responses)

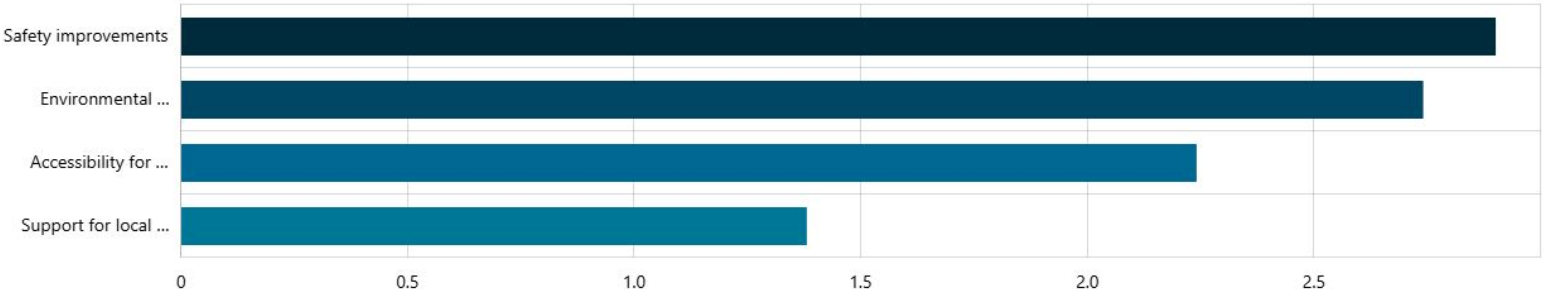


Which streetscape elements are most important to you (please rank)? (162 responses)

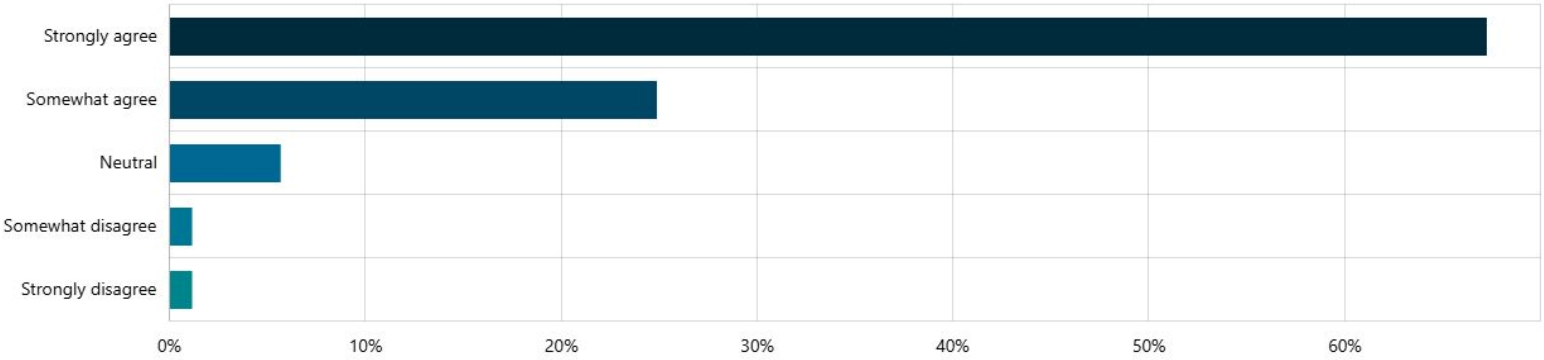


Participant responses

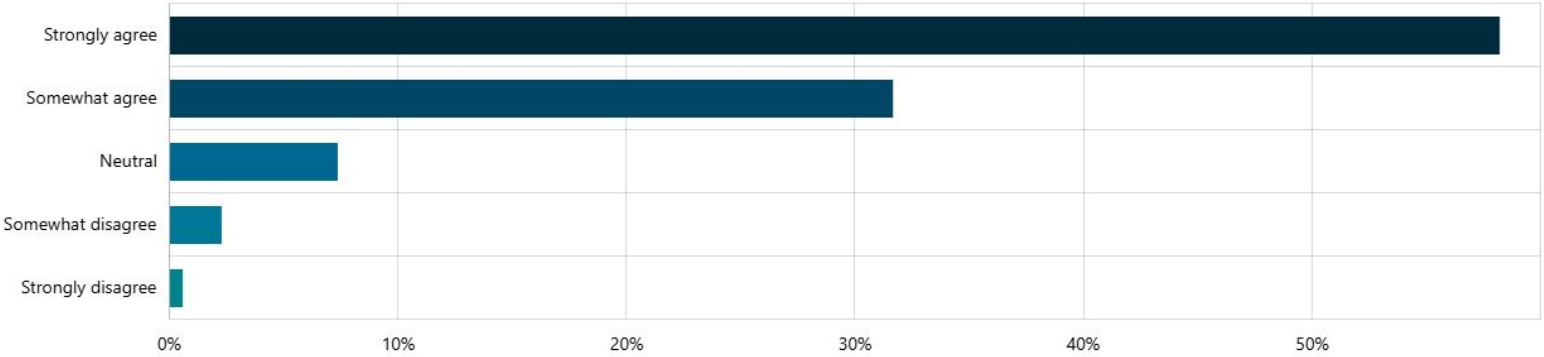
What aspects of the Streetscapes Program do you think are most beneficial to the community, please rank? (160 responses)



Do you agree that streetscapes can contribute to the liveability of the council area? (177 responses)

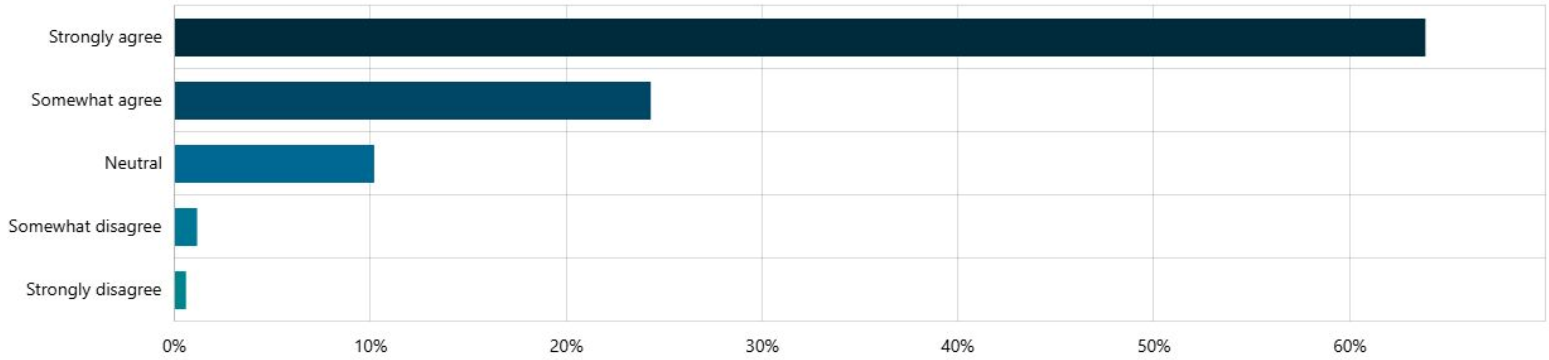


Do you agree that streetscapes can contribute to the sustainability of the council area? (177 responses)

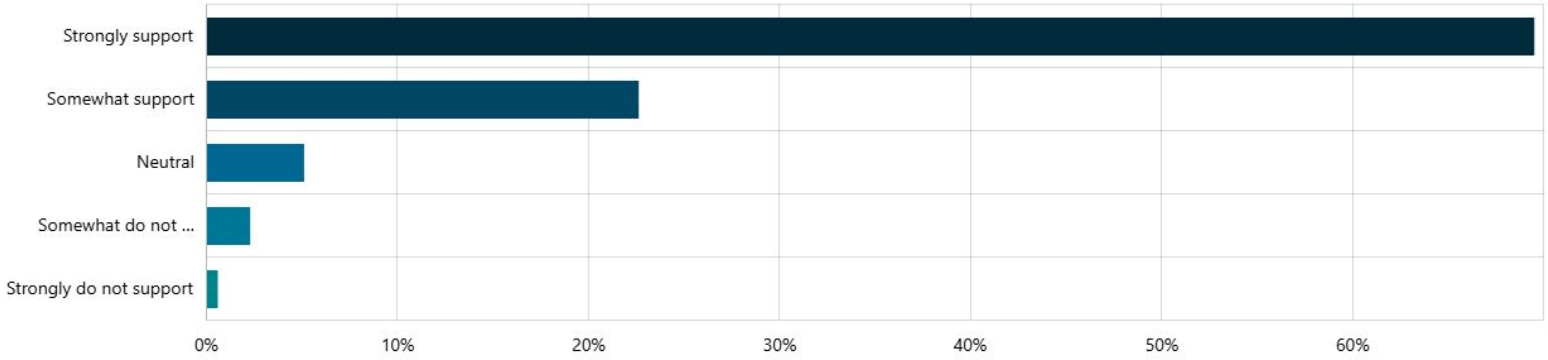


Participant responses

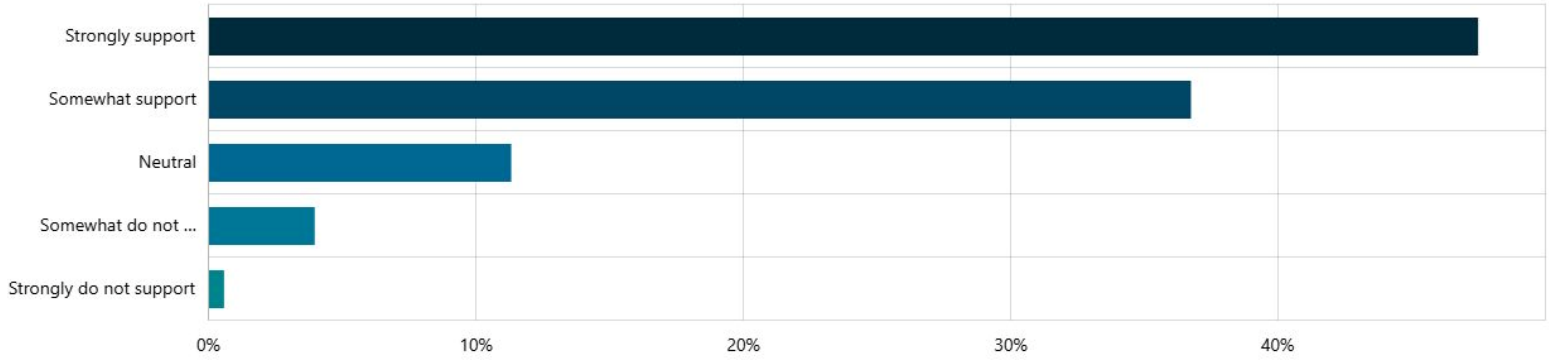
Do you agree that streetscapes can contribute to a sense of community? (177 responses)



Do you support Council continuing to prioritise and upgrade our streetscapes? (177 responses)

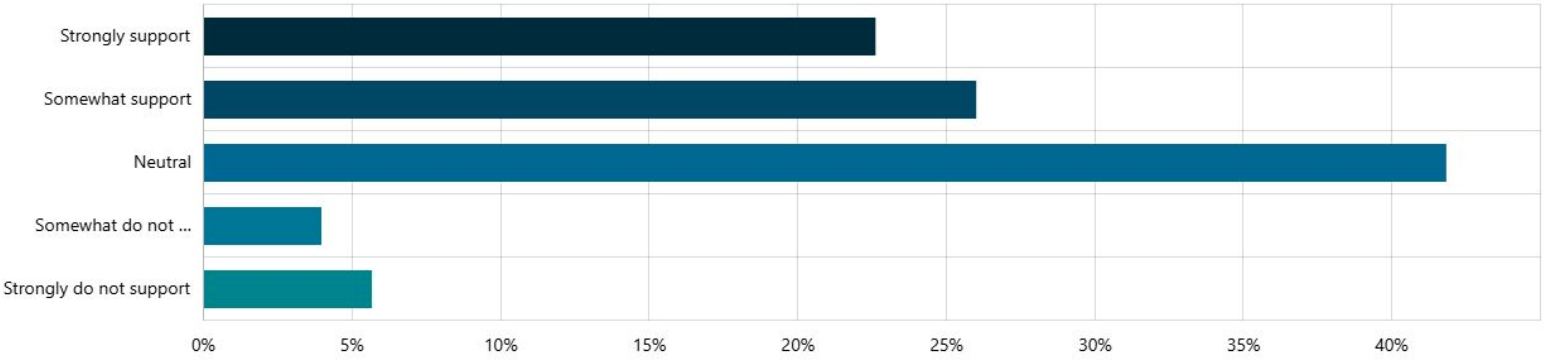


Overall, do you support the streetscapes plan? (177 responses)

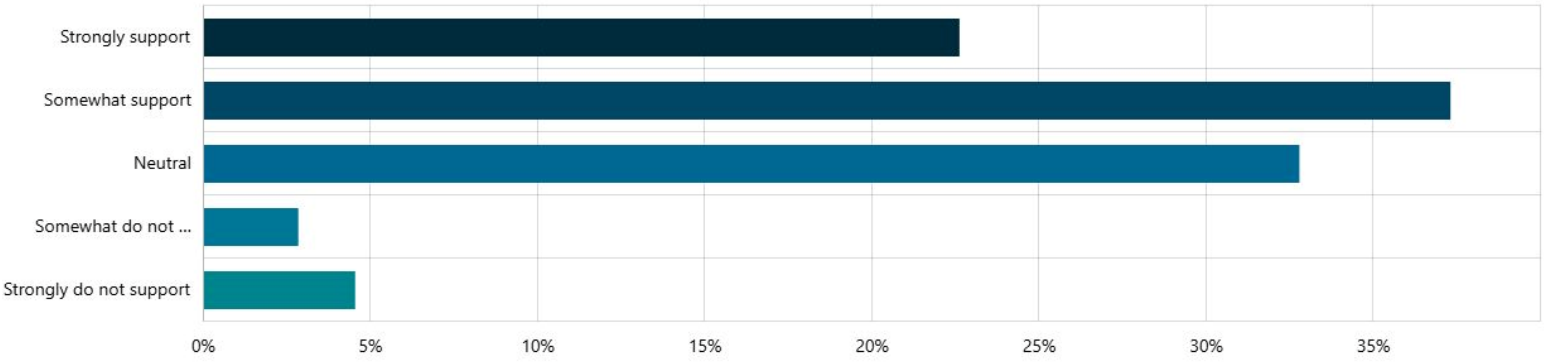


Participant responses

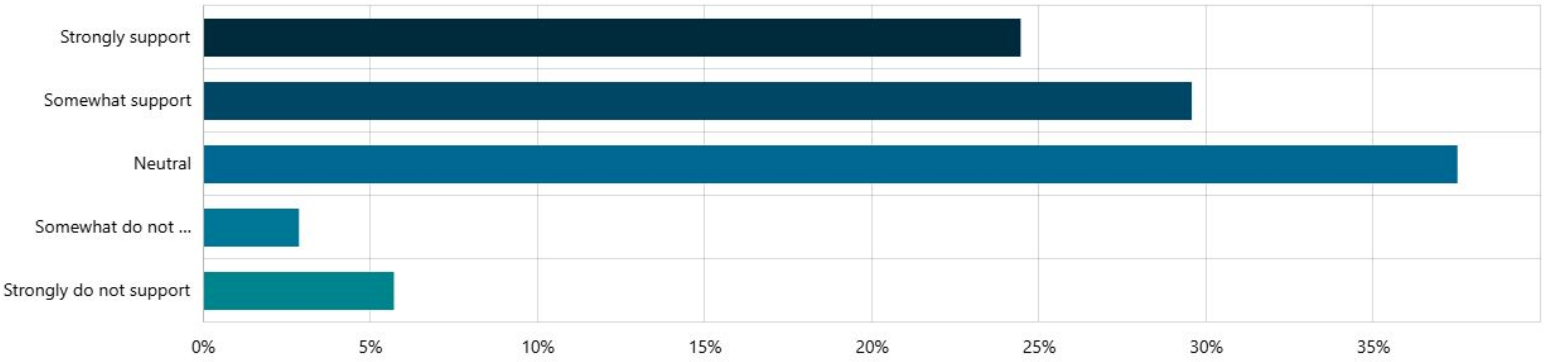
Do you support the streetscape project identified for Newland Avenue (Marino)?



Do you support the streetscape project identified for Adams Road (Trott Park)?



Do you support the streetscape project identified for Norfolk Road (Marion)?



Appendix 1

Do you have any other comments?

131 comments received

Participant comments

Strongly support

1	Although I strongly support the streetscape projects, what I don't support is the Council not modifying its plans to protect its exisiting tree canopy cover. I understand for the Norfolk Road/Basketball courts upgrades Council is going to wipe out an avenue of existing trees - Council should be modifying what it builds, rather than modifying the environment around what it builds. As a Council who has just 11% canopy cover and it's projection is to only to increase it's canopy by 20% (half of the recommended 30% canopy cover which is the widely accepted target for urban areas) and no where near the 3 - 30 -300 rule.
2	Please keep the existing trees at the Norfolk road basketball court and incorporate them into the build
3	Please take the streetscape opportunity to very deliberately increase the Council area's tree canopy coverage, and consider the specific contribution the Streetscape Plan is expected to contribute to meeting the City of Marion's tree canopy targets.
4	I could not find any mention of reduced speed limits in the proposal. It's essential to consider the well-documented benefits of lower speed limits, particularly in areas with pedestrians, cyclists, children, pets, and those impacted by traffic noise. Firstly, reduced vehicle speeds significantly improve safety outcomes. Studies consistently show that the risk of serious injury or fatality decreases dramatically when vehicle speeds are lower. For example, a pedestrian hit by a car travelling at 30 km/h has a much higher chance of survival than being hit at 50 km/h. Secondly, slower speeds create a more welcoming and livable environment. They encourage more people to walk, cycle, and allow children to play safely in front yards and parks near residential streets. This not only improves public health but also fosters stronger community connections. Thirdly, lower speeds contribute to a significant reduction in traffic noise. Vehicles travelling at higher speeds produce more tyre and engine noise, which can negatively affect the quality of life for residents, disrupt sleep, and even impact mental health. Reduced noise pollution makes neighbourhoods more peaceful and enjoyable places to live. Lastly, pets and wildlife are far more vulnerable to higher speeds, as drivers have less time to react to unexpected movements. A lower speed limit provides crucial extra seconds to avoid collisions. The impact on increased travel time due to lower speeds is minuscule over the distance of these short streets, and the priority, speed and convenience of driving must not trump the safety benefits mentioned above. In light of these points, consider implementing or at least addressing reduced speed limits as a key part of your Streetscape Plan strategy. Ignoring this measure overlooks one of the simplest and most effective ways to save lives, reduce noise pollution, and improve the quality of life for all road users.
5	Stop rain, storm and any other water from collecting dirt and debris from Marion Golf club maintenance area and depositing it in the road, across the road to our driveway entrance. Been asking for YEARS for this to happen !!! Promises promises..... Maintain your paths - clear plants from the footpath regularly don't wait for residents to inform Council it needs to be done to prevent people walking in the road...
6	Plant trees. Trees provide shade, birds and beauty. Golden elms, plane trees etc. Not scrappy smelly weeping desert trees. Please.
7	I am extremely concerned about increased traffic using Heysen drive to access Adam's road and then the expressway. Lander road is such a busy road and people will cut down Heysen drive. The speed humps on Heysen drive do nothing to deter cut-through traffic as people can drive over them at 60+ kph. I constantly see cars speeding through Heysen drive. It is a residential street that should not have to put up with that kind of activity. I would suggest making the speed humps bigger to deter people cutting through to access the expressway. Me and my family access these roads all the time and need to cross the road. It's concerning to think the lander road traffic has a very real potential to funnel through heysen drive
8	The Marino streetscape cannot come soon enough, the areas are like a time forgot, especially around the train station entrance. Its unloved and looks forgotten about for decades, which it has. The proposal does not indicate if the area is included in the plan, but it needs to be. A question on raingardens- what waters them when we have little rain? Do the plants survive and are they truck watered by the Council in dry spells? I walk locally and seeing the verge greening projects that we put in with the community around Kingston Park -plants do not look well and the verge is still weed infested. I am not sure these verges, possibly also called raingardens, aren't all thriving.

Participant comments

Strongly support

9	With all the dense housing in Marion, knock one down build 4 or more, their likely to be rented out by investors, it's important to note if the owner is not going to be responsible to keep their verge in a tidy manner, (the usual not my problem response) unfortunately Marion Council will have to do it for them. Hate to harp on about this but some of us do care when our local suburb starts to look tired and run down.
10	I'm concerned by the ugly box apartments that are far too close together, with no room for trees or gardens, there needs to be some open green space nearby and trees for shade. New designs and outdoor space simply don't suit SA environment. I thought councils were wanting to increase the tree canopy, in reality it appears to be quite the opposite, gardens and trees are destroyed to make way for hot boxes. Parking is an issue in these developments, cars are bigger and most households have 2+ cars. As climate change impacts more people will regret their choices, everyone will need to be constantly running air conditioning. Other than the listed projects, tree planting and maintenance of existing and new trees needs to increase considerably starting ASAP.
11	Not being a cyclist myself but would like to see separation of cyclists via their own decent size lanes wherever possible as it always seems to be a tack on to any planning . I feel that the safer they can be the more likely there maybe a bigger uptake of cycling if people feel safe in a dedicated well thought out bike lane. Love the plantings already done in the sturt rd precinct and the use of the storm water gutters to help water the plantings would love that in our street in Meadowvale rd.
12	Keep up the great work!
13	Can we consider verges as well and promote ways residents can manage them
14	What about Plympton Park?
15	Upgrade street trees that are a nuisance with dropping leaves & berries. Better management of what type of trees are planted in streets
16	plan for adams road looks excellent. well done.
17	Please ensure with the proposed upgrade to Newland Ave. Marino please ensure more car parking spaces in upgraded car park and on streets surrounding the new community centre be increased not decreased and their a decent number of accessibility car parks
18	An important part of a good footpath is the verge. Too many verges in my area are like ugly grass wastelands with seeds that get into dogs' paws. In many cases Nobody takes responsibility for keeping them neat and tidy; not residents, not Council. Time for Council to step up and come up with a plan to overcome this. Oaklands Park has become the king of high density living and residents are buying small homes/apartments, using their garages for extra space and parking their multiple cars on the road. How is Council going to address this in future planning?
19	Having looked at this streets on google maps street view I am gobsmacked these streets are earmarked. The northern part of the council area is so neglected. The streets listed already have well established trees and whilst not perfect are far and greener than anything in areas like Plympton Park which are a concrete jungle.
20	Adams Road: Instead of creating an expansive rain garden next to the carpark, have you considered to incorporate a rain garden within the carpark, by creating swells between the rows of cars accumulating run off and to plant trees in these as well? Also: please consider a shared foot/bike path next to the road. Newland Road: bike lanes next to the car lane is not great as it is the least safe option for cyclists. Please consider a shared bike/footpath instead. Norfolk Road: Please consider to incorporate trees and raingardens in the carpark areas too.
21	I would like more bike paths that are safe and tree lined. It would be good if they went to other paths and made it possible to go to key areas locally and further.
22	I think the rail corridor needs visual enhancement with gardens, trees and public art. I think the crossing of Angus Avenue and Railway terrace edwardstown needs assessment regarding safety and have been collecting videos as supporting evidence.
23	Living in Hallett cove there are a few key points which I think should be addressed as soon as possible: - the light poles which are in the middle of the footpaths. Move them to the side so they do t block the footpaths - speed bumps near Hallett Cove South Primary school, cars are still speeding on Gretel Cresent - loose storm water lids in the footpaths, it's a hazard - More / wider footpaths

Participant comments

Strongly support

24	Hallett Cove is an absolutely beautiful beautiful suburb. Having a cycling path and a few benches with a walking path would be great in Columbia Crescent. And up keeping of the street, especially where the trees are growing by the train tracks.. Maintaining the upkeep of the street is most definitely required. Having a scenic view of the ocean but all the trees in the way and a small walking path and cycling path and a very small park doesn't give it the ambiance and balance required to add more of a community feel to the area..
25	Please develop, at least to a basic level, the reserve at the end of Manunda Way that connects with Bounty Road, Hallett Cove adjacent to the railway line. For a long time now I have sought assistance from the council for something to be done in this reserve as currently it is a major pedestrian thoroughfare to the train station and conservation park that has a dusty/muddy track running through a weed infested block of land. To my eye, the main priorities here are laying a hardened/safe pedestrian walking surface, some lighting and some native plant regeneration. Feel free to contact me on [redacted] to discuss this further. Kind regards, [redacted]
26	Keep going with the improvements for all suburbs as it creates a beautiful place to live and work. Need to increase rain gardens in local streets (i.e. Glengowrie) as it is better to capture and make better use of all the water being lost down the drains.
27	Improving the storm water drainage along Adam's Rd particularly at the bottom as it turns into the subdivision.
28	Will you be taking up my suggestion for the mural painting under the Lander Road tunnel with the Southern Expressway as a highlight for this year's NAIDOC week? Thank You from [redacted]
29	When I drive through the affluent leafy suburbs, I'm amazed at the beautiful BIG trees in their streets. I wonder why the more recent plantings, especially in Nelson Street where I live, are not like these at all. They don't provide decent shade in the hot weather and certainly don't beautify the landscape in the same way for our less affluent suburb.
30	Can not comment on specific projects due to being very new to the Council area. Plan is a very good plan and well written.
31	I think lots of people want to improve their street surroundings. The council should have incentives for people to landscape their verges with approved plants. The council recently ripped up our landscaping efforts on the verge including irrigation to redo a pavement. That's ok but no effort was made to make good even the soil so we can replant.
32	Please utilise local native trees and shrubs wherever possible, improve the environmental amenity / reduce urban heat island effect.
33	Loss of parking due to developments is also a major issue.
34	We need more bus routes and more frequent buses. The weekends are especially dismal. And a bench at every bus stop.
35	Where possible, please consider planting native undergrowth to reduce the need for paving or other hardscaping
36	I think a study on the skinner streets in Edwardstown needs to be conducted. At times an emergency service vehicles would not be able to get down the street when cars are parked opposite each other on the side of the road. Castle Street, Macklin Street, Lynnfield Avenue etc. all have this problem. I feel one side of the road needs to be made no parking to make this safer for everyone.
37	Ensure that suitable trees and understorey planting is included to improve canopy and biodiversity needs

Participant comments

Strongly support

38	MARION COUNCIL Having been a bicycle rider for many years and for many years a frequent user of the shared paths in the Marion areas. Going back 10 or 15 or so years ago you used to come across one , maybe two dogs a day , whereas nowadays nearly everyone has one or two . Many of these dogs are NOT on a lead and run wild with the owners not controlling them. Dogs generally have about the same road sense of a two year old child. Over the years I have been attacked by a few dogs and also have lost control of my riding because of dogs not being controlled by the owners. Luckily I have not been injured yet , but a couple of riding friends have been knocked off their bikes by dogs and sustained injuries. There needs to be some form of "policing"this problem, there was, years ago Council dog control inspectors / but I haven't seen any for years. I have frequently, politely, asked people to get their dog back on a lead, and been abused for doing so. Perhaps there should be a few separate dog parks like there are in some other Council areas, where people can let their dogs run wild and not be a menace to anyone else. Thank you for reading.
39	More street escapes near Seaview high school
40	I'm very happy for any streetscape, anywhere to have a facelift. Of major importance to me are large spreading deciduous trees to provide summer shade but allow winter sun in. Also permeable paving to allow ingress of rain, and gaps in gutters to allow water to soak into nature strips.
41	Please listen to residents/rate payers about increased and somewhat dangerous on street parking since the the development of high density housing. Poor planning, and little to no consultation with residents in affected areas, particularly Plympton Park and Morphettville
42	Wide and shaded footpaths are needed by some but enjoyed by all. They make a place amazing. These roads also need slower speeds for cars, and less space on the road for parking. If you have to meet a budget, choose wide footpaths and shade/trees and drop the rest.
43	Parking on streets needs to be addressed due to increased smaller homes streets are becoming congested. In particular Dwyer Road and Johnstone Roads Marion. Dwyer is used as a cut through and is dangerous when the church and temple have events. Also, the bend on Crews Street needs additional and raised traffic markings as cars cut that bend when travelling between Dwyer and Diagonal.
44	For other areas, removal of invasive exotic pest plants (such as olive trees).
45	Please make the suburb looks more beautiful Thank you
46	There should be humps on Ramsay Ave to slow cars down near Stella Maris School. Should also have less carparking so kids can see oncoming traffic when crossing the road. On Tarnham Rd, the parks closest to Callum Grove should only be 15mins to allow for easy pick up and drop off for Seaview High School students, especially now that the new child care centre on Callum Grove will also have many parents dropping off kids too.
47	The streets surrounding schools in the Marion council region need some investment to make them less barren with adequate traffic management
48	It would be great to see the footpaths in Hallett Cove cleaned / upgraded. The footpath on my street has lots of old moss on it and you can tell it's quite old. Would make the street look more modern and appealing if this was maintained a little better. I love that trees will be planted on our nature strip / verge soon and we are fully supportive of this.
49	Security in Clovelly Park is currently a big problem, and the police are doing nothing about it. Someone needs to
50	I thing the textured paths is super important. In winter walking down Jervois Terrace in Marino is super unsafe. The paths are terrible, broken and slippery. Some are even buried

Participant comments

Strongly support

51	Marion council are not keeping up with the necessary care of reserves they already have.!! Kensington reserve is a dust bowl. It has only weeds left since watering was stopped 5 yrs ago.no tables no shade & in summer we get shoes covered in dirt and in winter covered in mud it is disgusting. Why it is still being mowed regularly goodness know as it makes it even worse and covers the homes with red dust. The other closest park & playground was bulldozed 2 weeks ago!. The Xmas get together this Dec had to have a change of VENUE for us locals. Not good enough
52	I think the suburbs that have the best feel are the ones where there are tree lined street and well maintained council areas. It is also important to maintain council land on streets by removing weeds and replanting dead plants. Morphett Road looks great where the plants have grown but there are also a lot of weeds and spaces where plants have died and have not been replaced. These areas require maintenance and are not just 'set and forget'. Perhaps a volunteer group could assist if funding is an issue.
53	I love the look of trees going all way down the road. Looks appealing and keeps things cool and good for parking. Small shrubs that dont look messy are nice to. Would actually like to see more round about with trees and gardens in them.
54	I love gum trees however I don’t like them too much along the road due to their ability to drop branches causing safety issues. I love the aesthetic and functionality of shade giving trees of other species along the street but also think including native plants of many varieties is important. I also like street scapes to identify the local community through signage and visual arts.

Participant comments

Somewhat support

1	I think a key pillar of the streetscape plan should be the retention of existing trees. This needs to be specified upfront as a priority to ensure the designs work around this.
2	It would be good to research and trial new species of street trees and become recognised for dryland streetscaping. Our city lacks personality and street trees and landscaping is one way to bring a sense of individuality to the city. Everything just seems to be the same but there are so many other trees from similar climates around the world that are suitable, both aesthetically and functionally. Many pathetic small trees should be removed that serve no purpose such as small ornamental plums and pears that are struggling to grow, and replaced with better deciduous trees that actually offer passive heating and cooling to homes. Natives should be encouraged in the verge and on all future streetscapes. Large gum trees are often not suitable as street trees but should be planted in all reserves. It would also be good to see more rain gardens/rain harvesting solutions given the future of urban infill and subsequent stress on the stormwater system, and examples of what residents can do (or permit them to do more). This would also educate residents and help others to make more sustainable decisions. Given the ENORMOUS extent of green space and habitat loss expected with future development, there should be minimum requirements for green space in front yards of new houses to contribute to public streetscaping, and council should take more of a stand against state govt in this regard. It would be great to see further promotion and incentives for residents to revegetate verges in attempt to increase streetscaping where public funds aren't available
3	Why I put some what support I love the ideas but the ongoing maintenance seems to be an issue . Council put in trees and then don't look after them several trees around oval road and I have noticed Herron way only the grass gets trimmed plants need pruning at the amphitheatre grand central Ave unless residents bring this to councils attention nothing gets done begs to ask the question what the hell do people do all day at the council sit behind a desk consulating the www and Google . Take a drive down many streets and you will see jobs needed be more proactive than reactive
4	Maintenance of footpaths, median strips and weed growth endangering the community through risk of snakes, fire, vermin is of high importance . There's a lot of cutting back needing done, and dead trees removed in Lonsdale Hwy. Bus stop on Lonsdale Highway Southside between Patpa and Cove Rd- all alone, no light or seat- who would feel safe using this on a dark night or their son/daughter using it?
5	The current streets in Marino are unkept and dead, verges full of weeds. Some ground cover plants on the verges would be great. The new Bmx track at Nimboya road reserve has dead grass, rubbish, one overflowing bin, and lack of parking. And no water for dogs or birds - locals use an old ice cream container which kids also use as a bike jump. It isn't well maintained. Pine tree needles make the footpaths slippery. The train tunnel is graffitied often.
6	Do something about all the cars parked in the streets cluttering our streets, making it difficult and dangerous for pedestrians and motorists.
7	Parking in all areas needs addressing, many streets are full of cars both sides of the streets) of a night time and early mornings, Emergency Vehicles would have difficulty accessing many areas at these times ...
8	Perry Barr has the opportunity to be a gateway into Hallett cove, instead the section off Lonsdale is dark at night and invites parking at the look out that feels unsafe. Tree planting and lighting, cameras might make this a way of detouring trouble.
9	Enhancement of streetscapes needs to also take into account the numbers of redevelopments taking place. For every old house torn down, 2 or 3 houses replace it. Meaning double or triple the numbers of cars - many of which park on streets, get in the way of waste management and can hinder easy access for drivers, cyclists and pedestrians. I am all for streets being beautified (and want to see more of it) however without more control of urban planning all we will be able to see on our streets are more parked cars.
10	Would be beneficial for the community if the street trees were native or were fruit trees, adding to a sustainable garden for the community. The trees currently being planted are not all native, nor do they produce any fruit and are used as shade only. This could be improved.
11	Less priority on elements like exposed agg footpaths and art works, and other insignificant architectural quirks which will just date overtime or become vandelised and have no real benefit. invest in trees, water systems for grassed areas for the long term enjoyment
12	In regards to Newland Ave, it's a great start. Feels like the whole road needs shading and greening inprovement. It's a very dry and run down street for how busy it is. But I understand this is a separate program. Anyway, all good, it may just stick out in contrast to the rest of the road.
13	What process has the community have to suggest locations for street scape?

Participant comments

Somewhat support

14	with the aging of our society there will be a growing number of aged & people living with a range of disabilities & if we make the environment safe for the most vulnerable then everyone else benefits. In particular vision, hearing & mobility safety enhancements & risk mitigation are vital as I have lobbied the council since 1998. I assisted Carl Lundborg by walking every street with my Guidedog & wife in Hallett Cove delineating every risk from a vision impairment perspective & its good to see that gradually change is occuring but much still be to undertaken.
15	I am very passionate about city-planning and how it can build a thriving community for businesses and people. It is a bit disappointing to see that the streetscape designs still appear to prioritise cars over people. On the road bike lanes are 'nice' in concept but in reality often endangers bike riders compared to shared use with pedestrian. Pedestrians are unlikely to walk anywhere (decreasing carbon footprint) if they are required to cross busy double lane traffic with no shade.
16	Should have more separated bike lanes
17	Tree plantings need to take into consideration owners having solar panels that may get shaded (particularly in Winter). Also the height should not reach power/NBN cables.
18	Car parking is a massive issue in the area of Edwardstown that my young family and I reside. We have loved seeing the council focus on local parks, streetscape elements such a as trees and footpaths but disappointed in approvals for sub divisions with garages with little space for even medium sized cars and so it makes for very congested local suburban streets.
19	The Vista Street Reserve at Seacombe Heights is continually ignored and No seating, no shade, no Water, no parking (except illegally) and a dead, ugly place summer which becomes an overgrown, weedy mess in winter. No bus stop light currently (at least 3-4 weeks). When is it our turn? I have paid my rates (currently $2545 per annum) for almost 52 years and I believe they are paying for every other area. I have continually asked for improvements and 90% have been rejected. Why?? I am continually picking up rubbish , used condoms, used toilet paper on my property and the reserve - disgusting!!
20	Do NOT reduce speed limits. They are currently very slow at 50 kmh
21	Safety should be the main priority!
22	If encouraging biodiversity and a strong environmental focus, then the homogeneous selection of trees on Adam Road appears to be flawed and focused on street appeal rather than environmental outcomes. Would strongly recommend the council have further diversity in tree selection on these large street upgrades.
23	Many cycle paths need extra lighting
24	Having read the plan, it is somewhat disappointing to see minimal occurring around Trott Park. It is aging compared to neighbouring Sheidow Park and requires more attention than it's being given.
25	The verge at Durchmans roundabout is barren and hot. The pedestrian path to the Boatshed from Arafura is dangerously steepfor the elderly, children , parents and babies in pushers snd prams. It needs to be a zig zag with seating and plantings. The pedestrian path to Hallett Cove Beach Stn from The Cove Road needs mural on the retaining wall to combat graffiti .
26	Council and government have failed miserably on cycling infrastructure to and from places people go. Existing paths, such as the Merino Rocks Bikeway, largely serve recreational use. Our roads fail when it comes to answering the question "Can I safely use my bike instead of my car for daily tasks?" Oaklands Road a great example. Schools everywhere, YMCA, Park Holme shops, skate Park... yet the bike lane is abysmal, unsafe and doesn't encourage a mobility shift. Separated bike lanes on major roads now. Everything else is tokenistic and does nothing for safety, sustainability or facilitating a car-to-bike shift in the community.
27	I believe that more consideration should be given to the type of tree/shrub to be planted. Hallett Cove has beautiful views of the ocean and welcome more tree planting but not at the cost of a resident's view.
28	More work needed in Western wards. More thought given to planning, if high density housing is to continue. Plympton Park was decimated with little to no notification, and poor planning had resulted in too many car lined streets due to inadequate parking on site of each house. Gum trees planted with barely any watering or street sweeping. Poorly maintained footpaths with trip hazards. Dry arid footpaths. Acknowledging council offer of $500 to plant out footpaths and verges, that amount would barely cover the mulch and soil to get the dry, pebbled earth into anything to sustain plant life. Also, back breaking work for older, infirm ratepayers and tenants.

Participant comments

Somewhat support

29	Trott Grove is completely ignored by council, the first 10 mtrs have been done only because it as part of the Diagonal road project. The council can not even sweep the road on a regular basis, I would have thought that general maintenance is a priority over street scape in areas for SHOW. The foot paths and kerbs are in need of repair which I would have thought was a priority for safety reasons over show streets. The council is ignoring general maintenance, and building show monuments. The back streets are ignored especially in Oaklands Park even though the income from this area has probally doubled from infill building, why isn't it spent in the areas that provided the money. Project in Johnstone street was started 3 years ago (updating the wheelchair ramps on the corners of the streets) but was dropped around the time Sturt Road street scape was started?? Street scapes can only benefit rate payers if their streets are included and maintained.
30	We have been waiting for YEARS for the PARK and its surrounds to be cleaned up , in The Tonsley Reserve , on Bradley Grove . We bought our property with the knowledge that the Park would receive annual clean ups and care . Not done for at least 7 years . It is in ugly , dry eyesore .
31	Honestly, you've already destroyed so many suburbs like Seacombe Gardens, by allowing to many townhouses to be built. The streets are an absolute disaster with too many people, and cars,cramped in together. I don't think some "street scaping " can fix what you've already ruined
32	Don’t support speed limit changing to 30
33	Would also like to see more bins in the neighborhood
34	As a resident of Hallett Cove living at [redacted] I has asked on numerous occasions for the lanewzy between [redacted] to have a significant upgrade and clean up. This has fallen on deaf ears and continues to be a hazard in so many ways. Perhaps a councillor could meet with me and yhe neighbouring residents to discuss. My number is [redacted]. I await your call.
35	Rarely visit the areas in question so they have no direct effect on me
36	Parking should only be allowed on one side of street. This will ease traffic problems in suburban streets. This would need to be enforced by council
37	Looks good. But the council keeps going back on their word for stopping street parking in normal residential streets as per a fliar we got from council some time ago which has more green streets and less car park streets. But you've back flipped on that and removed no parking signs in our street and now we get so many cars parked here that don't even live in our street. Maybe stop letting places built which can't fit cars on the property. This is in so many streets in Marion.
38	property values in Marino are significantly higher than other suburbs of Marion therefore attracting higher rates, this plan is in line with Councils previous neglect in terms of investment into Marino streetscapes. The drive into Marino along Scholefield Rd / Newland Ave is atrocious, $1.3 m to improve a limited stretch of road is the least Council could do. Marion should look to Onkaparinga Council in terms of streetscape improvement of arterial roads.
39	I think trees are important but they should be safe as to not interfere with footpaths or safe viewing of roads. PLUS car parking on most roads (both sides of roads) is dangerous plus say on Dwyer road the parking restrictions are not policed.
40	More maintenance for the street scapes you have done and look at a bit tired. Ie oaklands overpass. Glass everywhere and weeds plants dying
41	In addition to streetscape I would love something done about the weeds that are overtaking the footpaths making walking unpleasant. Plus all the dog poop. This is in the Park Holme area. Not a big suburb so should be easy to maintain.
42	Yes, how about streetscaping older areas within council area. Council is too focused on newer suburbs. Our footpaths are disgusting.
43	Our streets through oaklands park are becoming cluttered with cars due to the multiple builds in area with only one car garages maybe some cut away areas for parking would be good without removing trees It is dangerous at night with dark cars parked on both sides of road ie : Johnstone,Dwyer, Pemberton Also even though turning right lane onto diagonal road from crew street is helpful it is still very hard to get out with cars speeding around from morphet road and coming down on youre right on diagonal towards Morphett rd it is so bad that I turn left and do a u turn at marion liabrary exit or turn right and go around for my safety
44	Young st Trott park roundabouts and verges need need upgrading as well as field river estate verges.
45	Please just use natural or Australian natives as the Chinese Elms is Sheidow Park are nothing more than a danger in autumn (they turn to sludge on the road and tyres spin on them) and they are so bad for the gutters and drains clogging them up every year with stuff and crap. Add to that I know three people in one street who have allergies to them! There has to be a better tree to plant....

Participant comments

Somewhat support

46	I would like to know how to get involved and receive support to improve my street.
47	The Newland Avenue Marino design does not deal with the inadequate carparking. Current plans will push more cars to local streets causing even more hazards. This needs to be addressed and lots of space to do this exists to expand parking near train station. It's creating safety hazards not addressing this.
48	More enhancements work and future planning needs to be done in the hallett cove precinct, water ways and coastal areas to attract people to use an enjoy some of the special places on the planet. Also there are land areas which need to be developed for housing to add more population, the areas across from the shopping centre and land area bordered by perry Barr red aroona red Lonsdale red has been vacant way too long
49	Previously small streets in sheidow park need attention and street parking is a problem
50	Stretscaping and beautifying one or three parts of the city are all very well but there are whole streets of parts of streets that are overgrown with what now are during yellow weeds- very unsightly and a fire/snake/vermin hazard. Maybe there are more rental houses and people just don't care. Gardens/yards and verges are covered. We need more crews looking out for these and more ways to endure ratepayers or tenants look after their yards.
51	look at seacombe gdns. Forgotten superb that is looking extremely dumpy
52	Unless you plan to adopt modern, world-class standards in urban planning that incorporate advanced civil engineering principles, rather than adhering to outdated Australian standards, these streets will require reconstruction in a few years to keep up. Why not start now? Regarding pedestrian and cycling infrastructure: If the road speed remains at 50 km/h, pedestrian and cycling facilities must be separated from the roadway. Painted, unprotected bike lanes are inadequate at these speeds and most riders don't feel safe using them. Would you feel comfortable allowing an 8-year-old to ride there? Cycle lanes and footpaths should be physically separated and raised at junctions, ensuring motorists slow down and give way. This design prioritizes pedestrian and cyclist safety by granting them clear right-of-way. Alternatively, implement the global standard of reducing road speeds to 30 km/h. With this approach, painted sharrows on the road would suffice for cyclists, while raised footpaths would still ensure pedestrian priority. However, as this road functions as a minor arterial, traffic flow seems to take precedence over active transport users. Therefore, the first solution of separating motorists from vulnerable road users, would be the most appropriate to ensure safety. Finally, I strongly object to public funds being spent on outdated designs that prioritize vehicle flow over the safety and well-being of people.
53	I think The Cove Road Hallett Cove requires a definite streetscape being one of the main entrances into Hallett Cove it is very unappealing, dead brown grass in the middle median strip, mainly dirt really all the way down unkept trees, being a main through road to the boardwalk, cafe and the beach which a huge number of people use you think it would have a welcoming entrance and well kept council grounds
54	Opportunities for trialling of community safety initiatives appear to be lacking for the most part. There is a lot of talk around them in the strategic objectives but these flagship projects on more utilised corridors with bigger budgets are a fantastic opportunity to trial things like smart lighting, traffic calming measures etc and use learnings in other parts of the suburbs. Also, I'm unclear why Alawoona Ave is only mentioned fleetingly and then says 'project on hold due to timing'. If you're going to put it in document at least give us a paragraph explanation somewhere in doc.

Participant comments

Neutral

1	You seem to prioritise any suburb other than Mitchell Park, which still seems to have constant neglect of safety and streetscape by the council.
2	If you wish to improve the safety of the street fronts and verges, you will stop planting dangerous trees and remove the ones that are planted
3	There are too many cars in the side streets as developers build properties without enough parking. It is very tricky negotiating the side streets these days. Rules must change to address this. council could help ????
4	I support the use of artificial grass on council verges
5	They all look good and thoughtfully planned. On road cycle paths are not my favourite option and my granddaughters ride their scooters much more comfortably on flat concrete footpaths.
6	I am a strong supporter for prioritizing the natural environment. This will ensure a livable world for the next generation. I don't see this at the moment. Just destruction to generate money.
7	50 is more than slow enough. 30 would be ridiculous. Streets are for getting from A-B. Maybe concentrate on keeping the nature strip's tidy instead of planting more.
8	how about fixing the curb / corners at johnstone rd / exmoor rd intersection the bloody lazy marion council employees cut it all up but never fixed it up 2018 -2019 causing trip hazards to all rate payers etc.
9	I have no idea about your current plans. I just know Hallett Coves footpaths are unsafe. Slanted, blocked by poles or bins, non existent, narrow and overall unaccessible for prams.
10	I feel that Council has been concentrating more on streetscapes rather thandifficulty in car parking!! While houses are being demolished and replaced by multiple houses the problem will escalate. I find it impossible to have lawn services, large deliveries etc due to no parking available on the roadway outside my property. While I have a long drive backing out is impossible for larger vehicles due to the road width and cars permanently parked opposite! The Mike Turter bike track is over wide and then trees etc on the outside of that. Many bikeriders do not use this facility and still ride 5 or 6 abreast along railway tce on the road! As we are the ratepayers I feel that we are given very little consideration!! 😳 😳
11	Norfolk Rd, is a narrow and busy RESIDENTIAL street. It's busy with businesses, access to a large Residential care centre and lifestyle village and regular housing. The vision does not show the propsed Basketball stadium which should have vehicular access from Sturt Rd not a residential street. Extra courts will increase traffic to this narrow busy road. Why on earth are you putting parking in a narrow street and a pedestrian crossing. Who is the pedestrian crossing for??? I support streetscaping but don't put trees in the middle of main roads & foliage on corners that make it dangerous turning out of streets.
12	Please don't forget about the Seaview downs area. It is so tired, especially Seacombe road which could be one of the most beautiful roads in the state as you head towards the ocean. Bike lanes, traffic islands, designated parking spots, TREES! I would love to see more streetscape development prioritised in this area. The power substation on the corner of Seacombe Road and Morphett road has now become even more of an eyesore now that all the trees have been removed. Please note the substation in Tonsley Innovation district as a reference of how to hide a substation and make an area beautiful. Thanks
13	Do not plant trees, that in a few years time their roots start to lift roads, foot paths and thereby cause more expense in rectifying the damage. Trees are ok in the right places, but they grow into large trees and consequently require rectification
14	Seacombe gdns looks like a dump. How about fixing parts of this suburb
15	I'd like more European trees along our nature strips. No more natives - they look sad and ugly. Big trees, big canopies, big leaves that throw a huge shadow - better streets

Participant comments

Somewhat do not support

1	The streetscape projects are too few and too limited in scale to have a significant effect on the communities in which they are delivered. These projects either need to be massively scaled up to have significant positive community impact, or funds should be diverted to projects that offer better overall returns for the money spent. As an example, drastically improving tree canopy coverage over footpaths and roads, improving traffic management (lower speed limits and limiting on-street parking), and improving footpaths all help build vibrant and sustainability communities council wide, rather than in small patches.
2	Yes- streetscape is one thing - but councils continued maintenance and attention to their parks is terrible- your Newland Avenue project simply is the front of the Marino hall - it does not actually address the whole of that section of Mewland Avenue - what's the point - ? It's not actually streetscaping Newland Avenue to make it like Sturt road out the front of council chambers - and the condition and maintenance of Newland Avenue linear reserve is terrible!..... council doesn't care about maintaining - yet they wonder why Marino residents continue to push for re allocation to holdfast bay ? Then their is the lack of footpath to the north side of frank street - still hasn't been paved and we've complained on and off for 30 odd years - council talks about safety yet slips on the council layer gravel are common and given it's the pathway to the Marion station for people walking down franks street - it's poor - street trees planted on frank street are dying because they were planted into clay without the ground being treated and soil that allows the street trees to grow based on first - Marion's grounds and infrastructure maintenance of main roads it's a failure and fails in comparison to hokdfast bay council- and yet Marion council rates are far higher than holdfast bay ?..... what does council spend money on ?
3	Regarding Adams Road Trott Park. This is a lot of money to spend on a project in a non-residential area (it has a small section of the Glenthorne National Park to the west and a light industrial area/Southern Expressway to the east). If any existing street trees require removal then this may be contrary to Councils Climate Change Policy & Environment Policy. Will any existing street trees be removed under the current plan? Have any surveys/research been conducted to determine the current numbers of cyclists and pedestrians using this section of Adams Road? Regarding the proposed 1.5m wide concrete path. Why is concrete being used when it is one of the least environmentally friendly materials? This extensive use of concrete would equate to 1500 square metres of concrete. (let alone the volume of concrete used!) Has consideration been given to the impact on the 'Heat Island Effect?' What volume of water is currently discharged from this one kilometre section of Adams Road? Water run-off from the Soccer Field Car Park already discharges to a large holding facility on the southern side of the car park, so any discharge to Adams Road should be minimal. The money allocated to this project would be better spent and contribute much more to the environment and residents if it was allocated to revegetation or greening projects within the council area. I hope this project does not proceed in its current form.
4	I support better streetscapes, however I think all streets should be well planned and maintained. I would prefer council maintain and look after ALL streets equally. Not just a few. This money could be better spent maintaining what we already have. Focus could be on all streets having enough parking, trees, safe footpaths.
5	Nowhere to comment on MANDATORY 2 OFF STREET CARPARKS PER UNIT.your allowing greedy developers to create traffic jams and ghettos so you can make more money.disgusting
6	Safety should be top priority. The state of pathways along roads in Hallett Cove are dangerous and need fixing before you spend so much money on making roads pretty. Barramundi Drive would be a good start!
7	Focus on bringing existing streets up to standard before spending money on luxuries. Woodend Road is dangerous, with blind crests and traffic forced onto the wrong side of the road due to inappropriate parking.

Participant comments

Strongly do not support

1	Surely council has more urgent or sensible priorities perhaps proper watering of our parks or redeem our footpaths for walking etc. meaning trimming,cutting back to access or not planting street tree as the jackaroo that ruin the footpaths making the a tripping hazard and don't drop massive amount of pods on the road and footpaths making it difficult to avoid where elderly owner have trouble clearing away