

## NORTHERN STREETSCAPES FRAMEWORK PLAN FACT SHEET

Theme	Location	Council Position/ Update
Prioritisation of streetscape revitalisation items for construction	All townships	The consultants have listened to feedback from each of the community and online consultation sessions to understand the key issues for each township. The items identified for construction take into consideration community feedback, available budget and ability for Council to stage works to fit within budget.
Maintenance of streetscape	All townships	Prior to Council taking over the ongoing maintenance of the new upgrades, a two-year maintenance period for soft landscaping and trees has been proposed to be undertaken by the contractor, commencing immediately upon completion of the works. This will ensure trees and soft landscaping are adequately cared for during their establishment period, and plantings and grassed areas are well maintained. All other streetscape maintenance would continue to be undertaken by Council outdoor maintenance staff. Council is in the process of developing a Shire wide Open Space Maintenance Strategy which will identify and guide appropriate services levels, budget and staff resources required to maintain all open spaces and townships into the future.
Future works	All townships	Items flagged as future works have been documented within the Concept Design, capturing Community and stakeholder consultation key themes. Stage 1 works are proposed to be commenced in late 2025, pending approvals from external authorities for works in the road corridor. The remainder of the upgrade works will be staged, with implementation to occur when budget is sourced - whether it be State, Federal or Council funds.
Improvements to streetscape surrounding Linton Take-Away	Linton	Council has heard from the community and allocated funds to prepare a concept for Linton North, to propose improved traffic flow, bus parking, street furniture reconciliation, pedestrian and cyclist circulation, and aim to alleviate minor drainage issues. Progressions beyond concept design (including construction of these improvements) is currently unbudgeted, and is not part of the scope of the Northern Streetscapes Revitalisation project. Council will need to seek State and / or Federal grants to help deliver the construction. The focus area is the Glenelg Highway road reserve, between Linton-Carngham Road & Grant Street including the service road next to Linton Take-Away and Fraser Street.
Proposed grass nature strips will not be maintained to suitable standard	Linton	Grass has been replaced with a lower maintenance alternative - granitic sand.
Pedestrian crossing location	Linton	Due to strong community feedback, the Pedestrian crossing has been relocated (subject to approval from local Police and CFA) further north along Sussex Street (opposite the old fire station) to improve safety.
Removal of on-street parking	Linton	The proposed tree pits in Sussex Street which would have reduced on-street parking bays have been deleted. Instead, large canopy trees are proposed to be planted in the centre median of Sussex Street, with a long term plan for small canopy trees to be placed in the streetscape nature strip. This solution will: provide a pedestrian scale, retain view lines and sight lines under trees that will be pruned up as they grow to have clear trunks, provide shade and shelter, provide improved amenity, no reduction in parking, reduce the issue of tree roots lifting footpath pavements, improve shopfront visibility from the street, and prevent trees from damaging shop front awnings/leaf litter in gutters/maintenance.
Median planting	Linton	Granitic sand and/or low maintenance garden beds will replace the existing median plantings in Sussex Street to improve maintainability by Council, maintain sight lines and improve the amenity of the streetscape through a cohesive materials palette.
Tree replacement	Linton	The focus is on replacing the median trees in Sussex Street, developing a tree canopy, and then replacing the nature strip trees in future.

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Replace dual lanes along Sussex Street with single lane in each direction	Linton	Out of scope and budget for this project.
Slip lane proposal	Scarsdale	Council have received the support of the Department of Transport and Planning for the proposed slip lane along the Glenelg Highway (between Browns-Scarsdale Road and Pitfield-Scarsdale Road). However, significant investment is required to construct, and delivery will be subject to future funding.
Cluttered streetscape	Scarsdale	Rationalisation and co-location of street furniture has been considered with respect to pedestrian circulation.
Relocation of north-bound bus stop	Scarsdale	Option removed in response to community support for existing bus-stop location.
Too many new trees proposed	Smythesdale	Tree count for Smythesdale has been reviewed and reduced (trees proposed in median along Brooke Street next to slip lane deleted).
Improve pedestrian safety when crossing Brooke Street - lights, 40km/hr zone.	Smythesdale	Department of Transport and Planning (DTP) support the raised pedestrian crossing and speed reduction, in principle. The intention is to deliver at least one pedestrian crossing in Brooke Street, subject to DTP approvals, budget and delivery timelines.
Trees and sightlines	Smythesdale	Consultants have confirmed the proposed tree locations and species will not impact sight lines.
Accessibility of long vehicle parking in Loader Street	Smythesdale	Parking bay length has been increased to 15m and signage to be provided to direct south bound long vehicles to turn left onto Heales Street, right on to Ireland Street and right on to Loader Street to the parking bays.
Loss of on-street parking with proposed tree / garden bed outstands in parking bay area	Smythesdale	Historical imagery indicates that availability of parking is not generally an issue for Smythesdale at the moment or near future. Tree outstands adjoining the historical precinct have been deleted. Department of Transport and Planning are satisfied there is sufficient parking available in Brooke Street, Smythesdale.