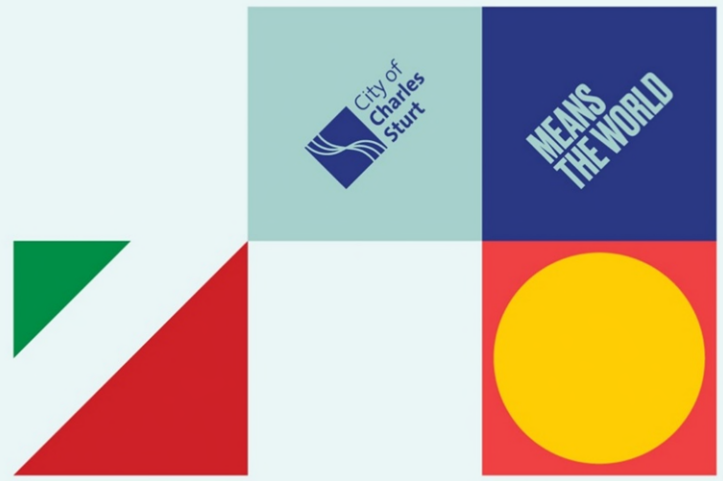




COMMUNITY ENGAGEMENT SUMMARY REPORT

Bowden Village Review
February 2025



Prepared By:

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1. EXECUTIVE SUMMARY

The Bowden Urban Village was developed over 13 years ago, following the closure and purchase of the former Clipsal site. The village was designed to create a walkable community with a focus on people, designed to feature safe streets and open spaces, like Bowden Park and Kevin Taylor Park.

We engaged with the Bowden community from 18 November to 16 December 2024 to check-in with local residents, business owners and visitors of the village, to hear what they love, like and what they think might need improving. We also held a community open day on Wednesday 16 December 2024 in Bowden Park.

The community engagement activities were undertaken in accordance with Part 3 of Council's Public Consultation Policy (PCP). The level of engagement was '**consult**'.

The objectives of this community engagement were to:

- Ensure Bowden Village consultation is provided to the Charles Sturt community and key stakeholders to ensure they are informed and aware of the project intent and have an opportunity to make comment.
- Our community has easy access to the appropriate information and accessible ways to provide feedback.
- The process is transparent and builds positive relationships between Council and the community, and positions Charles Sturt as an organisation that is providing sound management decisions.
- The Charles Sturt community is informed of any decision and the reasoning for the decision.

The community engagement and promotion opportunities included:

- Engagement through Your Say Charles Sturt website including an online interactive map, and quick poll
- Engagement through a community drop-in session
- Discussions with stakeholders via meetings, email and phone.
- Direct notification to precinct stakeholders, business, residents and non-resident ratepayers (refer Figure 1, approx 1443)
- Promotion through Your Say Charles Sturt, and social medial channels
- Promotion through onsite project signage in various locations (including QR code) displayed in Bowden.

We received 398 contributions from our community including:

- 141 pins dropped on the interactive map (online)
- 183 responses to the quick poll (online)
- 28 community drop-in map contributions
- 34 community drop-in quick poll contributions
- 12 emails and other feedback
- 148 scanned the QR code on corflute signage

In summary we had a good amount of responses, with many local residents seeking some improvements across the four categories including, Open Space and Places, Transport and Movement, Accessibility, and Safety.

Open Spaces and Places - many of the comments shared the importance of community spaces (Adelaide Bike Kitchen, Bowden Park and Kevin Taylor Park), more dog friendly areas and improved public amenities (shade, seating and bins).

Transport and Movement - our community wants Bowden to be safer, more pedestrian- and cyclist-friendly, with better connectivity to public transport and more efficient parking solutions. There's strong support for sustainable urban design, including green spaces, shared zones, and integrated transport options.

Accessibility - our community wants better accessibility through wider footpaths, more disability parking, improved public transport access, safer walkways, and better management of obstacles like sculptures, dining chairs and tree droppings.

Safety – our community wants improved safety through lower speed limits, better lighting, clearer visibility at crossings, safer pedestrian and cyclist infrastructure, and designated spaces for children and dogs.

Further analysis of the community engagement feedback and precinct stakeholder feedback is provided in Sections 5 of this report. All open comments received from community are presented in the back of this report in **Appendix A to C**.

2. BACKGROUND

The Bowden Urban Village was developed over 13 years ago, following the closure and purchase of the former Clipsal site. The village was designed to create a walkable community with a focus on people, designed to feature safe streets and open spaces, like Bowden Park and Kevin Taylor Park.

This consultation was endorsed through the 2024/25 budget process resulting from an Elected Member Budget Bid on behalf of the Hindmarsh ward councillors. Cr Katriona Kinsella observed that most residents living in the Bowden development have never been formally engaged in the design (or functionality) of Bowden Village and the surrounding reserves. Some key elements of the bid included how the community use, and their experience with Kevin Taylor and Bowden Village Reserves, particularly relating to compliance matters (smoking/dogs), artwork, accessibility in the area and maintenance/relocation of play elements.

Kevin Taylor Reserve was constructed in 2013 and Bowden Village Reserve in 2016, before adjacent residential buildings were completed (in approximately 2018). The reserves are located approximately 80 metres apart and are not identified in Council's Open Space Strategy (OSS) due to the time of their construction and writing of the OSS.

However, the Community Land Management Plans for the reserves designate Bowden Village Reserve as a 'regional recreation park' and Kevin Taylor Reserve as a 'local landscape park'. A formal strategic direction for the reserves will be considered as part of the new OSS, to be developed in 2025.

Subject to the outcomes of community consultation, some on-ground works may be undertaken in 2024/25 or later, such as maintenance matters, installation of signage or relocation of items. Larger improvements suggested may be considered as part of future budget bids and in line with Council's strategic planning.

3. COMMUNITY ENGAGEMENT APPROACH

This consultation was carried out in accordance with the requirements of Council’s Public Consultation Policy (PCP), Part 3 requirements and any additional, discretionary activities. The engagement level was ‘consult’. Public feedback was open for a 28-day consultation period to ensure the public was given reasonable opportunity to review the proposal

Consultation was open for a 4-week period from 18 November 2024 to 16 December 2024. This report captures responses from 18 November to 17 December 2024.

All residents and property/landowners and businesses within the defined catchment area (refer **Figure 1**) were directly notified of the opportunity to engage with the project and submit feedback via our Your Say Charles website and/or attend a community drop-in session.

Communication and awareness of the consultation was via Your Say Charles Sturt website and socials post. Reserve visitors, other locals and public were notified through onsite and online notification promotion methods, including onsite signage. Refer Section 5 for the list of engagement and promotional activities and levels of participation (**Table 1: Community Engagement Activity**, p 5).

Figure 1: Bowden Village Precinct and mailing catchment



TABLE 1: COMMUNITY ENGAGEMENT ACTIVITY

What	Engagement activity	Details	Participants
Consultation promotion	Your Say Charles Sturt new project email campaign – Bowden Village	New project email campaign sent on 18 November 2024 to those with interest categories – Arts/Culture/Heritage, Community Land and Council facilities, Open Space reserves and Playgrounds, Place Making, Transport, Engineering, Bowden and Youth	Sent to 1345 registered Your Say members. 719 opened (53.5%) 74 click-through (5.5%)
	Local Area Direct Notification	Maildrop to 1002 properties and posted to 441 absent property owners in the within the catchment area (refer Figure 1, pg. 4)	-
	Onsite signage	6 corflute signs promoting the consultation and drop-in session, installed around Plant 4, Bowden Reserve and Kevin Taylor Reserve.	148 QR code scans.
	Social media	Facebook post – 27 November 2024 Hey Bowden – we want your feedback	Reactions - 1 Reach - 699 Impressions - 747
Your Say Charles Sturt Project Page	Your Say Charles Sturt online project page – Bowden Village	https://www.yoursaycharlessturt.com.au/bowdenvillage Open to everyone Launched 18 November 2024	1637 page views 786 page visits 596 unique visitors 54 project followers
Feedback and Submissions Received	Online community survey (Your Say Charles Sturt), email and hardcopy submissions	<i>18 November 2024 to 5pm 16 December 2024.</i> <i>(This report captures responses from 18 November to 17 December 2024)</i>	324 online contributions 12 Emails
Stakeholder Specific Engagement	Pre-engagement stakeholder information pop-up.	Attendance at the Renewal SA Community Update meeting to promote the project and hand out the consultation flyers.	-
Onsite community drop-in		Information pop-up in Bowden Reserve (opposite Plant 4) Wednesday 4 December 2024, Drop in 4pm to 6pm.	Over 40 attended 10 formally registered

4. ENGAGEMENT EXAMPLES

Figure 2: Consultation brochure



Figure 3: Onsite signage in Bowden Park



Figure 4: Community Drop-in event at Bowden Park, 4 December 2024



Figure 5: Example of social media during the community consultation period, November 2024

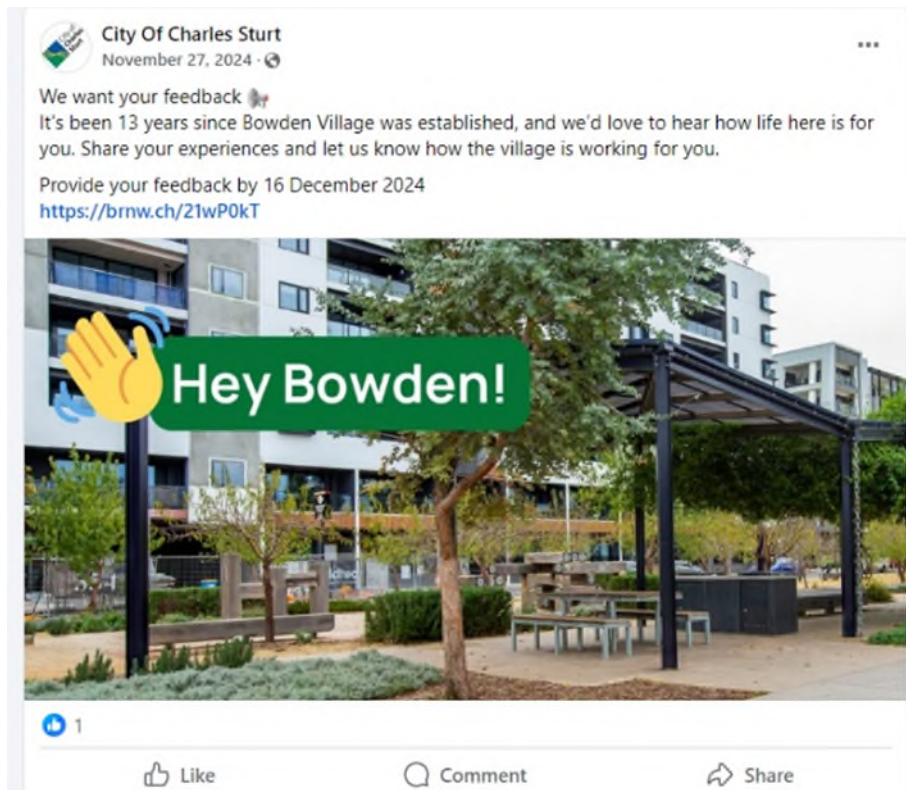


Figure 6: Your Say Charles Sturt Project page, December 2024

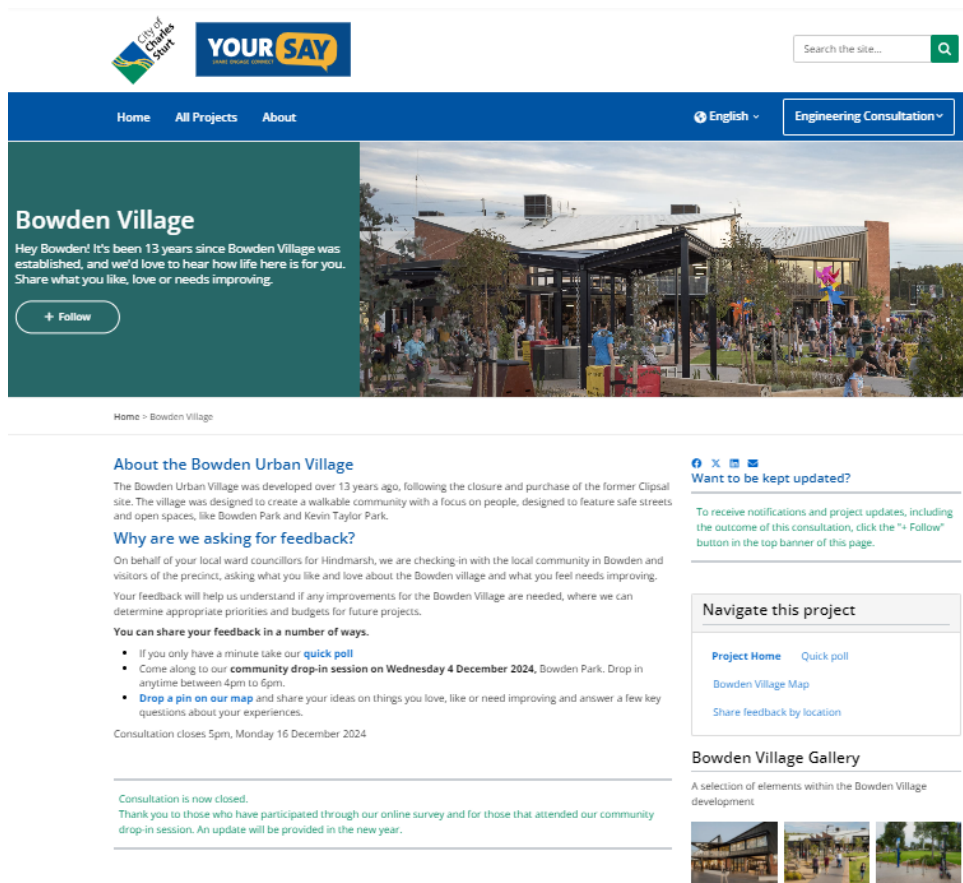


Figure 6: Your Say Charles Sturt Project page, continued, December 2024

Open Spaces & Places

- > Kevin Taylor Reserve & Bowden Village Park
- > Play features & games
- > Public amenities (toilets, BBQs, shelter, seating, bike racks etc)
- > Artwork/sculptures
- > Landscaping, trees & shade

Accessibility

- > Moving around the precinct
- > Mobility aids, prams, wheelchairs, scooters etc
- > Accessible parking

Safety

- > Personal safety (night/day)
- > Lighting
- > Pedestrian & cycling safety

Movement & Transport

- > Public & active transport (bus, tram, train, cycling, walking)
- > Safe streets
- > Pedestrian connectivity
- > Timed parking

Share your feedback!

There are a number of ways you can provide your feedback about the Bowden Village.

What is the Bowden Urban Village?

The Bowden Village that we are consulting within is bounded by Park Terrace, Seventh Street, Drayton Street and railway line.

[View the map to see the boundary.](#)

Only got a minute? Take our Quick poll

Consultation Closed

Our quick poll is designed to tell us your sentiment about the Bowden Village currently. To provide more feedback, share your ideas and answer some quick questions you can go to the social map.

[Take the poll >](#)

Share specific feedback by location

Consultation Closed

Drop one or more pins in the relevant location on our interactive map to share comments. Select the relevant village theme for each pin and tell us what you love, what works and what doesn't, or what could be improved regarding that theme area.

You will be asked to answer just 2 or 3 multiple choice questions for each pin to help guide future improvements in Bowden.

[Drop a pin >](#)

Come and see us

Come along to a community drop-in session and speak with the project team and share your ideas.

Wednesday 4 December 2024
Bowden Park (in front of Plant 4)
Drop in anytime between 4pm to 6pm

We look forward to seeing you

Timeline

Community Consultation
18 November to 16 December 2024

We are seeking your feedback on what you love, like or what might need improving, within the Bowden Village development.

Community drop-in session

Meet the project team and chat about all things Bowden at a community drop-in session:

Wednesday 4 December 2024
Bowden Park, Bowden
 (in front of Plant 4)
Drop in anytime between 4pm to 6pm

Engagement outcomes
February 2025

Staff will review the community feedback to define if any improvements are needed for the future. An engagement report will be made available on this project page. If you participated in any way, you will receive direct notification of any updates.

Next steps

To be kept updated on the outcomes of this engagement, follow this project page, where you will be directly notified of any updates for Bowden.

[See less](#)

Prefer to speak with us

If you have a question or want to provide your feedback over the phone, call us on the number below.

Kath Mardon
 Community Engagement Officer

engagement@charlessturt.sa.gov.au
 8408 1270

5. ENGAGEMENT FINDINGS AND KEY THEMES

5.1 Summary

Participants were asked to share their feedback on things they loved, liked or needed improving across the Bowden Village in line with the following four categories.

- Open Spaces and Places
- Accessibility
- Safety
- Movement and Transport

During the consultation period we had:

- 1637 views of the project page on Your Say Charles Sturt
- 148 scanned the QR code on corflute signage
- 54 project followers

We received 398 contributions from our community and visitors:

- 141 pins dropped on the interactive map (online)
- 183 responses to the quick poll (online)
- 28 community drop-in map contributions
- 34 community drop-in quick poll contributions
- 12 emails and other feedback

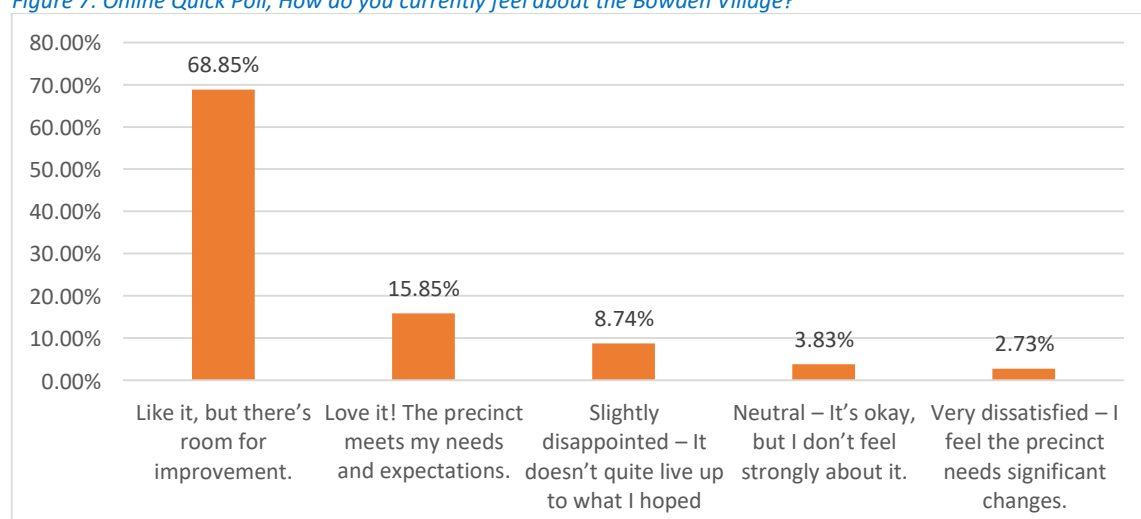
A full summary of the community contributions received during consultation and emails received are provided in **Appendix A to C** in this report.

5.2 Quick Poll

We provided a quick poll option for people who may not have had time to share additional feedback, to tell us how they currently felt about the Bowden Village and precinct.

We had 183 online contributions to the quick poll.

Figure 7: Online Quick Poll, How do you currently feel about the Bowden Village?



A majority of the respondents (126) said they like it but there's room for improvement, while 29 said they love it! The precinct meets my needs. 16 said they are slightly disappointed with the precinct, while 7 were neutral and 5 were very dissatisfied and feel the precinct needs significant changes.

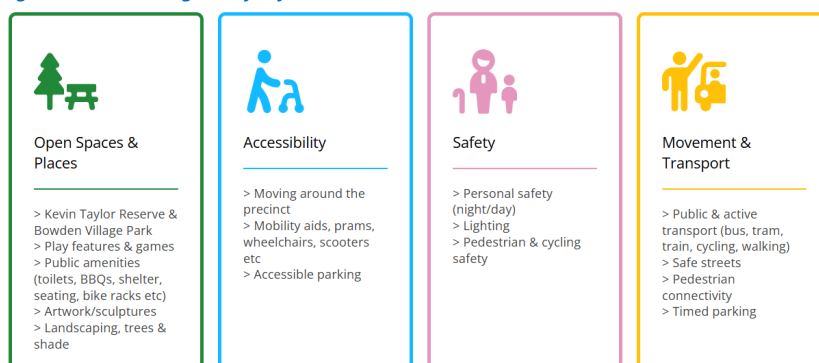
At the community drop-in session, participants were asked to drop a token into a jar, representing the same questions asked in the online quick poll. A total of 34 participants took part in this activity, with the results being:

- Like it, but there's room for improvement 18/34
- Love it! The precinct meets my needs and expectations 15/34
- Slightly disappointed, it doesn't quite live up to what I hoped 1/34
- Neutral, it's okay but I don't feel strongly about it. 0/34
- Very dissatisfied – I feel the precinct needs significant changes 0/34

5.3 Share your comments by location (interactive map)

Participants were invited to provide their ideas and opinions by choosing a pin aligned to four categories and dropping the pin on the interactive online map. Once a pin was dropped, participants were asked to complete a short survey and provide their feedback. The purpose of this activity was to understand the use of village activities, the reserves, and safety and movement throughout the precinct.

Figure 8: Four categories for feedback



Overall, 58 contributors dropped 141 pins across the four categories.

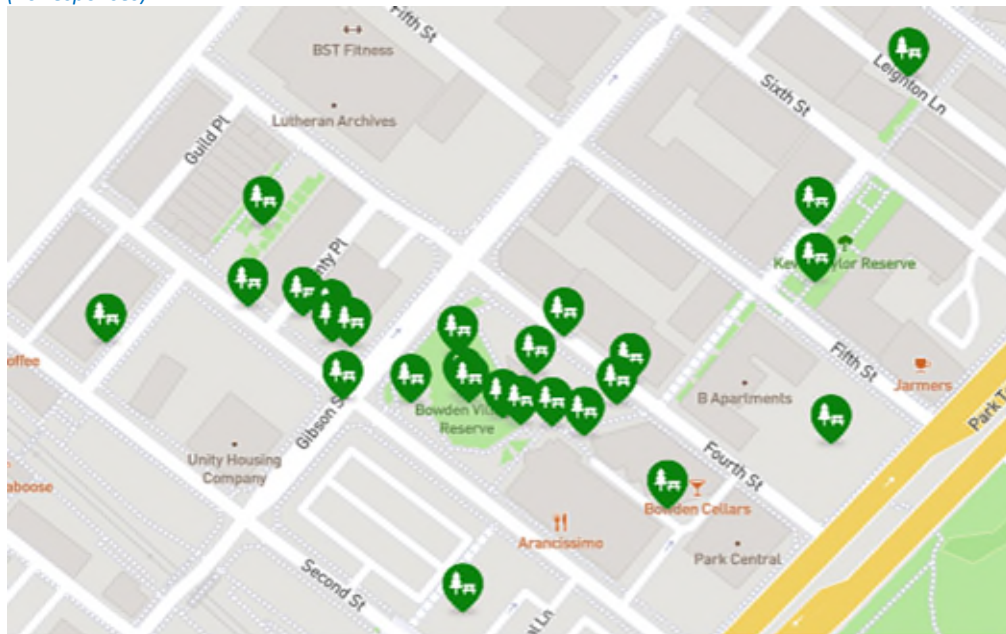
Figure 9 – Overall interactive map of pins (including all four categories)
(141 responses)



5.3.1 Open Spaces and Places

A total of 26 map contributions were pinned online for Open Spaces and Places, with many contributors citing that community spaces and facilities, and dog friendly spaces were the most important to them.

*Figure 10 – Map of responses for Open Spaces and Places (online)
(26 responses)*



The survey questions in the Open Space and Places pin asked:

Figure 11 – Survey results – What best describes you

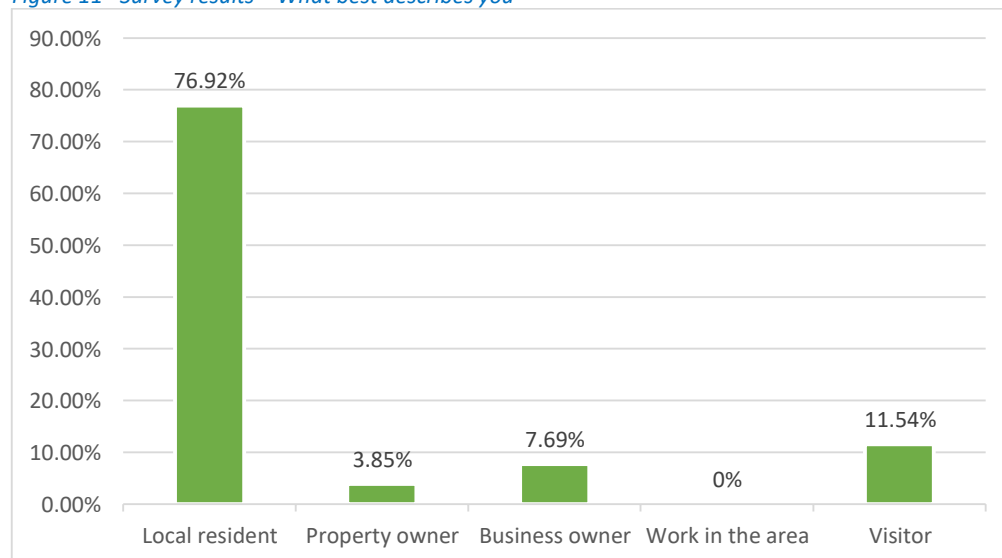


Figure 12 – Survey results – Which open spaces in Bowden Village do you use/visit?
(26 responses)

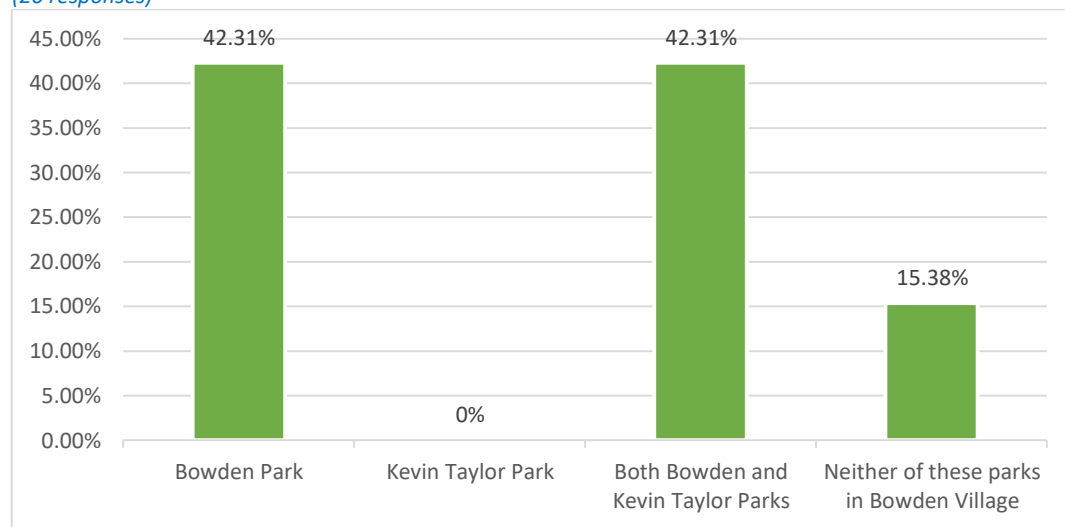


Figure 13– Survey results – Why do you visit/use Kevin Taylor Park?
(18 responses)

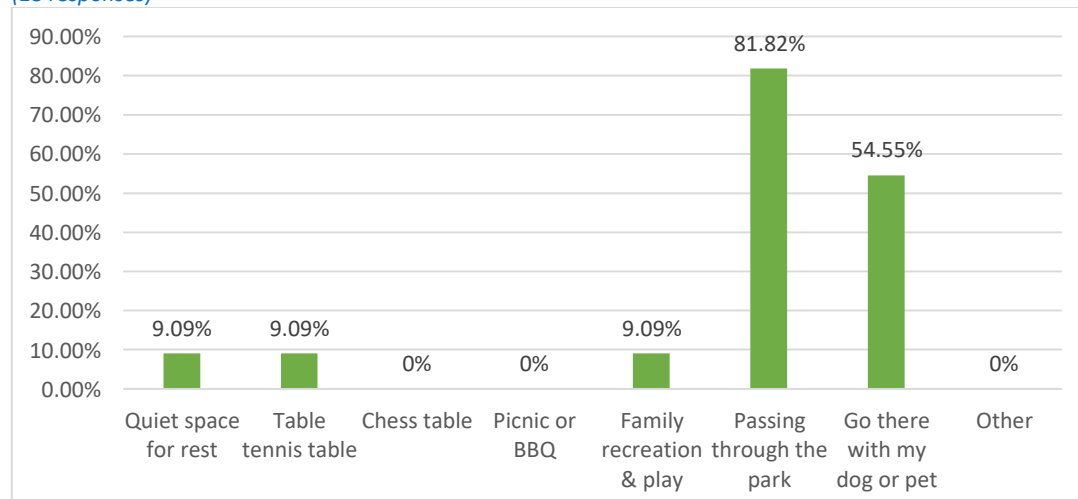
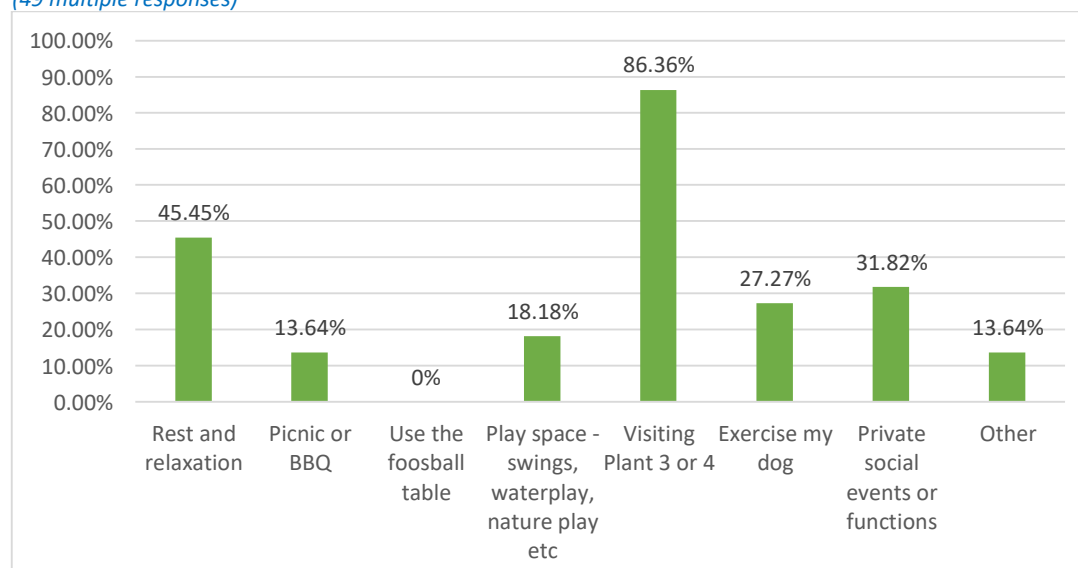


Figure 14 – Survey results – Why do you use/visit Bowden Park?
(49 multiple responses)



Of the 3 “Other” (13.64%) respondents, they visit Bowden Park for the Bike Kitchen, and for picnics, and live in the area..

5.3.2 Open comments

We asked survey respondents to share any comments about open spaces in Bowden Village. We had 26 responses, with many of the comments sharing the importance of community spaces (ABK, Bowden Park and Kevin Taylor Park), more dog friendly areas and improved public amenities (shade, seating and bins).

The following themes and comments cited:

- Community Spaces and Facilities
 - Importance of spaces like Adelaide Bike Kitchen (ABK), Cirkidz and Rumpus Theatre for community vibrancy.
 - Need to preserve ABK for bike repairs and accessibility to cycling.
 - Desire for more community activation (christmas tree, street parties, events).
 - Strong desire for a safe parcel drop facility for the community.
- Green Space and Urban Planning
 - Concerns over insufficient green space and population density increases.
 - The need for more trees, gardens and landscaping to improve livability.
 - Requests for incorporating mandatory green spaces in new developments.
 - Improve aesthetics and heat with green scaping.
 - Concerns about buildings enclosing parks, creating wind tunnels and shade issues.
- Parks and Recreation
 - Need for more seating options with shade.
 - Requests for improved playground facilities (e.g, more logs, swings)
 - Calls for activation of underutilised areas for recreation, dining, and community use.
- Dog friendly spaces
 - Mixed opinions on dog access in parks – some want more dog friendly spaces, others are concerned about off-leash dogs.
 - Request for dedicated fenced dog park to prevent conflicts with children.
 - Issues with dog waste in shared green spaces like Kevin Taylor Lane
 - Suggestion for more dog watering fountains
- Waste Management and Cleanliness
 - Complaints about food and packaging waste and rubbish smell at Plant 3 / 4
 - Calls for more bins and better bin placement
- Public Amenities and Aesthetic Improvements
 - Need for wind breaks in outdoor seating areas
 - Requests for relocating or better integrating of public artwork
 - Calls for more interactive installations like live music and park-style games
 - Desire for improved table tennis and foosball facilities
- Relocation or moving activities
 - There were further mentions to move or relocate the large metal artwork from the walkways.
 - Relocating the bins between Plant 3 and 4 due to smell.

- o Moving or improving foosball tables and seating for better use.

5.3.4 Community Drop-in session comments

At the community drop-in, attendees shared a similar sentiment to what we found online for Open Spaces and Places. There were many positive suggestions along with improvement focussed feedback, with the local community caring about where they live and the public spaces.

There was excitement to hold a farmers market or have live events in Bowden Park.

Others would like to see community garden for the growing community and more green spaces.

With the popularity of Bowden and Plant 3 / 4 many locals have pets, and there was improvement suggestions around animal management. Several attendees mentioned that many apartment residents own a dog and that the green spaces immediately outside apartment entranceways naturally become the area where dogs go to the toilet. This is an issue as there are few green spaces for humans and dogs to share.

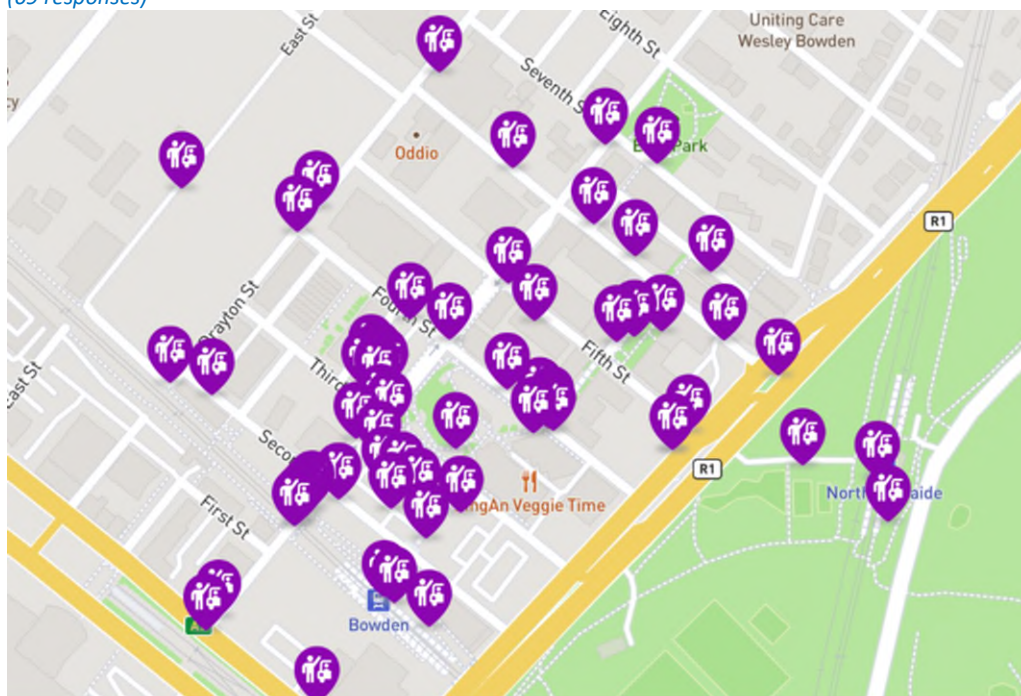
A new suggestion was made to include a water play/pool for children.

A table of all feedback gathered at the community session is available in this report, **refer Appendix C**

5.4 Transport and Movement

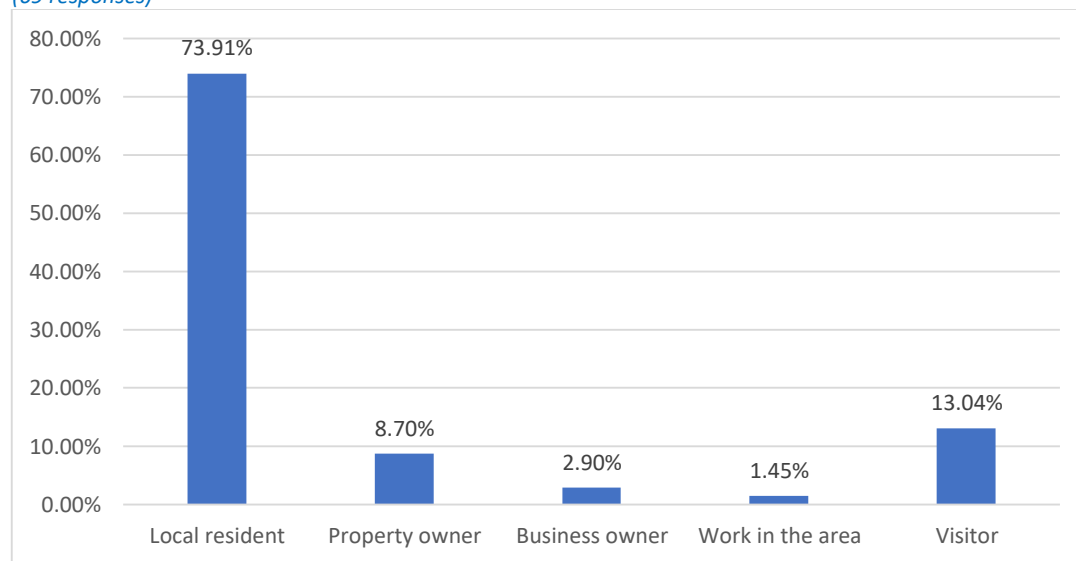
A total of 69 map contributions were pinned online for Transport and Movement, which includes some suggestions outside of the Village catchment and into the Adelaide City Council area.

*Figure 15 – Map of responses for Transport and Movement (online)
(69 responses)*



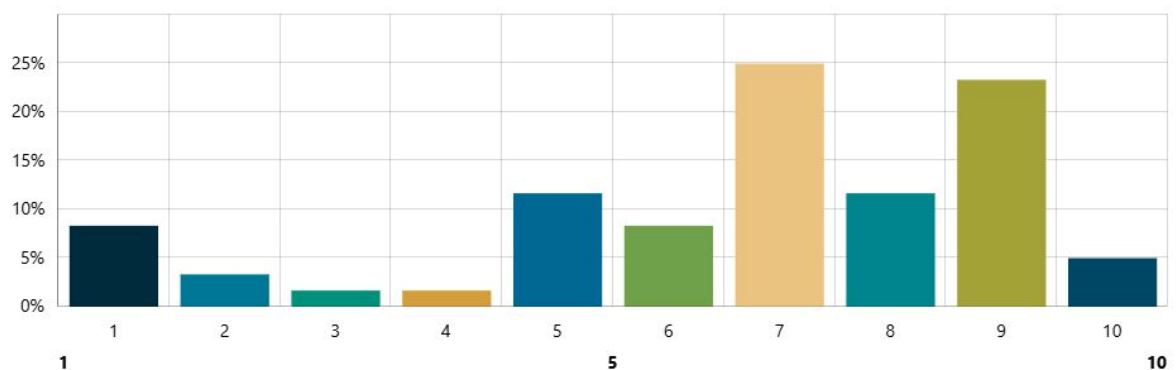
The survey questions in the Transport and Movement pin asked:

*Figure 16: Survey results -What best describes you?
(69 responses)*



*Figure 17: Survey results - Rate your experience with walking and cycling to / from/ within Bowden (active transport). With 1 being the lowest experience and 10 being the highest.
(60 responses)*

Average 6.63



*Figure 18: Survey results - Rate your experience with train, tram or bus to/from/within Bowden (active transport). With 1 being the lowest experience and 10 being the highest.
(57 responses)*

Average 7.18

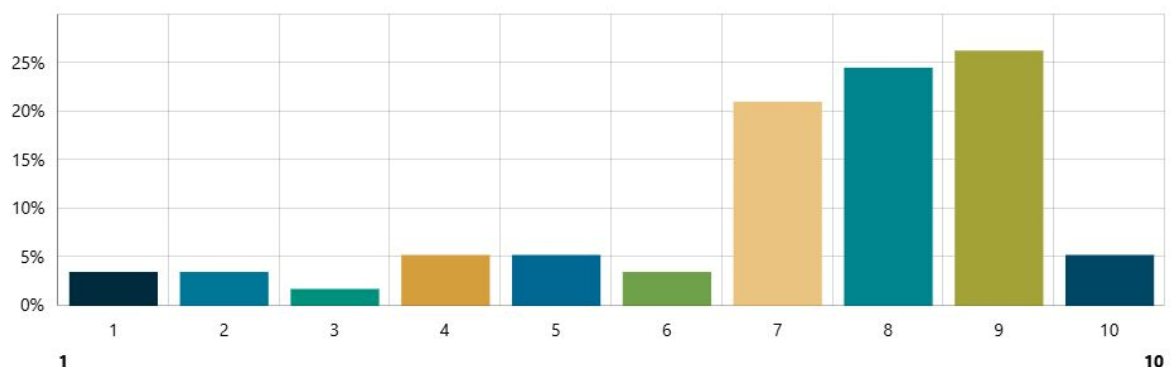
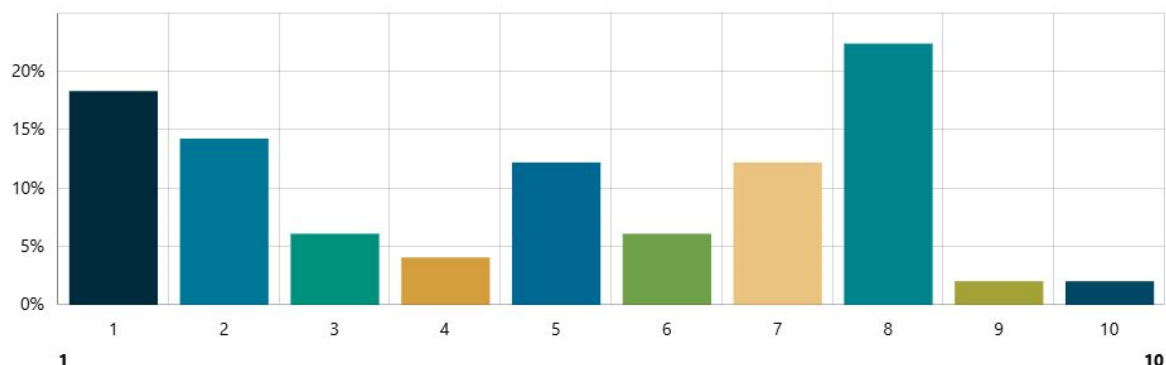


Figure 19: Survey results - Rate your experience with a motor vehicle to/from/ within Bowden (car, scooter, deliveries). With 1 being the lowest experience and 10 being the highest. (40 responses)

Average 4.84



5.4.1 Civic spaces and streets are the heart of our communities

What is working / not working for you when travelling around these areas in Bowden?

In the survey we asked respondents to tell us what is working and not working when travelling around Bowden.

The sentiment was predominantly focussed on the following themes:

WHAT IS WORKING	
Strong cycling culture and community support	- The Adelaide Bike Kitchen (ABK) is highly valued for promoting cycling, community support and sustainability - Many residents ride bikes, showing a high demand for good infrastructure
Speed limits	- The 40km/h speed is good for pedestrian safety - Existing traffic controls, control speeding but effectiveness varies.
Public Transport availability	- Location of train/bus stops provide good transport options - Easy access to Port Road to connect to city
Active Pedestrian and cycling use	- High numbers of walkers and cyclists show many prefer active transport - Community interest in improving walkability and cycling safety.

WHAT IS NOT WORKING	
Pedestrian and Cyclist safety issues	- Dangerous crossings (e.g Gibson St and Port Road) put pedestrians at risk. - Narrow or obstructed bike lanes (hazard) - Unit pavers creating discomfort for wheelchairs, scooters and prams. - Poor lighting in key areas (near train station)
Traffic and Speeding	- Regular speeding (Drayton, Sixth and Gibson St) - The 40km/h speed limit is still high with pedestrian activity. 30km/h limit is suggested

	Some traffic calming measures (e.g. on Sixth St) are poorly designed, obstructing vehicles
Parking	- Not enough parking for residents, businesses and visitors - Paid parking proposal (Renwal SA) are unpopular, with residents calling for free permits. - Street parking blocks visibility at intersections being unsafe. - Calls for better parking solutions, underground or under building parking.
Congestions and Poor traffic flow	- Gibson Street exit onto Port Road is highly congested. Needs traffic light or KEEP CLEAR zone. - Sixth Street is becoming a rat-run, with too much through traffic. - Trucks damage trees. - Poor turning lane design on Port Road causes delays.
Urban Design and Community Space	- Bike Kitchen – no permanent space - Some public art installations obstruct walkways, reducing accessibility - A lack of Zebra crossings makes pedestrian movement less safe - No clear path from Hawker St to Port Road effects walkability

5.4.2 New Inclusions you would like to see to improve the way you move around Bowden

We also asked the respondents through the survey if there was any new inclusions they would like to see improve when moving through Bowden.

Pedestrian and Cylist infrastructure	- More pedestrian prority crossings (especially near Plant 4, Gibson St and key intersections) - Bicycle and pedestrian overpasses or underpass for major roads - Dedicated, clearly marked and colour coded cycling and walking paths - Improved footpaths, including better lighting and maintenance. - Retention of Adelaide Bike Kitchen as a community cycling hub - More zebra crossings, at key intersections and public spaces.
Traffic and Road Safety	- Speed reduction measures (speed humps, reduced speed limit to 30km/h - Traffic calming and shared zones (e.g make Gibson St one-way or limiting through traffic. - Traffic lights at key intersections (Gibson/Port Road, Fourth St crossings). - Enforcement of speed limits - Roundabouts at intersections for smoother traffic flow

Parking and Transport Connectivity	• More off-street and underground parking to avoid congestion • Multi storey parking facilities • Designated loading zones for Uber, deliveries and disabled parking. • Better integration with public transport – including more tram services and improved connections to city station • Park and Ride facilities to reduce car dependency
Public Spaces and Green Areas	• Retention and expansion of green spaces (more parks, trees and open areas). • Repurposing parking spaces for bike racks, trees and pedestrians zones. • Improved lighting along pathways for safety, especially under trees.
Urban Planning and Accesibility	• A central parcel locker for secure package deliveries • Improved signage to indicate shared roads and pedestrian friendly zones. • Better pedestrian connections between major areas like Seventh St, Plant 4 and train station. • Consideration of temporary car parks during construction phases to manage demand.

5.4.3 Open comments

We asked survey respondents to share any comments about transport and movement in Bowden Village. We had 29 responses, with many again sharing the importance of the Adelaide Bike Kitchen and its community space; development and the density within Bowden is not being matched with adequate amenities or community spaces.

There is a desire to maintain Bowden's eco-friendly character, more trees, better tree protection and improved cycling and public transport infrastructure.

There is also debate over parking, with some wanting more spaces to accommodate events and others advocating for fewer parking to reduce car dependency.

5.4.4 Community drop-in comments

At the community drop-in, attendees shared some concerns and improvements, which were similar to the online responses.

Traffic and Speed management

- there is a strong desire for slower speeds, suggesting to lower the limit.
- More controlled intersections
- Concerns with the increase of cars with new developments

Pedestrian and Cycling safety Bike safety

- More pedestrian crossings (zebra crossings) for safety.
- Bike safety – poorly marked or dangerous crossings

Parking issues

- Lack of parking for both visitors and residents
- Loading zones were highlighted as essential, particularly for deliveries, uber pickups and movement of residents (removalists)

Infrastructure improvements

- Suggestions for more lighting, better signage and clearer line markings.

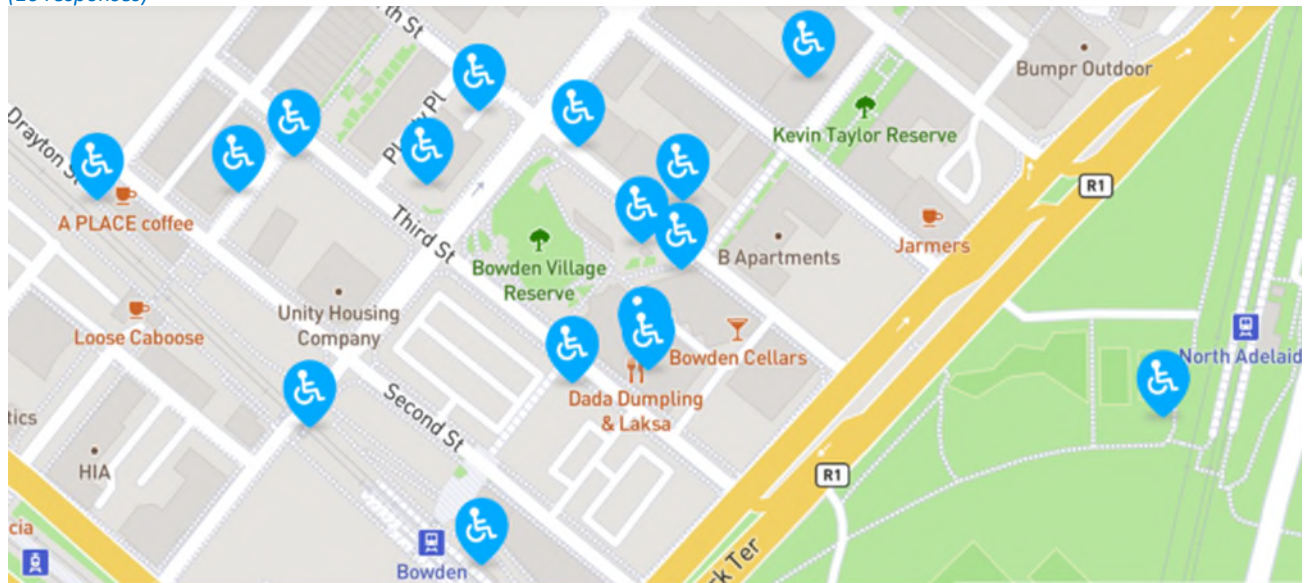
Overall, the community wants Bowden to be safer, more pedestrian- and cyclist-friendly, with better connectivity to public transport and more efficient parking solutions. There's strong support for sustainable urban design, including green spaces, shared zones, and integrated transport options.

A table of all feedback from the community session is available in this report, refer **Appendix C**

5.5 Accessibility

A total of 16 map contributions were pinned online for Accessibility, which included one suggestion outside of the Village catchment and within the Adelaide City Council area.

*Figure 20 – Map of responses for Accessibility (online)
(16 responses)*



The survey questions in the Accessibility pin asked:

Figure 21: Survey results -What best describes you?
(16 responses)



5.5.1 Navigating Public Spaces

We asked survey respondents to tell us how easy they find it to navigate public spaces (such as footpaths, parks and shopping areas) in and around Bowden and Bowden Village.

Very easy	0%
Easy	50%
Difficult	37.50%
Very difficult	12.50%

5.5.2 Improvements to make Bowden Village more accessible

We asked survey respondents what improvements would make public areas and facilities in Bowden and Bowden Village more accessible.

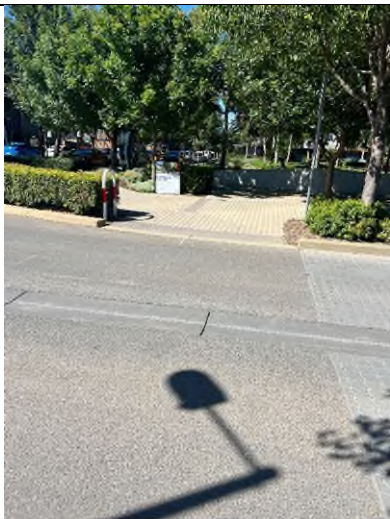
Improved Pathway and Footpath Access	• Address narrow footpaths – widen paths where possible. • Better positioning of street features (e.g. relocate poorly placed infrastructure to ensure clear passage for wheelchairs/walkers. • Regular maintenance – move hazards like fallen tree seeds.
Better Parking and Loading Zone Solutions	• Increase disability parking – near commercial and residential areas. • Ensure convenient access – relocate disability parking spaces closer, reducing step-free access • Maintain accessible parking availability – prevent others parking in these spaces • Create loading zones – to accommodate larger disability access cabs/delivery vans

Pedestrian and Cyclist Safety	• Traffic calming – install features like ‘banana polls’ at ped crossings to slow cyclists • Clearer pathways – after construction work
Improved public facilities	• Accessible toilets – install automatic doors or easy open mechanisms on public toilets to improve disability use. • Accessible play areas – improve paths leading to accessible play equipment, smooth and stable surfaces.
Enhanced public transport and services	• Parcel lockers – install parcel lockers to provide a secure option for residents who have difficulty travelling to Bowden LPO. • Advocate for pets on public transport – assists those who need to travel with their pets.
Obstructions in public spaces	• Relocate sculptures in walkways – obstructing major pedestrian routes

5.5.3 Community drop-in comments

During the community drop-in we had an opportunity to understand how a resident living with a disability moves through Bowden, consider the challenges faced when moving through the precinct in a wheel chair, and identify a number of suggestions for change:

Fourth Street	• Suggestion for Zebra crossings / removal of spoon drain for those with mobility aids and wheelchairs	
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Fourth Street	• Liaise with developers to remove steel plates/fix path to ensure DDA requirements are met	 
Third Street	• Suggestion for Zebra crossings / removal of spoon drain at crossing points, for those with mobility aids and wheelchairs	

Gibson/Third Street	• Removal of spoon drain for ease of travel	
Plant 3/Brewery	• Tables and chairs are spread across the footpath and into public space, leaving limited space for DDA.	

A number of comments related to having appropriate access in front of Plant 3, with tables and chairs making it difficult for accessible chairs/walkers.

Some attendees mentioned the purpose-built accessible apartment accommodation at Bowden (SDA Accommodation by Enliven Housing) located at 15 Fourth St, Bowden. Attendees emphasised how important good planning and design (access for all) is within Bowden Village, particularly given this housing is located in the precinct being reviewed.

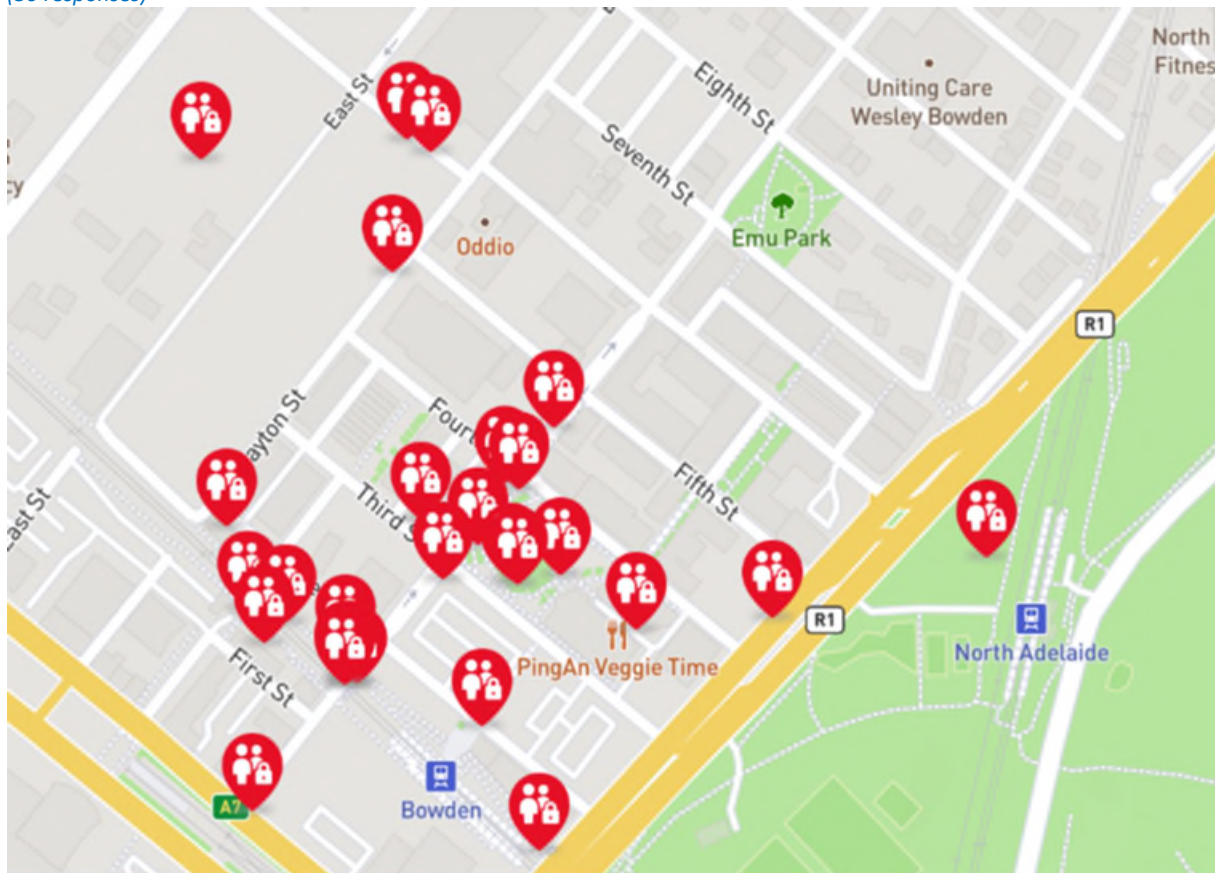
Overall, the sentiment expressed frustration with the current accessibility infrastructure and called for more thoughtful planning and improvements to better accommodate people living with disability.

A table of all feedback from the community drop-in is available in this report, **Appendix C**

5.6 Safety

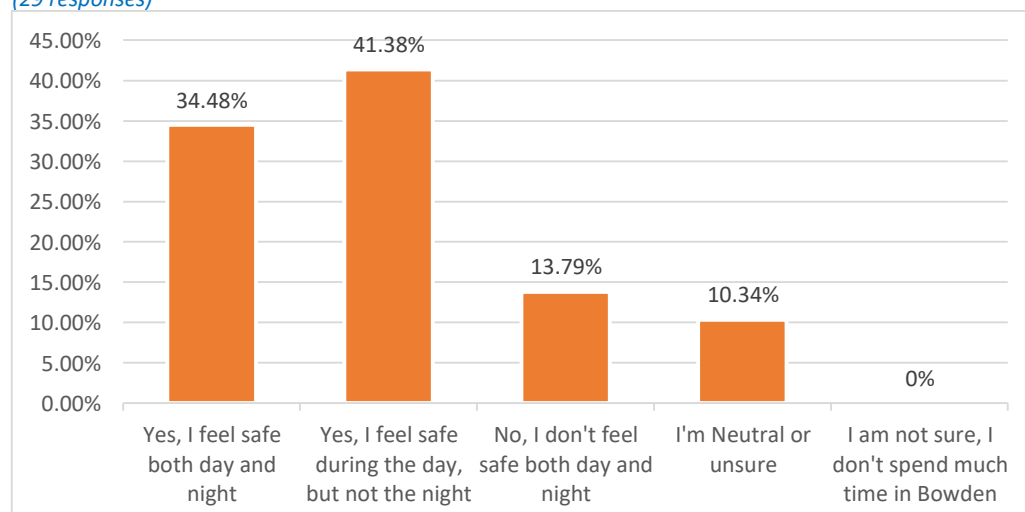
A total of 30 map contributions were pinned online for Safety, which included a number of suggestions outside of the Village catchment and one into the Adelaide City Council area.

Figure 20 – Map of responses for Safety (online)
(30 responses)



The survey questions in the Safety pin asked:

Figure 21: Survey results -Do you feel safe moving through Bowden outside of a car in the day/night?
(29 responses)



5.6.1 Open comments

We asked survey respondents to share any comments about Safety in Bowden Village. We had 30 responses, with respondents highlighting several safety concerns, including:

- Inadequate street lighting (especially at night) creating unsafe walking and cycling conditions and visibility.
- Frequent issues with high vehicle speeds, blocked bike lanes and dangerous crossings. Particularly on Gibson Street.
- Concerns about environmental impacts (i.e dust and air quality) from local development.
- Lack of safety measures for children and off-leash dogs in public spaces.
- Poorly maintained footpaths and hazardous intersections are also noted for some attention.

5.6.2 Community drop-in comments

There were 5 comments made at the drop-in session about Safety. In general people feel the lighting at intersections is inadequate. At street corners this needs to be improved, to enable drivers to see pedestrians at night, as trees are obstructing lights.

Personal safety was mentioned, with the parking lot being broken into 3 times within a period of a month.

A table of all feedback from the community session is available in this report, **Appendix C**

6. NEXT STEPS

The project team will review the feedback as provided in this report and look to make any required budget bids for Council consideration. A report will be presented to the Strategic Engagement Committee in March 2025.

Updates about this consultation will be provided direct to consultation contributors and online project followers to ensure they are informed of next steps and any decision(s). The broader community will be able to access updates by visiting the public website and/or Your Say Charles Sturt project page or applicable social media updates.

APPENDIX A: VERBATIM COMMENTS

OPEN SPACES AND PLACES

1	A bit outside the request, but community spaces such as the Adelaide Bike Kitchen and Cirkidz (and previously spaces like Rumpus Theatre) are vital to the vibrancy and wellbeing of the community. Spaces like these must be protected at all costs. These spaces are the reason many of us chose to live here and without them the community suffers.
2	Adelaide bike kitchen ABK is extremely valuable to the community. Please keep this space available for ABK to use and hold its weekly community meetings and bike repair workshops. Please purchase this land from Renew SA as they plan to sell the land soon.
3	as dog lover (without a dog), it makes me sad that they are not allowed entry into plant 3/4. I would like to see Bowden Park be more dog friendly.
4	Bowden Park and Kevin Taylor Park are both great amenities and well maintained by gardeners. In the rain, the concrete and wood outside Plant 3 can sometimes get very slippery. The foosball table can be squeaky and loud at times. The grassed areas would be much nicer without the risk of sitting on dog excrement / being attacked by an off-leash dog.
5	Bowden Park has a lovely feel I am getting increasingly concerned about dog owners not keeping their dogs on leads. There are a great deal of very young children often running around and I can see something bad happening. A solution for this could be keep your dog on its lead signs but even more pertinent is a fenced park dedicated for dogs. There are so many in the area, and on weekends people from other areas bring their dogs with them too. A small area people could bring there dogs in the suburb that they do not have to worry about children and accidents such as running off when off lead would be amazing. Similarly, animals are not permitted in plant 4 or 3 but if someone is alone with a pet and they'd like to buy a coffee the only option is to tie the pet up. A window where people could order food or coffee to dine outside would be ideal.
6	Bowden Park is excellent. I go there almost every day, and it is successful community green space in many ways. However, given it's proximity to Plant 3/4 and the variety of food options there, I often find significant food and packaging waste littered around the park, particularly on Monday morning. More bins might help people dispose of their waste responsibly and may also help with the overfilling that seems to occur with the existing bins as well.
7	community gardens were established over years by the bike kitchen. The current gardens are fenced and locked. The outside garden beds can't be maintained easily as the hose and compost bin are within the fenced area. The South Terrace community garden is a better example of inclusion. Keeping the orange tree would have benefited the community
8	Gardeners do a fabulous job throughout this area. Council needs to require more green space within developments- townhouses being built to the footpath with hardly any areas for gardens or trees and minimal shared green spaces. Every new development should have a % of green space required, not just rely on the town square and Kevin Taylor Lane!
9	I absolutely love the Adelaide Bike Kitchen. They have been a hub for the community for a very long time and provide an affordable and inclusive space for all people. We need to save these types of community spaces at all costs. They are just as important as any park. And ABK specifically allows for people to have easy access to bikes, furthering a greener more sustainable way of living.
10	I love the outdoors spaces and greenery, especially the smaller park area outside Bike Kitchen which is across the road and is quiet than the Bowden Village Reserve. This is a great spot for cyclists to meet which I use for this purpose frequently as the areas outside Plant 4 and difficult to navigate with a bike and heavy foot traffic especially dogs and children. Bike Kitchen is also a fabulous community space that promotes community involvement, provides essential services of bike repair for those less fortunate (often immigrants and homeless people) and sport and recreation with their weekend yoga sessions.
11	I would like to see more of the 'dog watering fountains' installed to make the area more pet friendly and reduce the need for businesses to provide water.
12	It would be great to get more of a wind break in the seated dining area near the water play area. The buildings channel the wind and it's not overly nice to sit there. A wind break would make it much nicer
13	More community activations like a Christmas tree, council backed events like the street party idea but for the apartment buildings, more events being attracted to the area. Creating a community of building body corporates to help drive ideas and initiatives for the local area. Put in better bins, we had good ones but they got removed. Add more seating options with shade, what is there is minimal or if we are lucky the owners of plant 4/3 haven't packed up and we can make use of what they leave out (I am sure they don't appreciate it).
14	My comment isn't about open spaces, but rather the access road known as Leighton Lane. This lane would very much benefit from creating greenspace to reduce the heat levels over summer and also discourage fly tipping, which is now becoming a weekly issue. Green scaping would both improve the atheistic and benefit environment and residents
15	The area in between the isle of almonds is extremely underutilized but is beautiful. It would be a fantastic location to sit and enjoy the area whilst enjoying some food and drinks from one of the hospitality venues in Plant 3/4. Is it possible to have some permanent outdoor dining in this area?
16	The bike kitchen is the heart and soul of Bowden, it would be very disappointing if it didn't have continued presence.
17	The building proposed for this location doesn't care for its future residents needs, to start with there isn't enough parking for every apartment to even have 1 park each, there will be no visitor parking and visitors shouldn't be limited to on street parking with varying rules limiting their time in the area, there is no accessible parking proposed for this development meaning people with disabilities will be discouraged to move to the area, the building is taller than ever proposed meaning more residents than intended. Council as the authority for the local area shouldn't be approving anything like this unless every apartment has a park, there is a number of accessible parks and visitor parks.
18	The green space between the two rows of townhouses here is an excellent example of how small green spaces can provide significant community amenity. A relatively small space (not much larger than a two-lane street) provides space for greenery, grass for people and pets to play on, shelter and seating for gathering, as well as the urban cooling and biodiversity benefits.
19	The playground area for the kids at Plant 3 and 4 is quite boring. A few logs to climb on and a couple of swings. Can there be more?
20	The rubbish in between Plant 3 and Plant 4 is smelly and gross - an alternative location should be found for these bins.
21	The space under the almond grove directly opposite Plant-3 is under-utilised. We would like to opportunity to extend Bowden Brewing's outdoor dining capacity to activate this space with umbrellas and picnic style tables during the day and early evening in summer months.
22	There are insufficient green spaces in Bowden for the population density. This creates a heat island effect which will only become worse as climate change accelerates. Bowden Park is nice but it's too small for the growing area and will soon be enclosed by tall buildings on 2 more sides, making it dark and in all likelihood creating a wind tunnel.
23	There needs to be a proper dog park somewhere close by- dog owners use the grassed area in Kevin Taylor Lane as a toileting area for the dogs. Given the volume of dogs, this makes it unhygienic/undesirable to use the lawn area for recreational purposes
24	We desperately need provision of some kind of safe parcel drop facility for the community, whether that be parcel lockers, council working with local businesses to provide that service or encouraging a dedicated provider. While there is a LPO in Brompton this isn't accessible for a large number of residents for various reasons
24	We enjoy the table tennis and go there often for a game. It would be great to have more activities like this. Foosball table is so rusty it is very hard to play with it and squeaks every time it moves.

26	Would be good to move the large metal artwork from the walkways and put them further away into the park or elsewhere. It would also be great to be able to use some the space between the almond trees close to the Plant 3 end for additional seating, live music, park style games, etc..
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TRANSPORT AND MOVEMENT

#	Civic spaces and streets are the heart of our communities. What is working / not working for you when travelling around these areas in Bowden?	Are there any new inclusions you would like to see to improve the way you move around Bowden? If so, what are they?	Share any additional comments
1		I forgot to add - it would be very helpful to open up Field Street ASAP (along the NW edge of the Raptis Building) so that we don't need to walk all the way around the block and along Gibson St to get to the bus stop on Port Rd. Given that Bowden is meant to be a TOD, this should be more of a priority.	
2	I sometimes get around on a foot-powered scooter, and the unit pavers are extremely bumpy and uncomfortable. I imagine people in wheelchairs etc. might have similar problems.	It would be great to have more services stopping at the North Adelaide Station to improve connectivity with the northern suburbs. I don't own a car and so it's very difficult for me to access places relatively close by like Prospect Mainstreet for this reason.	When you live car-free like I do, it becomes even more important to have adequate loading zones nearby to facilitate deliveries and taxis etc. because you can't rely 100% on active transport. There needs to be more loading zones near the apartments.
3	Bike Kitchen is a must without this space the community will not be whole. It intermeshes the ecofriendly neighbourhood and allows access to facilities which help residents and visitors alike.	Help keep Adelaide Bike Kitchen where it is!	The neighbourhood is very pleasant to be in, keeping it eco-friendly is the way forward. Without Adelaide Bike Kitchen in the area the community wholesomeness will be lost.
4			The 'parking' spaces on the north-east side of Seventh Street are half-width, encouraging cars to park on the bricked surface which is shared with the footpath. Presumably this is intentional, however because there is no delineation between the edge of the parking spaces and the footpath, cars often park far over onto the footpath, limiting accessibility. Ideally parking would be removed from these spots in my opinion, but a more practical solution could involve line marking to aid drivers in parking respectfully.
5	The walkways (via Bowden Park and Kevin Taylor Reserve) between the Train Station and Seventh Street are excellent, providing a pleasant way to travel through Bowden on foot while avoiding a great deal of traffic.	Some points on this path would benefit from pedestrian zebra crossing, particularly on Second Street next to Bobibao and on Fourth Street next to Bowden Brewing, would further encourage people to use this connection.	
6		The recent closure of Second St between the two ongoing developments has made the section of Second Street between Nightingale Bowden and the Tapestry townhouses into a much more pleasant space. I have spoken with a number of residents and there is significant support for making this section of Second St into a 'Shared Zone' with a very low speed limit, which would allow for car access as needed, while providing a more peaceful and inviting streetscape for residents, patrons of A Place, and those eventually passing through from the Gasworks to other parts of Bowden.	
7			In respect to some comments made regarding parking, there appears to be an expectation that visitors/guests should be feel entitled to free parking in Bowden at the expense of local residents' amenity (more car parking means taking up spaces that could be used for housing, businesses, or community spaces). Providing more and more parking will only encourage more people to drive to Plant 4, which will require more and more parking, which encourages driving, and so on. This is the principle of induced demand, and the CoCS will never create enough parking for the ever-increasing demand if they pursue this line of thinking. Bowden is one of the best serviced places in Adelaide by public transport, and I believe the CoCS should prioritise encouraging visitors to utilise trams, trains, buses, bikes, and walking, before even considering changing the parking practices, which I have found to be fair and well balanced.
8			The public transport around Bowden is excellent - one thing that could improve it is pets being allowed on trains, which would open up access to beaches, the Port Adelaide precinct, and other parts of Adelaide to pet owners. Helping residents advocate for this to the state government is one small way the council could help this.
9	Cars regularly pass through the Gibson St crossing at speeds that are unsafe, making the pedestrian crossings dangerous. In general, cars often travel at the posted speed limit (40km/h) which is visibly too fast for the area given		

	the significant amount of pedestrian foot traffic (particularly children), narrow streets, and greenery/on street parking which obscures the vision of drivers. 30km/h would ensure the area is much safer and more pleasant for people in Bowden, while having a miniscule impact on those temporarily travelling through it.		
10	I currently live interstate, but I grew up in Adelaide and have vivid memories of Bowden before its redevelopment. I'm impressed by the way the area has developed and the vibrancy it has fostered. However, I am here specifically to advocate for the retention of community-led (community-building) spaces like the Adelaide Bike Kitchen (ABK). While the redevelopment has brought many positives, the loss of valuable third spaces such as ABK represents a significant blow to the local community and to the unique character that initially contributed to Bowden's growth. I chose to respond under the category of Transport and Movement because nearly every time I visited Bowden, I arrived by bike—most often to visit ABK. The Kitchen, along with its incredible team of volunteers, not only helped me become familiar with and grow fond of Bowden but also equipped me with the skills and confidence to choose cycling over driving. Without ABK, I wouldn't have the same understanding or appreciation of Bowden's cyclability.		Third spaces and community spaces like ABK foster inclusivity, belonging, and social cohesion (even amid rapid change such as that occurring in Bowden). Bowden's commercial growth is impressive, spaces such as ABK serve as neutral ground where a diverse community can gather to connect, collaborate, and build relationships. By prioritizing community-led initiatives like ABK alongside commercial/residential development amplifies local identity, and ensure that redevelopment enhances rather than erases the area's unique character and social equity.
11	The bike kitchen is essential part of Adelaide's bike network and enables me to ride to work by offering cheap and empowering servicing.		Please keep bike kitchen in Bowden!
12	The public artwork in front of Plant 3 and specifically Bowden Brewing was installed prior to the development of this building and is now inconveniently placed in the middle of a dining area and walkway. Relocating this to a more open space would give easier access through this area.	Pedestrian 'zebra' crossing over Fourth St	
13	Parking is a bad joke in Bowden development Parking will soon be non-existent. Parking is required to make Bowden a viable economic precinct. If parking isn't solved commercial business will move on and this will become an neglected ghetto. There is not enough parking for residents Businesses Clients and patrons and visitors. Solve the Short up to 2 hours Medium up to 5 - 7 hours and long term parking to promote vibrance in Bowden.	More Parking. on Street, Off street, Multi Deck etc. Any business that relies on visiting patrons will be struggling if there is no affordable parking. There will never be enough residents for these Bowden businesses. And services require parking.	Solve the parking problems. and stop sticking your collective heads in the sand. Bowden will be remembered as a joke development without parking. do you jobs and sort it out.
14	The train could stop more regularly at the north Adelaide station to improve accessibility to the area.		
15	The roads are too narrow for cyclists and cars.	Better cycling access ability	It would be great if the Gawler line stopped at North Adelaide stop regularly to promote more accessibility to the area.
16	Putting a STOP light at the Gibson Street / Port Road would benefit residents wishing to turn left. It's currently not working for residents wishing to turn left	Traffic light and disabled cross from Gibson to Port Road.	Speed humps to reduce excess speeding particularly on Gibson and Sixth St. Stop the RAT run from Park Terrace - Sixth St - Chief St for people to access Port Road ... too Dangerous and too many cars.
17	Adelaide Bike Kitchen is a great community service providing tools, knowledge and friendly, safe workspace for all levels of people who are interested in maintaining and repairing their bicycles.	I would like to see Adelaide Bike Kitchen retain their place in Bowden, either in their existing location or in another location nearby. I feel many more suburbs would also benefit from similar workspace.	Any additional support that council can offer to highlight the benefits of having a community workspace like this. Advertising, inclusion in council magazine, library advertisements etc to draw awareness to these spaces.
18	The Adelaide bike kitchen has been so integral to activating Bowden for over 10 years; placemaking and creating accessible culture in alignment to the projects stated objectives of TOD. It's a slap in the face to the thousands of volunteer hours that have contributed to the precinct and Adelaide more broadly that they are not being offered a permanent home in the redevelopment area.	Support community initiatives like ABK or see genuine community and cycling participation in the area plummet. The inclusive nature of the bike kitchen encourages diversity in an otherwise manufactured environment, this is the key to successful and sustainable urban development.	Bowden redevelopment is helping move Adelaide in the right direction for density. This density must be supported with amenity and community spaces to thrive. Spaces must be retained by the relevant local or state authority to allow pockets of community to exist and contribute to non-economic factors such as community safety, social inclusion and environmental sustainability.

19	It is very hard to see cars coming when you are turning out of Fifth St or Fourth St onto Park Terrace because of the cars parked on Park Terrace. A slightly shorter parking bay would help.		
20	The pathway to the train station can get quite dark at night. Ensure that there are well-lit pathways to the train station when construction starts on these empty blocks.		
21		When all of these dirt car parks are closed for construction works, there will need to be consideration of other nearby temporary car parks. Many people drive to Bowden - not just to visit the amenities, but to visit the significant number of residents living here. It is unrealistic that all of these people will take public/active transport to Bowden, it is often just not possible depending on where they are travelling from. Any new carpark should be preferably underground and free of charge (at least for a 2-hour period) to avoid ugly above-ground carparks and wasted space, while enabling people to come to the area, support the local economy and visit friends and relatives.	
22	The bike repair racks are often broken. There also often isn't enough bike parking on weekends. Though the broader issue is the constant theft of bikes from apartment basements. This is a big impediment to active transport in the area.	More security cameras may deter theft.	
23	There are a number of spots reserved for City of Charles Sturt vehicles, including on Kevin Taylor Lane. These could be repurposed as loading zones - for deliveries, for removalist trucks, for Uber or Access Taxi pick ups. These are necessary services in what is meant to be a 'car free' neighbourhood.	While I love the idea of trees in the middle of streets to slow down cars, in reality the plants die, it takes up between 2-4 street car parks, and you often see people accidentally parked or stopped there - meaning you need to drive onto the other side of the road to get through. It would be better just to provide more (time-limited) street parking.	You often see the same cars parked on the streets of Bowden, especially overnight, but often all day as well. I suspect this is because it is cheaper to cop the occasional fine than it is to find a more permanent solution for their car. I don't know how, but this should be addressed. You buy/rent in this area very aware of how many car parks you are allocated in your garage.
24	Regular speeding by cars here, and the lack of quality footpaths make for a dangerous situation.	Improved footpath on the Brompton side of Drayton Street.	
25	This section needs better bicycle access to the greenway. The Nightingale Bowden building is predominantly cyclists and they need to use the footpath with blind corners to access the greenway. The orange bollards consistently block access.		
26	Too many cars park blocking the footpaths especially around development areas. Residents do not own the footpaths. Drayton Street is particularly bad for walking. In general, the lack of gutters mean cars often drive up along the footpath while conducting U-turns or looking for parks.	More zebra crossings towards the Bowden green and Plant 4 area. Warning lights for the crossings with the Greenway and Gibson Street. Keep the Bike Kitchen as an excellent community organisation that improves the adoption of cycling and its many benefits! I can't believe they may move! Speed limit should be reduced to 30kph. There should be additional options for safely crossing to the parklands. A red-light camera on Parkway Terrace at the pedestrian lights near fourth street would help - many cars ignore the red light.	
27	Lower speed limits and traffic calming helps me feel more safe on the bike. The Adelaide Bike Kitchen is a fantastic draw card for people who use bikes to travel around Bowden.	Some signage on Gibson St to indicate that the streets are a shared space. Cars often sit right behind you and get impatient. An alternative location for Adelaide Bike Kitchen should be identified.	
28	I think the bike lanes leave a little to be desired.	Parking could be better; I don't think on-street is the answer. I think if CCS wanted to make some money, building a multi-storey park and co-ordinating public transport with the CBD could make Bowden a destination for Park n Ride to the CBD being in such close proximity to trains, trams and buses.	Facilities like the Bike Kitchen are vital for the success of communities. Councils using their budgets to assist low-income spaces like these that serve the greater community brings value and goodwill which money can't buy. The incredible work the passionate members of the Bike Kitchen put in sends positive ripples throughout the community and ultimately lifts up the spirit of the community as a whole. I think putting people before profits would definitely ensure the council continues to be held in a good light.
29	Traffic exiting onto Port Rd via Gibson st at morning peak hour is often backed up over the railway bridge to second and sometimes third st. This is very dangerous for pedestrians(especially presently when some footpaths are closed due to construction). Need to create a "Keep Clear" area on Port Road to allow some vehicles to exit when the traffic has stopped for lights.	See above suggestion	

30	Traffic calming in the middle of 6th St (and may be other areas) are poorly designed and not very visible, and are difficult for large vehicles to navigate. As a consequence many large vehicles (especially those carrying construction materials as well as removal vans) just drive straight over them creating loud crashing sounds which can be frightening! Other vehicles use the Park Tce turn off into Sixth St as a “rat run” to Chief St, many appear to go faster than they should, creating especially noisy traffic during the morning peak hours. The intersection of Kevin Taylor Lane and 6th St is dangerous and needs some form of crossing that prioritises pedestrians.	Much better lighting on Gibson St from 2nd St to the Town Square- the rail overpass is well lit, but it gets very dark very quickly after that and feels unsafe when walking alone. The lighting needs to be lower down under the tree canopy so the path is lit	Large vehicles travelling along 6th st are having a detrimental effect on the tree canopy with multiple trees having been cut down because limbs have been severely damaged vehicles
31	The Bike Kitchen is a great place to help people improve their sustainable movement, socialise and connect in community.	A public space such as the Bike Kitchen is a feature of most well planned communities.	The Bike Kitchen offers education, involvement and cheaper options than the commercial alternatives over the road.
32	The area is still car centred with hectares of carparks. The Third Street and Gibson intersection could be friendlier to alternate transport with a round-a-bout.	The Third Street and Gibson intersection could be friendlier to alternate transport with a round-a-bout.	
33			I'm very saddened to hear the bike kitchen is being closed at the Bowden premises. The kitchen is vital to maintain a healthy cycling culture in our area and I'm very disappointed that it was allowed to be evicted.
34	Low speed limits and vehicle slowing is good. The community spaces at plant 4 and the Bike Kitchen across the road really add to the human level design. The presence of the bike kitchen within that is great to allow people to get bike info and repairs and DIY	Retain community spaces, such as the bike kitchen, retain green spaces, increase green space. Retain traffic slowing and integrated active transport	I live across the river in Thebarton, and love visiting it is easy to ride or walk over and see friends etc. I would love to see integration with the new West End development, river/bike/walkway connections
35	Get cars off the streets and underground or under buildings. They are clutter. What else if our possessions do we think we should just be able to leave on public lands? Parked cars along streets block visibility of cyclists and pedestrians, cause "doorings" and are ugly.	Bicycle and pedestrian overpass/underpasses for the big roads surrounding it. Underground parking to take cars off the street - the streets and parks are for people not to be choked up by parked cars.	The Adelaide Bike kitchen is a reason I come to Bowden. I love the area, but it's I'm not rich enough to live there. It has parks and ABK, but else not much non-commercial community space. Spaces like the ABK, community tool libraries or maker spaces and community gardens are important for people living at sustainable high density, to access the shared resources they miss by choosing an apartment. They also build a sense of ownership of place and integration with community that commercial operations can't. Please keep ABK part of the community, and add a community workshop to encourage repair, community and the shared economy in Bowden. This* also helps it not just be more gentrification for the rich.
36	I cycle from home to work all within our council's boundaries and I think Bowden could do a bit better for cyclists. I understand it is still a building site and that some fencing that is in the way of pedestrians and cyclists is only temporary. I look forward to a safe Bowden for cyclists and pedestrians. I'm a user of the bike kitchen and I think it is a real asset to cyclists, I'm a more confident one since I went to a workshop there, they're doing a great job and I can't imagine Bowden without the bike kitchen.	Implement a better, larger bike kitchen that could attract a wider range of people and make cycling an enjoyable and healthy activity for more residents.	At a time when the state government is reimagining SA's transports infrastructures, having a bike kitchen, more bike lanes and bike racks, maybe a cycling school for kids, would be a real asset for Bowden.
37	The public parks are great. As are the eateries. Returning home in the dark not so great.	The Gibson Street pedestrian crossings over the train line need lights. Orange flashing ones as per the ones on Finnis Street in Marion should be considered. The slight rise to cross the train line make the crossing not obvious, especially to visitors. Many drivers do not expect or know this is a cycle track. My comments on our local Facebook Page when I shared the crossing on Finnis Street Marion were: "I was on Finnis Street in Marion tonight and was very impressed by these pedestrian crossing lights on the bike track/linear park track. As a visitor to that area, there was no missing this crossing. I see many near misses at our local pedestrian crossings on Gibson Street over the train line. I'm nervous there as a cyclist. I'm nervous there as a driver watching others (non locals?) as it's not obvious. And I'm extremely nervous when I'm NOT there and my teens cycle to school."	
38		There are no loading zones in this area, so delivery trucks and cars are forced to block Sixth St or Leighton Lane. This creates hazards for cars and pedestrians navigating around	

		stopped traffic, crossing onto the opposite side of the road, blind corners, and blocked driveway access.	
39	Signage and turning lanes on Port Road encourage traffic to Bowden Village via Sixth St. However, Sixth St is tree-lined with large cement islands that make it unsuitable for large trucks. Multiple mature trees have been damaged or destroyed by trucks using this throughfare, with many more speeding through Leighton as a detour. Can this entrance be downplayed in favour for wider streets, such as Third St?		
40	The section of Sixth St (north of Gibson St) still has parking restrictions from when the Conroy site was active. Can this daytime no-parking zone be remove to create extra parking opportunities for local residents and businesses.		
41	Exiting Gibson St onto Port Road is becoming more and more problematic, with 20 car lineups not unusual at peak times in the morning - this will only get worse.	Traffic lights at the intersection of Gibson and Port Road would be the ultimate solution, but in the interim a 'Keep Clear' zone should be marked on Port Road to allow a large area to be kept clear and to allow a number of cars to turn into Port Road when the traffic is stopped at the nearby intersection.	Please don't lower speed limits as this just causes more driver frustration - other measures should be considered first.
42	Having the double crossing on the bridge is a poor design, both crossings should be merged into 1 crossing towards the centre of the bridge, cyclists (that are hard to spot by motorists) would become more visible as they would need to slow down and move perpendicular to the road, before they can cross. This would greatly increase safety for cyclists and pedx and would allow vehicles time to fully stop if required.	Yes, a single central crossing on the Bowden Road bridge.	Lowering speed limits further would only become a hindrance to residents. Additional pedestrian crossings at other busy points around Bowden Park however would be a good initiative.
43	The lack of parking is a huge issue, especially with the new building going up and the assumption that people in apartments dont have cars. It's always jammed with cars so you can't just pop in, you end up driving away. The parking inspectors are devious and get off on pinning you for rubbish. I parked in a spot usually okay but that day it was different. I popped in for less than 5 minutes to grab coffee and i had a fine, so an inspector was aiting for people to mess up. A good community member would have called after me to let me know. I had a baby with me. Another time, we couldn't find a park so my husband pulled in to get out of the road, to let me and my son out who was desperate for the toilet. It was a 30 second drop and go and we got a fine. We saw the inspector smiling and taking our photo. This doesn't create a good sense of community spirit and this was really opportunistic and disappointing. Also, there are some footpaths in the area which are not kids bike and pram friendly which should be addressed.	The roads are quite narrow anyway but some thought into bike safety for kids. My little ones love to ride their bikes but there are some footpaths that are on such an angle they actually tip off their bikes.	I love all the artwork murals, old buildings and the heritage. I'd hate for the area to lose that vintage vibe. I'd love for this area to be like the eastern side that retain their character buildings with the new having to work around it all.
44	We need to have a similar process for the gasworks as to this community consultation, we need to see how the development will fit in with roads, connections and layout to gain an insight and provide guidance so the same silly mistakes that are being made in what should have been a great area.		
45	The RSA building proposed for this lot will be providing much needed parking however council should be opposing the paid part of it. This community is a vibrant community, but paid parking will take away from that. At minimum there needs to be a rule in place that the owner must provide local residents parking passes so visitors can park at no cost and no fear of being issued an infringement notice. It is embarrassing having people visit and then they get an infringement, we are now having less and less visitors because of the complete disregard for community needs, it is getting that bad I am thinking of selling and moving out of the area just so I can have friends and family visit.		
46	Traffic movement through Sixth Street is too high and cars speeding is a risk. Cars are using the road as a rat run through to Chief Street/ Port Road. I don't believe the volume of traffic is appropriate or aligns with the Village concept.	I use the dreaded word Speed humps would slow some drivers. I've tagged Leighton Lane, as some people speed! Maybe also reduce speed limits in the lane to 20km and 25 for all roads within the village precinct.	Think it would be great to dress some trees with fairy lights. I don't know why the street trees in the village aren't all Australian Natives. Attracts birds, native bees and wouldn't look so bleak in the winter, as current trees drop their leaves which is dangerous for elderly people

47	There is occasionally conflict between cyclists and pedestrians on the shared path following the train line	Have separate paths, they could be painted in different colours to keep pedestrians and cyclists apart	
48	There is an excess of parking in Bowden and some street parking can absolutely be removed. I note that there are many comments about parking already, however I believe that a lot of space is being taken up by non residents looking for free street parking instead of paying for the entertainment centre.	Replace parking with bike racks, trees and open space More enforcement, especially when there is an event at the entertainment centre	
49	The paths along Drayton street are in very poor condition	Improved paths similar to Gibson Street	
50	There is a lot of through traffic during rush hour and around major events that makes the pedestrian experience worse	Make Gibson st one way or break the connection with port road to discourage vehicles using it	
51	There should be more zebra crossings to prioritise pedestrians and enable access to public spaces I am disappointed in the limited services available with parks not having much use	More useful public spaces that aren't just grass	
52	Some footpaths are really good, especially Gibson Street around plant 4. However many footpaths are pretty bad and inaccessible with prams, wheelchairs, children's bikes etc. they are very narrow, with built in Stobie poles. I understand that there is limited space and not much can be done in many instances, but it would be good to have at least one good pedestrian path going from Hawker Street through to port road (i.e. Gibson street all the way along). As for driving, the roads and low speed limits are good and appropriate. However, I am concerned that as the population grows in Bowden, there is insufficient road access to go into the city. From the Plant 4 area, there is only one access point to Port road, which is the single lane entrance from Gibson Street. There are no traffic lights and access will only get more and more congested as the population grows. I think this needs to be addressed, potentially by widening Gibson street, limiting parking and putting in traffic lights, so that accessing Port road is easier during peak hour. If nothing is done about this soon, I suspect we'll end up with traffic backed up down Gibson street every morning.	Traffic lights and/or better access to Port Road from Gibson Street. At least one good/wide footpath from Hawker street to Port road, going past plant 4.	
53	Civic spaces are great but it is often impossible to find a park so they can be accessed. It is not possible to have family gatherings because there is nowhere for them to park.	The proposed apartment complex has only 120 car-parks for more than 140 dwellings. Often owners have multiple cars, meaning they park on the surrounding streets.	Bowden is fast becoming an example of poor urban planning. It's driven by theory and not reality.
54	Civic spaces are great but it is often impossible to find a park so they can be accessed. It is not possible to have family gatherings because there is nowhere for them to park.	The proposed apartment complex has only 120 car-parks for more than 140 dwellings. Often owners have multiple cars, meaning they park on the surrounding streets.	Bowden is fast becoming an example of poor urban planning. It's driven by theory and not reality.
55	It is a frequent issue with drivers speeding on Drayton St. combined with the sorry state of the walking paths along this street is a safety Hazard	Limiting through traffic or possibly adding some speed reduction measures.	
56	Fourth street is regularly packed with parked cars (not an issue with that). The addition of a yellow line helped resolve some of the situations where parked cars on both sides effectively blocked the street. This still happens sometimes because people in the driveway of the building side where there is not yellow line.	Add a temporary yellow line along fourth street building site near Gibson St.	This issue will most likely resolve itself when build is completed.
57	Walking around Bowden is pretty good with the exception of some eager drivers. Pedestrian safety could be improved	I would like to see the addition of zebra crossings in intersection between Gibson St./Fourth St and Gibson St/Third St. this would improve the experience for pedestrians and the mobility impaired.	
58	There is a parking restriction on fourth street along the frontage of On the Park and On Park East apartment buildings on a Thursday from 9am - 3pm for waste vehicles. There is no longer a need for this restriction as rubbish is now collected on the fifth street side of the complex, if anything this restriction could be moved over one street for your trucks to do their job.		

59	Public transport is excellent; however the community areas that have been created are so popular many people come from other areas in vehicles, and there is limited parking options, making it very difficult then for owners of properties to park near their apartments. I get the push to take public transport, but sometimes it's not always possible, and with families driving in, or visitors from out of town that can't use public transport, there does need to be more open space parking. It's good now with the dirt patch that has been opened up for parking, but I feel that should be made a permanent option for parking, especially with more building occurring around the area.	More off street parking options.	
60	Kevin Taylor Lane doesn't work well. Drivers are confused about whether it is 2-way. Cars parked seem to use the gutter as the limit of their parking space, taking up excessive amounts of the road. The reserved spots for Council just encourage people to park on the wrong side of the street. People even park across the street on Fifth Street because it doesn't look like a street. I've stopped people and been told that they can park there because there is no yellow line! Sixth Street is designated as a through street but the concrete barriers in the middle of the road are in conflict with that when trucks/bigger vehicles use the street. Vehicles stop on the yellow line adjacent to the concrete barriers forcing vehicles to pass on the wrong side of the road. A different form of traffic calming would be more appropriate in this street.	Possibly make KT lane one way. Designate more loading spaces for uber pickups/drop offs and other deliveries. Facilities for people with disabilities to get picked up and have access to transport are really restricted. There needs to be a pedestrian walkway (including zebra crossings) joining Seventh St with Plant 4 and the Railway Station. There are so many pedestrians in this area and they don't always look for cars coming through. The Council claims that the area is designed for pedestrians but could do more. This is especially the case on busier streets like Sixth, Fourth and Third Streets.	We love living here and enjoy all of the facilities that are here. The public transport works really well but sometimes I wonder whether that just means that more people leave their cars at home, and compete for parks. We haven't really grasped the idea of giving up a vehicle yet. Perhaps we need some kind of shuttle to get people from the parking at the Entertainment Centre to the Bowden Square - I don't think it's very far to walk but crossing a major road seems to be a barrier.
61			Bowden is promoted as a walkable neighbourhood but is increasingly hostile to pedestrians. The lack of a vegetation buffer and/or curb between the footpath and the road/car parking means that pedestrians are not well protected from vehicles, which sometimes drive straight onto the footpath to park. Car-free zones are required for a neighbourhood to be accessible and encourage walking/wheeling around the area. Streets become clogged with cars when there's an event on at AEC, making Bowden less 'walkable neighbourhood' and more 'giant carpark'.
62	The intersection of the bike path and Gibson St is dangerous and I've seen many near misses. As a driver there is poor visibility of cyclists approaching the crossing. As a cyclist there isn't sufficient signage to make clear that you should slow down and give way to pedestrians on the Gibson St footpath and as a pedestrian, other cyclists often ride way too fast through here and cars do not give way at the crossing as they should. Would benefit from a redesign with safety as a priority.		
63	Travelling around Bowden works for me and is easy to access, where bike, car or walking. Parking for visitors/trades is always an issue.	Yes definitely, a lock box in the area that parcels can be delivered to. Thieves frequently patrol the area and look for low hanging fruit such as boxes being left out, etc.	We live in Fifth St, Bowden and would love signs redirecting large trucks to use alternate streets such as 3rd St. They are huge trucks and rip branches of the trees (our street is tree-lined with large trees). This will only get worse as the development of the Gas Works progresses. We've even been threatened by a truck driver for pointing out his damaging/ripping off a large branch.
64		I would like to see a pedestrian priority crossing here, as it's a busy crossing right next to plant 4	
65	Increase the free parking over here, the paid parking option RSA is going to be terrible for the area, why should friends, family and other guests of residents be forced to try their luck at parking and not getting an infringement or when the RSA building comes paying to park to visit us? Of council aren't willing to impose guest parking minimums on developers then you need to lift your game what you provide the community		
66	The footpaths around the whole of the 354 development is a tripping hazard with pavers sticking up or sinking.		

67	Clearly designate the allocated pedestrian crossing, people keep parking in the designated crossing as it isn't clear what they are.		
68	Lack of parking Concrete centre part of the road are terrible to navigate	Kevin Taylor lane needs to become a one-way street, there is no room for 2 cars in opposite directions Especially as there is only 1 direction to park in	
69		More and more frequent trams especially during peak hours and when events are on at the entertainment centre or oval	

ACCESSIBILITY

#	What improvements would make public areas and facilities in Bowden and Bowden Village more accessible for you?	Share any additional feedback
1	New residents of the Tapestry development have taken to parking their cars outside their garage, blocking the footpath along Karra Tappa Lane. While this has only happened a few times, it does impact accessibility, is technically illegal, and could be easily prevented by early intervention to discourage this practice.	
2	There are a number of sculptures in the area and one of which looks like an upside-down beer funnel. Its right in the middle of the main walkway over Fourth Street next to Plant 3 and is constantly restricting movement for me and my dog. Could it be moved to a less busy location, somewhere where its not right in the middle of a major thoroughfare?	
3	I've witnessed an elderly woman slip from the falling tree seeds along here. More regular maintenance is required to keep the walk ways safe	
4	There is only ONE Disability car park for the entire area of the Bowden Village and beyond that area which includes the new developments being built with retail and commercial areas included. That car park is on Third Street next to Plant 4 but the nearest access into Plant 4 from that car park has stairs. It deters people in wheelchairs from visiting if they are being driven or in some cases can drive themselves. Certainly not 'accessible to all'. The 2 toilets - one on the outside of Plant 4 and one inside Plant 3 - which have an accessible sign on the outside are not easily accessible for a person in a wheelchair who is able to move independently - either wheel themselves or an electric wheelchair. The door does not open automatically with a sensor or a 'green button' to push to open the door which means the person in the wheelchair OR using a walker or other aids has to somehow push open the door, hold the door so it doesn't swing back on them and also then get out of the way before the door does close. Now imagine reversing all that to exit the toilet. I have been told the Plant 3 toilet is built to code. People with disabilities who often like to be as independent as possible and often have to adapt in difficult situations shouldn't have to return home - or worse - because they can't access a bathroom or toilet because the door isn't automatic and because they can't open it.	Car parking is an absolute nightmare in the entire area and it is getting worse, especially when events are on. With the rapid growth with building of apartment buildings and townhouses in the Bowden Village this problem is only getting worse. We have been told many times that a car park was going to be built. We don't have one yet. I don't believe Renewal SA's vision of a 'Walkable Community' is achievable when so many residents still need a car to commute to work which may not be on a direct public transport route from their home and they might have many other commitments outside work which require a car. A car park is vital to encourage visitors who come to the area for work and relaxation. Thank you for considering my concerns.
5	We need a Parcel Locker in Bowden. It is very challenging to get to Brompton LPO without a car or if you are mobility impaired. Parcels left outside apartments are often stolen and letterboxes are constantly broken into. A Parcel Locker or PO Box bank would be a very useful service.	
6	The accessible swing set is a great idea but with there being no footway to it council have made an accessible thing inaccessible as a dirt area no matter how stable could have rocks and stones that create tripping hazards and dangers for tyres of mobility aids. Please rectify asap.	
7	Advocate with the state government and transport organisations for pets to be allowed on public transport. That's a key driver for car ownership for us.	
8	Parking outside apartments needs to allow more drop off/ pick up points. Currently signposted for rubbish collection, however the rubbish trucks never park there and park in the middle of 5th and 6th Sts. Should be drop off/pick up and accessible parking.	Paving in Kevin Taylor Lane needs to be regularly checked for raised bricks- a significant tripping hazard
9	More community spaces that support sustainability and active transport	Adelaide Bike Kitchen is an amazing volunteer run community NFP that has been working in the circular economy for 13 years, 12 of those in Bowden. ABK helps people fix bikes for a small fee, sells low cost bikes, runs community events and partners with other local community initiatives and schools. ABK promotes active transport and sustainability. ABK should stay, either in Bowden or nearby to allow greatest access for people who ride bikes to keep their bikes safe and on the road. ABK is an inclusive and great community NFP group, the biggest and longest running community bike workshop in Australia. It's an asset to the community and should be treasured.

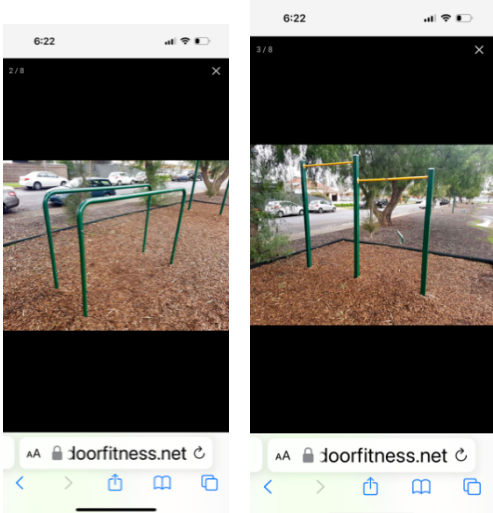
10	The RSA visitor centre has started chaining the entrance of the car park, this has removed much needed access to an accessible car park, with such limited accessible parking in the area this is an absolute disgrace, and council must enforce this to be left available at all times.	
11	At this location there are two barriers to prevent cars from entering the bike path. These are good but are often moved to allow construction equipment to enter the gasworks. When they are put back, they are often so close together that I can't squeeze my bike between them. Solution could be as simple as painting an outline showing construction workers where to return the barriers to. Ideally a more permanent modal filter should be added.	
12	Many footpaths in Bowden are too narrow, particularly as the much-needed street trees and greenery (which is great!) are planted in beds which take a chunk out of the footpath. There is now a poorly positioned electrical box on the cnr of Karra Tapa Ln and Third St which obstructs the footpath and doesn't provide adequate room for wheelchair users, people pushing prams, etc. Bowden contains many Specialist Disability Accommodation apartments and accessibility should be prioritised.	Residents in Bowden have been encouraged to forgo cars and instead walk, bike, catch public transport etc. That's great, but you need to provide wide footpaths that can cope with the increasing numbers of pedestrians and make walking in the area a pleasant, rather than stressful, experience. I'd like to see some roads closed to through traffic, and footpaths widened, but with the remaining lots being sold off and developer profits prioritised, it's hard to see this happening.
13	Disability parking spaces big enough to allow for cars and access cabs to unload (generally from the rear). Loading zone to cater for the extremely high density of people living at the address e.g. taxi/uber, deliveries, being dropped off by family/friends.	We were sold a lifestyle allowing visitors/ friends to come and enjoy the facilities around us but there's nowhere for them to park, so we have to go to them, which besides being unfair to us is damaging to local businesses. The overarching plan for the area is grossly flawed focusing on huge long term returns to governments and minimal infrastructure costs. Process driving outcome never works.
14	There are a nu,bee of people with disabilities living in the area in particular On The Park, numerous occasions I have witnessed access cabs parking in the middle of the street as there is nowhere adequate allocated for these larger vehicles to load and off load passengers who are in wheelchairs, a double length bay/loading zone is needed here, a loading zone would resolve more issues for couriers, shopping, Ubers and alike having a space to stop as Bowden is getting a reputation to be a no go zone as there is no stopping a drivers are getting sick of getting parking infringements for parking where they can to do their job	
15	There is only 1 accessible car park in the area that won't be taken away, we are going to loose what is at the old and new sales centres which will be a reduction by 3 or more parks	
16	Cyclists don't stop for cars and/or pedestrians using the footways, in QLD at intersections like this they would install banana polls, while they don't stop some flying through if they straight line it impedes them to for a reduction in speed creating awareness. All crossing with pedestrian/roadways need this.	

SAFETY

#	Because Bike Kitchen is open after hours a few nights a week, it helps me feel safe to ride around and ride to places, because if something goes wrong with my bike, I know i can pop in there on the way home to get assistance from friendly faces.	
1	Bright, white streetlights are awful. It makes the unlit parts too black, increases light pollution, hard our health and disrupts animals. Warm, lower intensity lighting with shields on light poles so you don't flood private property or the sky, means your eyes can still see into dimmer areas and is better for our health and our wildlife.	
2	Cars regularly queue over the bicycle lane on Port Road. This is illegal and dangerous.	
3	Feedback to Council Regarding Public Restrooms We are raising a serious concern regarding the lack of public restrooms in the area, which has resulted in a significant increase in non-customers using the bathrooms at The Loose Caboose. This situation has escalated into a safety and hygiene issue for our staff. • Unhygienic Conditions: Staff are frequently required to clean bathrooms left in an unsanitary state by non-customers, sometimes multiple times a day. • Safety Concerns: Bathrooms need to be checked regularly for dangerous items, posing additional risks to our staff. • Verbal Abuse: When staff refuse bathroom access to non-customers, they often face verbal abuse and hostility. • Human Waste on Premises: On several occasions, staff have arrived at work to find human faeces at the doorstep or entry points, which they are then left to clean. We urge the council to address the lack of public restroom facilities in the area to ensure the safety and well-being of both staff and the community. The current situation is unsustainable and places undue pressure on our team.	
4	Footways on both side of the street need urgent upgrading. Decent pedestrian access to chief st is needed as more and more locals are walking down this way and are being forced to walk on the roads for safety the paths are that poorly maintained	
5	I feel unsafe when crossing Gibson Street on the cycle track to the city. Lights might be helpful.	
6	I find the chemical smell from the Gasworks project is often very strong and seems toxic.	
7	I would like to lower speed limit to 25km/h. I have observed multiple near misses between two vehicles and between pedestrian and vehicles, driving through Bowden specially Gibson St. The current 40 km/h speed limit is too high considering the relative visibility due to greenery. Love the greenery btw.	

8	I would like to suggest the installation of a publicly accessible Automated External Defibrillator (AED) in Bowden Village. Given the high foot traffic throughout the day, particularly with parent groups and other community gatherings, as well as activity in the area during the evenings, having an AED readily available could be a critical resource in case of a cardiac emergency. AEDs are proven to save lives when used promptly, and having one in a central, accessible location would enhance the safety and well-being of all who visit and use the space.
9	I would really like some more street lighting. Especially when walking from the tram/train to my building
10	It can be hard to cross the shared path near the loose caboose. The fences limit visibility down the path so it's hard to see oncoming bikes. Can be solved with a traffic mirror
11	Lighting around the Loose Caboose (onto the path along the railway line) and the street behind the Gov make the walk from the tram feel unsafe at night
12	Lighting needs to be improved beyond the train crossing. Need lights to alert drivers along Gibson St to pedestrians and bikeway- because it is on the crest of the overpass, visibility is poor. Visibility was made worse with hoardings for new developments along the train line and this will be worse once buildings are in place. The "slow down" stickers on the bike path are having a minimal impact of cyclists crossing at speed.
13	Outdoor dining space in a car space with no safety features in a tiny street is an accident waiting to happen. Second street currently has a huge amount of heavy commercial vehicles on it with a steady stream of vehicles on it every day. Even with a slower speed limit it would not take much for an accident to happen with absolutely no protection for someone seated at a table on the street.
14	Please redesign the intersection of the Greenway with Gibson Street. Needs much better safety upgrade to continue to prioritise pedestrians and cyclists and force cars to stop. Currently they can't see so very dangerous.
15	Street lighting and pavements could be improved to make walking from the public transport (train/tram) to apartments feel safer at night.
16	Street lighting is quite dark, footpaths are uneven - walking home from Plant 4 to Chief Street does not feel safe.
17	The area at the community garden and underneath the bridge can be unsafe.
18	The bike crossing over the railway line on Gibson Street is a fatality waiting to happen. Cyclists go full speed across the road, and drivers can travel at 40kph. This should be addressed from both perspectives ... a stop sign for cyclists and 10kph for drivers. The crossing should be brightly lit (eg flashing light and individually lit signs.
19	The hedges at intersections work to slow SUV's down but can be dangerous for cars closer to the ground. I understand their goal as traffic calming, but in practice it means drivers are so focused on other cars they don't look for pedestrians.
20	The remediation of the gasworks site has led to a significant reduction in air quality. The chemical gases coming off the site have been ongoing, and no government body has taken any action. Further, the soil remediation is ongoing and this has, and will continue, to lead to terrible dust on balconies across the area. This dust is contaminated. This is a safety issue that residents should not have to deal with.
21	The sight lines for the Zebra Crossing on Gibson St are extremely poor. There is not enough clear vision to see pedestrians and cyclists well in advance of driving through the crossing. Cyclists should dismount prior to crossing Gibson St at the zebra crossing. The risk of collision is very high especially when the cyclists are not slowing down when entering the crossing. Sight lines are obscured by metal screens, solid fences and soon, by apartments buildings currently under construction.
22	There are frequently small and large children running around at Bowden Park, Kevin Taylor Park and Emu Park. Apparently, this is allowed under council by-laws. I have seen many near-misses, it is only a matter of time before a dog or animal is trampled by an absent-minded child. The by-laws should be changed and a proper child exercise park installed.
23	There are frequently small and large dogs off-leash at Bowden Park, Kevin Taylor Park and Emu Park. Apparently, this is allowed under council by-laws. I have seen many near-misses, it is only a matter of time before a child or animal is bitten by an off-leash dog. The by-laws should be changed and a proper dog exercise park installed.
24	There are post holes in the ground here that I presume for polls to block vehicle access however they are never installed and holes left uncovered. The rubbish in this location is disguising, it smells and businesses just leave rubbish in the laneway, it is an environmental health hazard as well as causing major tripping hazards
25	There should be a zebra crossing here. Cars frequently zoom through, even though the road narrows.
26	This section has terrible footpaths. It needs improvement. Cars speed from sixth street onto Second and barely watch where they are going at all.
27	This traffic light section is incredibly dangerous. Cars regularly wait over the pedestrian crossing and I have seen many ignore the red light. Access to the parklands is terrific, but dangerous. Two options are really the shared bicycle path (which has so many cyclists (this is also great, but it is a difficult shared space)) and this set of traffic lights.
28	Under the bridge here, along the pathway next to the train track, there are lights embedded into the fence. This would be great if the lights weren't covered in cobwebs! A good pressure wash would make the lights work properly AND look better!
29	Vehicle speeds are too high and should be lowered to around 25km. I frequently see cars not stopping for pedestrians around the zebra crossings

APPENDIX B - EMAIL SUBMISSIONS

#	Date	Comments	Images/Other
1	22-Nov-24	Hi Kath A missing feature of the area is a small piece of outdoor gym. All I suggest is a set of pull push bars and a set of dip bars. See photos of Broadview oval setup. Very cheap, also great for children to play on. On the green or Emu park perhaps. Or even on the gasworks development. Currently the closest is 15 mins walk away.	
2	5-Dec-24	Hi, Just a follow up regarding the chat we had yesterday at Bowden. Our concerns were: - Continuing decrease in grass areas (Muse) and proposed development of the Bike Kitchen building site. Lack of areas for dog owners to take their dogs for toileting	
		Lack of adequate signage to notify dog owners to keep their dogs on leads and pick up their dog excrement There has been a marked increase in dog ownership post COVID. Some dog owners are already in breach of local bylaws (number of dogs) and there does not appear to be any foward planning for future residents who are dog owners.	
		Parking is still an ongoing issue which has been brought up many times but does not get addressed. With the current builds taking place, the parking has actually been reduced.	
3	9-Dec-24	Hi Kath I tried to use the pin drop feedback facility a few times but it was way too complicated for me, so I am emailing my comments: • I strongly believe that Bowden Village Green should be DOGS ON LEAD at all times. Parents with young babies meet in the park regularly and it is not safe to have dogs bounding about chasing balls etc. It is a family area and it doesn't take much for a dog to be distracted by food or toys that don't belong to them. Despite the requirement for dogs to be under effective control, this is often not the case. It is not far for dog owners to walk to other parks that are off lead. Also, there are many greyhounds living in Bowden, including a number that have recently moved here to be either fostered or adopted. It is very difficult to train and socialise a greyhound (who often have anxiety etc) when it can see dogs off lead.	
		• It would be fantastic to have some outdoor gym equipment somewhere in Bowden. Not everyone can afford gym membership and exercising in the fresh air can be very enjoyable and social.	
		• The area DESPERATELY needs a parcel locker collection (Australia Post and other couriers). Bowden is supposed to be a walkable village, but the nearest post offices are a very long walk away. Arranging a re-delivery with a private courier is very time consuming and inconvenient. This issue has been raised frequently at the consultations for the Gasworks Redevelopment.	
		• Another frequently requested service is a pharmacy - there are none within easy walking distance. Again, the Gasworks would be a good spot.	
		It would be good to see some activation of the Wardli Ana reserve. It has a large amount of seating, but these hardly ever get used.	
		• It's not a priority for me, but I know the main concern for a lot of local residents is parking. I have also heard people say they don't visit Plant3/4 due to a lack of parking. Local businesses are losing trade because there is no available parking. Using a future development site is NOT a long term solution. This also applies to the Gasworks redevelopment.	

4	12-Dec-24	Train station accessibility – ramp fits lowest of DIT requirements but is inaccessible to anyone who walk distances, slopes, or who is dealing with pram, manual wheelchair, walker etc – mobility issues. We really need a lift. Those who aren’t able to use it for this reason are also unable to access the tram or buses for the same mobility limitation reason because they’re further away.	
		Accessible car parks and drop-off/pick-up points for people (with or without wheelchairs or walkers) are very much needed, in every street / in front of every apartment building.	
		Loading zones in front of each building for deliveries (products, services, people).	
		Street parking needs to have some indication of how to park – how far out on the street or how far on to the footpaths – people get this wrong all the time and end up obstructing footpaths or traffic. This is needed from Seventh Street where the new style of curb has been instituted from.	
		Need zebra / wombat crossings in Leighton Lane, Sixth Street, Fifth Street and Fourth Street, Third, Second to connect between Seventh Street and Bowden Park and train / tram / library.	
		Line up crossing points from Kevin Taylor Lane footpath and step onto Sixth Street footpath (garden bed or car in the way if you walk straight across.)	
		Shade over playgrounds would be good (Bowden Park, Emu Park)	
		Greening of Leighton Lane – it’s just hot. And no provision for street trees has been made. It’s not a nice place to walk at any time but in summer it’s just horrid.	
		Gibson Street crossing (Greenway) – huge safety issue. Cars can’t see oncoming bikes and vice versa. Needs a safety overhaul.	
		Gibson Street corner hedges. Low cars can’t see over most of them and have to edge out a long way before they can see on-coming traffic. This leads to a lot of near misses. The hedges are lovely but at the very least need to be significantly lowered to improve visibility for all cars.	
		Cirkidz, Bike Kitchen, community vibe. Very important to keep them in the area. Renewal SA support to have them here over recent years has been brilliant but to have them be forced to leave the area following RSA’s exit would be a huge blow to the community and really change the feeling of the area.	
5	15-Dec-24	Hi Kath, Thanks for the opportunity to provide feedback for the Bowden development. I really like the community event and culture. The only feedback for improvement will be the up keep of the toilets at plant 4. We came on a Sunday morning as a market stall holder. They were really bad and need more than a wipe over the white grout is now black at the bottom.	
6	15-Dec-24	Hi team, Really appreciate the chance to provide feedback on our exciting but ever-growing community. Have lived here since 2018 and is the best place to live- great community and a responsible council. I am very concerned about Red Shed Lane as it is an accident waiting to happen. So many cars speed through here with nothing to help slow them down. Children play in the lane and the nearby lane between Plant 3 and Plant 4, running, scooting and cycling straight into traffic. Plus so many cars drive the wrong way due to ignorance, lack of care and poor signage. I think it needs better signage, including arrows on the road and maybe couple speed humps. This area is also ridiculously busy with all the deliveries for IGA plus the waste management with all the big trucks. They were in line 4 deep the other day totally blocking access to the lane and the garage door entrances to Park Central. I’m just going to mention car parking in the area however realise this has been mentioned many times. Only to add the increase in car parking when sports are on the parklands on other side of Park Terrace. These parklands belong to Adelaide City council and they should be held responsible for organising car parking for their community use, not just take parking in Bowden for granted. There is enough room for them to address parking on their area. More seating around Bowden would be great, and more shade from either trees or erected structures. Is so family friendly area so shade always good. I have mentioned many times a dog park, as is a highly promoted dog friendly area, community and accommodation. As always happy to meet and discuss. Thank you again for the opportunity.	
7	16-Dec-24	Hi Kath Thank you for the opportunity to provide feedback on the Bowden Village and our apologies that this is later than 5pm. We are very supportive of the development in its broad intent. Our feedback is the following: • we have noticed an increasing issue with car parking in the precinct generally and particularly around Plant 4 on Friday evenings when people visit from outside the suburb - this is becoming a safety issue and will only get worse with the number of new buildings going up with what appears to be limited or no car parks within the build; the car parking to be included in one of the proposed new builds will not be sufficient • we are keen to see more social housing as in the Nightingale building model • we believe that the original intent of the village was that it would be self-contained with all the relevant shopping and commercial facilities included - there is no pharmacy, postal facility or news agency and the supermarket is limited • we're whole-heartedly in support of the bike kitchen as a community asset that is compatible with the goal of reducing car usage and are concerned that this will be lost when the land its on is developed	

		• additional open green space is needed to balance all the new and proposed builds - the limited current amount of open green space sees competition for the space available and, in one instance, raises health concerns with the heavy use by dogs peeing and pooing in the very small park on Kevin Taylor Lane which is also used by families with babies and small children	
8	16-Dec-24	I've given up on technology for this extra comment! Please add to the data. I live at the 'wrong end' of Gibson St (near Hawker). As someone with limited mobility, I rely on my car to access services in Bowden Village. On occasion, lack of parking spaces has already made it easier for me to shop and eat in North Adelaide than Plant 4/IGA. I'm very concerned about my access to parking into the future when there are no longer vacant blocks of land nearby to absorb the parking overflow. (And ... as a ratepayer, I resent the danger of having to use my walker on the road because our footpaths are unwalkable. It seems all the resources are going into the RSA precinct, while the rest of Bowden just gets their traffic and parking overflow!)	
9	16-Dec-24	Hello City of Charles Sturt Customer Service and Engagement, I am writing to give feedback about Bowden Village . I am really concerned by the lack of community facilities in the area. Most of the businesses area profit driven which is not inclusive or creating spaces that community members can spend time in, without spending money. I believe that we need community spaces in Bowden like ABK as they provide community engagement and sustainable transport options for people at a budget cost (or free if people are struggling). ABK also partners with other organisations to activate the venue 7 days a week. Here is some more information on the value of this Bowden based (for 12 years) community NFP. Adelaide Bike Kitchen is founded on the principles of inclusion, environmental sustainability and community wellbeing. We believe that our funding request meets these program principles by providing an essential resource for the community and promoting healthy living through cycling. Liveability: The activities promoted by Adelaide Bike Kitchen improve liveability in the local area by providing support to more people to use bicycles for transport and socialise in local community spaces. The community notice board, signage and exterior lighting will help promote the many activities and events that are hosted each week at by Adelaide Bike Kitchen. Leadership: Adelaide Bike Kitchen demonstrates leadership as Australia's largest and longest running community bike repair workshop, which has been based in Bowden for the past 12 years. We are a mostly volunteer run not-for-profit with a member base and committee. This keeps us directly relevant to those who need us. Our main aim since inception has been to create a welcoming learning place for people to maintain and repair their own bike so they can ride more; knowing the benefits that active transport can bring to individuals and the community.	
		Environment: More people cycling means less trips by car, reducing the health and environmental impacts of motor vehicles emissions and accidents. We believe that providing a space for community members to learn about bicycle maintenance and repair is an essential component of creating sustainable and environmentally friendly communities. We have sustainable practices of recycling donated bike parts and repairing donated bikes to provide affordable options for would-be riders. Supporting people to learn how to repair and maintain their existing bike is a regenerative practice, keeping that bike on the road and ensuring the rider has a safe active transport option. Economy: As a not-for-profit organisation, Adelaide Bike Kitchen is a vital resource for many residents facing cost of living pressures as we provide low cost bike repair services and parts. We also refurbish donated goods to provide affordable, serviced bikes to people on a budget. We contribute to sustainable economies and help those in financial hardship have a safe and sustainable transport option. We employ two part-time staff and run a shop. There are also local yoga instructors who run their classes in our venue, generating income. Adelaide Bike Kitchen regularly pays an instructor to deliver Bike Maintenance courses at an affordable rate for community members. Community: Apart from the bike repair workshops (held 3 times a week) Adelaide Bike Kitchen is a social space where community events take place like a weekly community dinner, regular group rides, Bike Mechanics courses, is a base for Duck Radio, Specialised Assistance School for Youth (SASY), and a weekly Yoga class. We have around 40 committed volunteers who regularly contribute to and engage with the activities at Adelaide Bike Kitchen. All of the events, collaborators and activities actively promote meeting new people and forming connections which strengthens the local community.	

10	16-Dec-24	Hi engagement team, I haven't been able to access the website to give feedback but hope you will consider this email in lieu. Here are some comments and suggestions. My husband and I downsized to come here and really enjoy the community feel, and ease of travel with buses, tram and trains so readily available. Thanks for the opportunity to comment. 1. Would be nice to have a chemist within the greater village precinct, as well as a doctor's surgery and a dentist. 2. Some parcel lockers would be very welcome, and a post box. 3. A designated walkway from Plant 4 to Plant 3 to make it more one space on the ground floor (I know it does have the bridge on the first level) and I think would encourage people to move more easily from one building to the other and hopefully increase business at the Plant 3 cafe when it opens. 4. Interested to hear of plans for car parking for visitors as more buildings go up and current parking spaces are taken off line. I appreciate that one of the apartment blocks will have a few levels of parking available but that'll take a while to come to fruition. When there are events on at the Entertainment Centre it can be incredibly busy and parking is virtually unobtainable 5. Plans for trams/trains to allow dogs so that residents who have dogs can travel and perhaps then won't need a car. And of course, the same for visitors coming with dogs to the Village. 6. More low-rise buildings - townhouses rather than apartment blocks. 7. The green space is a fabulous spot - top marks for keeping that so well maintained, along with the play equipment and water feature.	
10	6-Jan-25	To whom it may concern, Can you please include fencing in the Bowden Village update. Due to the increase in car traffic and popularity, it has become very dangerous for children to use the space without the safety of a fenced area. Thank you for considering this information. Kind Regards	
11	6-Dec-25	Case Note Text: Thank goodness there is a zebra crossing at Gibson St Bowden and the linear bike track. Unfortunately this cannot be said for the intersections at Gibson and Fourth, Fifth, Sixth and Seventh Streets. Pay a visit at about 6pm Friday or Saturday evenings and observe the pedestrian and traffic flows. Cars do not give way to pedestrians at any of these intersections even though there are guard rails on some footpaths indicating a "crossing". Another hazard is between the Bowden railway station and child care centre when attempting to cross the two streets to get to Plant 4. I tried to scan the QR code on the board on the lawn in front of plant 4 which invited suggestions for improvements, but it was too low. Hence this email.	

APPENDIX C-COMMUNITY OPEN DAY COMMENTS

INTERACTIVE MAP ACTIVITY

Category	Comments
Accessibility	Plant 4 street parking should be accessibility only.
	There are accessible apartments in Bowden Village, therefore need to cater for 'all access'
	NBN box right in the middle of path (disability access poor in Bowden)
	Disability parking. There is only ONE for the whole area.
	Disability Toilets.
	Access / outdoor dining IFO plant 3 / 4
	Plant 3 and 4 - outside tables and chairs make it hard for accessibility for power chairs - need to address and retain public space for all.
	Access - more frequent trains from North Adelaide station please
Open Space and Parks	Water play / pools
	Fencing around Plant 4 playground (danger zone around cars)
	A larger community garden for the growing community
	Set up a 'Friends' of Emu Park' or 'Friends of Bowden'
	The gardener are great
	Recycling bins

	Plant 3 and 4 concrete and pavers need a good deep clean gurney wash to keep area looking fresh
	Artwork/sculptures - great to have them move. Current ones around Plant 4 need a good clean
	Dogs are WardliAna Tapa Reserve - Odour, Poo, need signage, dog bags
	More green open spaces. That can't be privately booked
	More trees / plans - Second, Drayton and Third Streets
	Have Farmers market, live music, events etc in Bowden Park
	How many dogs are in Bowden? Need to design for them / and still leave space for people, children and grandchildren
	Dog poo bags - lack of (Emu Park)
	Fines for not picking up dog waste
	Public toilets are Emu Park
	Bring back events and reserve and Plant 4 - eg. Cirkids
	Garden beds IFO Plant 4 need some love.
	Replace dead plants in Kevin Taylor Lane and Muriel Matters Walk
	Community garden
	Dust /mowing better at 1/2pm not 7am
	More green space.
	Trees @ Drayton. West facing.

Safety	Concern about safety - building parking lot broken 3 times last month
	Work on solutions at a 'precinct' level rather than by indiv building
	lighting at intersections is inadequate. What about candle lights (bollard lights) like Kevin Taylor for pedestrian safety
	Better lighting for street corner. So, drivers can see pedestrians at night.
	Lights are obscured in the trees at night - dark for pedestrians coming home late
Transport and Movement	Need more lighting
	Stop people using pavements to turn around
	Zebra crossing
	Reduce the speed limit further
	Probably NOT ENOUGH parking when empty blocks are built on.
	Movement of traffic needs to be slower
	Need a zebra crossing so can cross safely and control cars moving in Fourth Street.
	with the amount of building and high-density developments, is there any plans how to manage increasing number cars and traffic
	More parking not too much high rise or too dense
	A few more streetlights are needed between the Plant 4 playground and Fourth Street
	Clear diags for how to place wheels when parking
	Parking issues, visitors and residents

	Everything is accessible - train, tram, walking track and linear park
	40km in a pedestrian /cycling / car zone is too fast. Suggest 20-25 km (for the whole precinct)
	Stop signs rather than giveaway - reduce speed
	Do we need 2 council parking zones 24/7. When there is a great need for loading zones.
	Loading zones for Uber pick up, disability and deliveries. If we've gone car free, these are more important
	More parking
	Pedestrian crossings (zebra) to join up railway station with all the buildings. Need to slow the cars, especially in 6th street.
	Gibson bike crossing is not safe for bikes, poor sight lines. Car should have a stop sign.
	If reducing parking space, loading zones must be protected NOT for café patrons.
	Need parking
	I have heard requests for loading zones and Taxi/Ubbers at a few Bowden CTY meetings
	We need allocated loading zones for removalists who honestly have NO choice but to block traffic one way of the streets to help move residents.
	Parking off Park Terrace - second/third, multi storey
	Permits for Drayton Street
	Line marking worn off - visual clutter (Drayton /Second / Third)
	Giveaway interactions with Drayton/Second, Third

General	Roads / footpaths done before development of residential and then builders come in and ruin the good work. Traffic calming (15kph) needed around parks especially park in front of plan 3/4
	So much potential and residents have good intentions
	Bin collection in apartments is very hit and miss. Very significant if they get missed.
	Apartment buildings need more support from Council/State Govt to manage defect issues with new builds.
Renewal SA	Need a Newsagent / Post office
	Need another supermarket
	Parking - please try to allocate underground parking in lieu of ground level / empty lots.
	More supermarket options - bulk food store, fruit shop
	Some more shops not café
	Bike Kitchen - why is it closing? Will Renewal SA be helping them relocate?
	Chemist PO (or parcel lockers) GP's doctors
	Future of Bike Kitchen
	Dust – MAB
	Please cap building heights. Lack of natural light