Council Meeting

COUNCIL AGENDA

Notice is hereby given pursuant to the provisions of the Local Government Act, 1999, that the next Meeting of Unley City Council will be held in the Council Chambers, 181 Unley Road Unley on

MONDAY 12 SEPTEMBER 2016

7.00PM

for the purpose of considering the items included on the Agenda.

Peter Tsokas
Chief Executive Officer

OUR VISION 2033

Our City is recognised for its vibrant community spirit, quality lifestyle choices, diversity, business strength and innovative leadership.

COUNCIL IS COMMITTED TO

- Ethical, open honest behaviours
- Efficient and effective practices
- Building partnerships
- Fostering an empowered, productive culture – “A Culture of Delivery”
- Encouraging innovation – “A Willingness to Experiment and Learn”

ACKNOWLEDGEMENT

We would like to acknowledge this land that we meet on today is the traditional lands for the Kaurna people and that we respect their spiritual relationship with their country.

We also acknowledge the Kaurna people as the custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today.

PRAYER AND SERVICE ACKNOWLEDGEMENT

Almighty God, we humbly beseech Thee to bestow Thy blessing upon this Council. Direct and prosper our deliberations for the advancement of Thy Kingdom and true welfare of the people of this city.

Members will stand in silence in memory of those who have made the Supreme Sacrifice in the service of their country, at sea, on land and in the air.

Lest We Forget.

WELCOME

ORDER OF BUSINESS

SUGGESTED ITEMS FOR NEXT AGENDA

Deferred Item – Review of Code of Practice for Procedures at Meetings	
Conservation Grants	
Memorials Policy	
Challenges associated with providing an Age Friendly footpath network in Unley	
Encroachments	
Draft Permits for Business Purposes Policy	
Local Heritage Reform	

NEXT MEETING

26 September 2016 – 7.00 pm.

CONFLICT OF INTEREST

TITLE:	CONFLICT OF INTEREST
ITEM NUMBER:	**580**
DATE OF MEETING:	12 SEPTEMBER 2016
ATTACHMENT:	1. CONFLICT OF INTEREST DISCLOSURE FORM

Members to advise if they have any material, actual or perceived conflict of interest in any Items in this Agenda.

CONFLICT OF INTEREST DISCLOSURE FORM

I, _____ have received a
[insert name]

copy of the agenda for the (Ordinary / Special) **Council / Committee / Board**
[delete that which is not applicable]

meeting to be held on _____
[insert date]

I consider that I have a ***material** conflict of interest pursuant to section 73 / ***actual** or ***perceived** conflict of interest pursuant to section 74 *[*delete that which is not applicable]* of the *Local Government Act 1999* ("the LG Act") in relation to the following agenda item:

_____
[insert details]

which is to be discussed by the ***Council / *Committee / *Board** at that meeting.
[delete that which is not applicable]

The nature of my **material** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you (or a person prescribed in section 73(1) of the LG Act) stands to obtain a benefit or suffer a loss depending on the outcome of the consideration of the matter at the meeting of the Council in relation to the agenda item described above]*.

_____

_____

_____

_____

OR

The nature of my **actual** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why the conflict between your interests and the public interest might lead to a decision that is contrary to the public interest in relation to the agenda item described above].*

_____

_____

_____

_____

I intend to deal with my **actual** conflict of interest in the follow transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the actual conflict of interest in a transparent and accountable way]*

OR

The nature of my **perceived** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you consider that an impartial fair-minded person could reasonably consider that you have a perceived conflict of interest in the matter]*

I intend to deal with the **perceived** conflict of interest in the following transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the perceived conflict of interest in a transparent and accountable way]*

Signature

Date

CONFIRMATION OF MINUTES

TITLE:	CONFIRMATION OF MINUTES FOR COUNCIL MEETING HELD ON 22 AUGUST 2016
ITEM NUMBER:	581
DATE OF MEETING:	12 SEPTEMBER 2016
ATTACHMENTS:	NIL

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The minutes of the Council Meeting held on Monday 22 August 2016, as printed and circulated, be taken as read and signed as a correct record.

RECEIPT OF PETITION

TITLE:	PETITION RE ROAD CLOSURES
ITEM NUMBER:	582
DATE OF MEETING:	12 SEPTEMBER 2016
ATTACHMENTS:	1. PETITION

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The petition be received.

2. The principal petitioner be notified of Council's proposed actions.

OFFICER'S COMMENTS

Please see the report provided in this Agenda.

PETITION TO ROAD CLOSURES.

We the undersigned **DO NOT** agree with the closure of Hardy and Weller Streets. These streets were designed to be the corridors for north and south travel. By closing them, you are moving traffic into residential streets that can-not handle excess traffic: Ada, Fox, Boffa, Gilbert, Rushton, and Elizabeth Streets. Closures only force people to find ways around it, thus pushing the perceived traffic problem to streets, that are narrower residential and passed a school. Residential people traveling to work will be forced onto main roads, Goodwood and King William Road during peak hour traffic, both difficult and dangerous.

You have minimum access to these streets during peak hour already, at Mitchell Street and King William Road. Policing of these would resolve any problems and deter the 'rat-race' excess traffic, a far cheaper option than closures with fines paying for manning.

NAME	ADDRESS	SIGNATURE
Lina Kontis	24 Owen St Goodwood	
Naomi Kontis	24 Owen St Goodwood	
Nathan Kontis	24 Owen St Goodwood	
Mike Kontis	24 Owen St Goodwood	
Helena Kontis	24 Owen St. Goodwood	
Lachlan Connell	9 Gothic Ave Stonyfell	
Hilton Smith	21 Owen St. Goodwood 5034	
ELIZABETH MAYFIELD	21 OWEN ST. GOODWOOD	
Steve Marshall	22A Owen St, Goodwood	
Alan + Jean Blasbery	22 OWEN ST GOODWOOD	
Christie + Ian Richardson	16B OWEN ST GOODWOOD	
Joshua Patton	16A OWEN ST Goodwood	
STEVE KROTIRIS	14 OWEN ST.	
Helen Krotiris	14 Owen St	
	12 Owens St	
TOM KIDMAN	6 OWEN ST, GOODWOOD	
IAN HARMSTORF	2 Owen St Goodwood.	
CHRISTINA HARMSTORF	2 OWEN ST. GOODWOOD	

NAME	ADDRESS	SIGNATURE
DION LIN	1 BOWEN ST GOODWOOD	
KEVIN O'CONNOR	3 OWEN ST GOODWOOD	
PATRICIA O'CONNOR	3 Owen St Goodwood	P O'Connor
Nick Papazacharoudakis	16A Owen St. Goodwood.	
MICAH ALLEN	20 OWEN ST GOODWOOD	
Wes Moyle	18 Owen Street Goodwood	
Cheryl Ross	18 Owen Street Goodwood	
Caitlin Moyle	18 Owen Street Goodwood	
Tiara King	17 Owen St Goodwood	
Marc Cesana	17 Owen St Goodwood	
Sonia Bavistock	8 owen St Goodwood	
Chris Bavistock	8 Owen St Goodwood	
Paul Piovesan	28 Albert ST Goodwood	
NICOLE ARGENT	4 ADA ST GOODWOOD	
SHANE RONETT	4 ADA ST GOODWOOD	
Michael EDWARDS	1/10 Ada St.	Goodwood.
Mary Kennedy	18 Ada St	Goodwood M. S. Kennedy
Brian Delaney	20 Ada St	Goodwood
Christina Ranio	13 Ada St.	goodwood
Kate Swann	112 Ada St.	Goodwood
NICK ANTONIS	5 Ada st.	Goodwood. N Antonis.
MARY KOLUSNIEWSKI	3 Ada St	Goodwood
ANTHONY CALES	6 ADA ST.	GOODWOOD
Michelle Cale	6 Ada St	Goodwood
Christie Church	26 Ada st	Goodwood

NAME	ADDRESS	SIGNATURE
Sue Church	2B Ada St. Goodwood	
Prue Alexander	2B Ada St Goodwood	
Jessica Cook	1A Ada St. Goodwood	
Gavin Malone	11 Owen st Goodwood	
Susan Schuller	11 Owen St Goodwood	
Diana Jukes	21 Erskine St	
Jeff Sharpe	" " "	
Minna Bradbury	24 Hardy St Goodwood	
Rosa Nathanael	Unit 1\15 owen st Gdwd	
Niko Kassias	6 Almond street "	
E. Nathanael	31 Weller st Goodwood	
John Fredrick Bradbury	unit 2 Victoria St	
Heather Brown	13 Owen St Goodwood	

PETITION TO ROAD CLOSURES.

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You have minimum access to these streets during peak hour already, at Mitchell Street and King William Road. Policing of these would resolve any problems and deter the 'rat-race' excess traffic, a far cheaper option than closures with fines paying for manning.

NAME	ADDRESS	SIGNATURE
A. Rossi	2 Gurr St. Goodwood 5034	A. Rossi
Y. Bevans	1 Gurr St Goodwood	[signature]
S. Bedrikovetski	3 Gurr St Goodwood	Bedrikovetski
I FULTON	7 GURR ST GOODWOOD	[signature]
G A RYAN	9 GURR ST Goodwood	[signature]
A. LONSDALE	11 GURR ST GOODWOOD	[signature]
C. Lonsdale	11 Gurr St Goodwood	[signature]
C. Christou	12 Gurr St Goodwood	[signature]
J. Damaras	8 Gurr Str. Goodwood	J. Dam[illegible]
S. Christou	12 GURR ST Goodwood	[signature]
Flora Andrellos	14 Gurr St. Goodwood	F.A.
Demetrios Christou	12 Gurr St. Goodwood	Demetrios Christou
Andriana Petrakis	39 Weller St. Goodwood	[signature]
CHRIS HARPAS	19 CALSTOCK Ave EDWARDTOWN	
A. Harpas	" "	A.H.
Cry[illegible] & Demetrios Christou	5 Gurr St. Goodwood	D. Christou
Julie McINTYRE	16 Gurr St Goodwood	[signature]
Jim TELFER	" "	[signature]
Caroline Holdt	1 Elizabeth St Goodwood	[signature]

NAME	ADDRESS	SIGNATURE
Anne Hall	19 Gurr St Goodwood	
BARRY MOAT	21 GURR ST GOODWOOD	
MAYDA ALEXANDRIDES	20 GURR ST GOODWOOD	
TRISH ROBERTS	22 GURR ST GOODWOOD	
BORIS PIKULIC	7 HARDY ST GOODWOOD	
GEORGE KAPANIRIS	16 OPHIR ST GOODWOOD	
Merrill Kent	15 Ophir St, Goodwood	
Zu Yao Chey	13 Ophir St goodwood	
Adam Sims	11 OPHIR ST GOODWOOD	
PAUL BRADLEY	9 OPHIR ST GOODWOOD	
Lizzie Bradley	9 ophir St, Goodwood	
Trudy Parry	7 Ophir St Goodwood	
Marcus Richardson	6 Ophir St "	
GRIER NEILSON	4 OPHIR ST GOODWOOD	
MIKE ROGERS	4 OPHIR ST GOODWOOD	
M. Karlsson	3. OPHIR Goodwood	
P HOLST	1 ELIZABETH ST GOODWOOD	
Phil Bentley	3 Elizabeth St Goodwood	
JIM LAZAROVICH	5 ELIZABETH ST GOODWOOD	
Aidan Roach	8 Louisa St Goodwood	
MICHAEL FLAHERTY	9 LOUISA ST GOODWOOD	
Louise Flahy	9 Louisa St Goodwood	
SIMON WOODBURN	11 Louisa St Goodwood	
C KEIGHLEY	13 LOUISA ST GOODWOOD	
D Keighley-Jones	13 Louisa St Goodwood	

NAME	ADDRESS	SIGNATURE
Ben Saxon	22 Louisa St Goodwood	
James Victorsen	3 Boffa St, goodwood	
Nick Korsanos	9 BOFFA ST goodwood	
Bernadette Bound	12 Boffa St Goodwood	
Don MCMASTER	6 BOFFA Goodwood	
Sonia Harris	27 Elmo Ave, Wellhouse	
LES HARRIS	27 ELMO AVE WESTBOURNE PARK	
Marie Widera	16 Owen Street Goodwood	
Jeff Widera	16 Owen St. Goodwood 5034	

PETITION TO ROAD CLOSURES.

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NAME	ADDRESS	SIGNATURE
TENAYHA SMITH	30 POZNAN CRES, HACKHAM WEST	
Erin Russell	295 Young St, Wayville.	Erin Russell
LINDA ZELHORN	4 CRANBROOK AVE MITCHAM	

DEPUTATIONS

TITLE:	DEPUTATIONS
ITEM NUMBER:	583
DATE OF MEETING:	12 SEPTEMBER 2016
ATTACHMENTS:	NIL.

Deputations from:

Mr Robert Adkin
Millswood Croquet Club Inc

Mr Nicholas Meiers
Millswood Bowling Club

Jutta Galbory
Resident of Millswood Crescent

DECISION REPORT

REPORT TITLE:	MILLSWOOD SPORTING COMPLEX – DETAILED DESIGN OF BOWLS & CROQUET
ITEM NUMBER:	584
DATE OF MEETING:	22 AUGUST 2016
AUTHOR:	JOHN WILKINSON
JOB TITLE:	SPORT AND RECREATION PLANNER

1. EXECUTIVE SUMMARY

Following the development of the Goodwood Oval and Millswood Sporting Complex Improvement Plan in August 2014, Council endorsed an allocation of $50,000 in the 2015/16 budget for the detailed design of a revised layout of the bowls and croquet areas, as endorsed in the Improvement Plan.

During the development of the detailed designs, the Millswood Bowling Club withdrew its initial support for the endorsed Improvement Plan, advising that due to recent increased growth at the club, the endorsed plan no longer meets their needs. The position of the Millswood Croquet Club has not changed and they continue to support Council's original layout plan.

Following consultation with the two clubs and a review of possible layout options, a revised layout plan has been developed that complies with the standard playing area dimensions for both sports, as well as providing benefits for the community. However, Millswood Bowling Club still has concerns with this revised plan.

This report presents the revised layout plan to Council; however, through further consultation with both clubs, it has become clear that full agreement on this cannot be achieved. Consequently, it is suggested that the project now focus on building upgrades and leave the existing layout as it is.

2. RECOMMENDATION

That:

1. The report be received.

2. No further action be undertaken at this time regarding changes to the layout of the sports playing areas and recreation areas at Millswood Sporting Complex.

3. Commence design work for upgrades to the existing bowls and croquet buildings (including opportunities for shared facilities) and surrounding areas, based on the current layout of playing areas.

4. Discussions commence with user groups on funding contributions towards any upgrades.

5. The community and Clubs be advised of the Council's decision.

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1. RELEVANT CORE STRATEGIES/POLICIES

Undertaking master planning of Goodwood Oval and Millswood Sporting Complex is a specific action within Council's 4 Year Plan and directly aligns to the strategic outcomes of our Community Plan 2033, primarily to support the objectives of the *Living: Our Path to a Thriving City* theme.

The improvement of Council's sport and recreation infrastructure, including Millswood Sporting Complex, is also identified in a number of key Council strategies and plans, including (but not limited to):

- *Living Well* – The Regional Health Plan for the Cities of Unley and Mitcham
- *Living Active,* Sport and Recreation Plan 2015-2020, City of Unley
- Open Space Strategy, City of Unley
- Disability Action Plan, City of Unley
- Asset Management Plans.

2. DISCUSSION

Background

The goal of this project is to enable Council to strategically plan for future improvements at the Millswood Sporting Complex, as well as to seek external funding as opportunities arise. This project is focussed on the bowling and croquet facilities at the complex, and an overview of these groups is as follows:

Millswood Bowling Club

- Established in 1921
- 112 social bowlers (at capacity on Thursday nights during summer season)
- 48 pennant bowlers (Wednesday and Saturday during summer season)
- Approximately 100 people attend social nights every Friday during summer season
- Current lease for the bowling greens and building until August 2019.

Millswood Croquet Club

- Established in 1922
- 76 playing members
- Croquet activities held six days per week during summer and five days per week during winter
- Current lease for the croquet lawns and building until November 2018.

Planning for future improvements at Goodwood Oval and Millswood Sporting Complex has been guided by an Improvement Plan, endorsed by Council in August

2014, along with a Staged Implementation Plan, endorsed in April 2015. As a result of the Staged Implementation Plan, Council recommended the following:

> *"3. Detailed designs to support the future facility upgrade requirements for Millswood Bowling Club and Millswood Croquet Club proceed."*

An amount of $50,000 was allocated in the 2015/16 budget for undertaking a detailed design, which was based on the layout plan recommended in the Improvement Plan (Attachment 1 to Item 584/16). The original layout plan is included on page 69 of the Goodwood Oval and Millswood Sporting Complex Improvement Plan.

Attachment 1

The existing layout of the croquet and bowls facilities is shown as an aerial image in Attachment 2 to Item 584/16.

Attachment 2

The original layout plan involved the inclusion of a new fourth full-size croquet lawn, responding to the growth in this sport and increasing membership of the Millswood Croquet Club, as well as the installation of a new synthetic lawn bowling green, with a reduction from 14 rinks (currently) to 10 rinks.

The original layout plan was developed in consultation with the sporting clubs located at Millswood Sporting Complex and the local community during early 2014, with both the bowling and croquet clubs providing letters of support for the proposed layout plan. The rationale for the original concept is outlined in further detail in the Improvement Plan on pages 43 to 71.

Subsequently, as the detailed design project progressed, it has become apparent that the Millswood Bowling Club no longer supports the recommendation for a reduction to their existing greens. This is primarily due to a growth in participation and patronage at the club over the past two years.

During these discussions, the Administration reiterated the position of Council and the level of research and consultation that occurred to develop the informed, evidence-based recommendation. However, the club feels that they were consulted when they were experiencing a difficult financial period (March 2014), and have since improved their financial position through increasing patronage in their social bowls and meals programs.

While they were previously supportive of the original layout plan, the bowling club now advise that they require two square greens to be able to sustain their recent growth. They also no longer support a synthetic green, but rather request two natural turf greens.

The position of Millswood Croquet Club has not changed as they are seeking a new fourth full-size lawn as identified in the original layout plan. This position is also supported by the Improvement Plan (2014) and Croquet SA, as the club is growing, and the nearest croquet club's catering for competition play are at Holdfast Bay, Marion and in the CBD (on Hutt Road).

Revised Layout Plan

In order to strengthen future funding opportunities, it is important that the proposal developed is supported by all users and demonstrates maximum community benefit. Therefore, given the bowling club's changed situation, further investigation has been conducted to determine if a compromise could be achieved that would enable the retention of two bowling greens and provision of a new fourth full-size croquet lawn, as well as improvements for public access and recreation.

Following consultation with both clubs and a review of options with the aim of achieving a compromise, a revised layout plan has been developed (Attachment 3 to Item 584/16).

Attachment 3

Bowling Greens

The revised layout plan shows the relocation of the bowling greens to the east, with one green located directly north of the existing building ('A Green') and one to the east of the building ('B Green'). The plan also identifies a fourth full-size croquet lawn located next to the existing lawns, as well as changes to public open space and vehicle and pedestrian access.

Under the revised layout plan, the size of the 'A Green' is not significantly reduced (a small reduction of 150mm to the north-south length and a reduction of 400mm to the east-west length).

The size of the 'B Green' has been reduced by 1.65 metres along the north-south length. There is no change to the east-west length, however this is based on the 'chamfering' of the north-east and south-east corners of this green, which is similar to the existing design of this green. It should be noted that the dimensions shown in the revised layout plan are the maximum permissible within the site if vehicle and pedestrian access to the Belair train line and Millswood Lawn Tennis Club are to be retained, and also to meet disability access guidelines for the bowling and croquet clubs.

Through consultation with the bowling club, both greens have been designed to be square (rather than rectangular), to enable play in both directions (north-south and east-west) with a 200mm width 'ditch' around the perimeter of both greens. At the request of the bowling club, it is proposed that the greens have a natural turf playing surface, rather than synthetic turf.

It is intended that the design of the buildings, recreation areas and vehicle and pedestrian access will be undertaken once a layout plan has been finalised. This will include considerations such as the interaction between buildings and playing areas, disability access, internal building layouts and interactions between vehicles, pedestrians and bowls participants. Consideration will also be given to landscaping to ensure the design addresses principles relating to Crime Prevention through Environmental Design.

Considerations of Revised Layout Plan

The inclusion of a fourth croquet lawn will result in the unavoidable loss of a large Norfolk Island pine tree, as well as approximately five other Jacaranda trees. As part of the upgrades, new vegetation and trees would be planted, in keeping with the site and local streetscape.

The revised layout plan also proposes the relocation of the 'B Green', as well as the shared road and car parking into 1/18A Millswood Crescent, known as 'Millswood Park'. While improved access and public recreation facilities are provided in other areas, this will result in a slight reduction of overall public recreation space at Millswood Sporting Complex. Whilst a detailed study on the use of Millswood Park has not been undertaken, anecdotal evidence suggests it is highly valued by the local community.

The existing shared vehicle and pedestrian access has also been relocated to the south-eastern boundary of the complex, and up to 21 off-street car parks (an increase of 13 car parks) have been provided for. The existing road and pathway also enables public access across the Belair train line and the Administration will liaise with relevant authorities on the further detailed design of these areas.

The Administration is also aware that the resident at 18 Millswood Crescent is concerned with the proposed impact on Millswood Park. It is recommended that consultation with this resident, as well as the broader community, be undertaken as part of any further detailed design.

Club Feedback

Millswood Bowling Club

While the reduction in size of the greens complies with the *Bowls Australia Construction Guidelines (2011)*, feedback from Bowls SA acknowledges that the site is limited in its development potential and that efforts have been made to accommodate user groups. Bowls SA also observes that ideally, the facilities at Millswood Sporting Complex would be co-located together, however the Improvement Plan (2014) indicated that this would be a difficult proposition.

A key observation of both Bowls SA and the Millswood Bowling Club is the impact the revised layout plan would have on current and future participation, as well as the club's ability to attract and host tournaments (at the State, national or international level). A written submission from Millswood Bowling Club is included as Attachment 4 (to Item 584/16).

Attachment 4

The *Bowls SA State-wide Facilities Audit & Master Plan (2014)* identifies a number of facilities as 'metro regional facilities', where investment should be focused to hold regional tournaments. One such facility is the Clarence Gardens Bowling Club, which is located approximately 2km from Millswood Bowling Club. Millswood Bowling Club is identified as a 'district facility' and it could be viewed as unlikely to be a priority venue for future higher level tournaments.

The relocation of ‘B Green’ is also a matter of concern for the Bowling Club, who have indicated that it would impact the social interaction of participants. While this is a matter for consideration, a review of other facilities in metropolitan Adelaide indicates that this layout is not uncommon.

Millswood Croquet Club

As previously stated, the position of Millswood Croquet Club has not changed and they have also provided feedback on the revised layout plan (Attachment 5 to Item 584/16).

Attachment 5

Feedback from other Clubs and Adjacent Residents

To inform further decisions on the next steps of this project, feedback on the revised layout was requested from other clubs at Millswood Sporting Complex and residents living directly adjacent to the site. A summary of this consultation is provided in Attachment 6 (to Item 584/16).

Attachment 6

At the time this report was written, responses from the other clubs at Millswood Sporting Complex have not been received. Should this project continue, engagement with these clubs and the wider community will continue.

Project Cost

The total estimated cost provided by a Quantity Surveyor (QS) for the original layout plan developed in 2014 was $3.177m, which does not include improvements to the Millswood Lawn Tennis Club or the South Australian Society for Model and Experimental Engineers facilities.

Whilst project staging opportunities are limited, building and lighting improvements could be undertaken at a later stage, which would further reduce the cost of changes to the playing areas, car parking and pedestrian areas.

A summary of the cost estimates provided by the Quantity Surveyor in 2014 for the original layout plan is as follows:

- Synthetic (10 rink) bowling green - $540,000
- New (fourth) croquet lawn - $60,000
- Bowls building upgrade - $771,000
- Croquet building upgrade (likely to be a new building) - $126,000
- Community plaza - $390,000
- Car parking - $144,000

The Croquet Club has indicated they would be in a position to contribute financially, however formal discussions and agreement on funding contributions have not yet occurred with either club. It is suggested that these discussions now commence.

It should be noted that the proposed upgrade to the building currently leased by the bowling club is one of the more expensive items. The upgrade does however, create opportunities for shared-use (by the croquet club and other groups).

If a shared-use approach cannot be achieved and the main building continues to primarily be used and managed by the lawn bowls club, it is suggested that limited upgrades occur to the building for the short to medium term, such as improvements to kitchen, heating and cooling, and toilet facilities. This will need to be a key consideration if detailed design is to progress on this building.

Construction of turf greens may be more expensive than a new synthetic green, as industry advice has recommended new bowling greens be constructed 'from scratch', to ensure correct levels are obtained and the quality of turf is consistent. Further information from a cost consultant will need to be obtained once further detailed design is undertaken.

Summary

The revised layout meets the requirements for standard playing area dimensions for bowls and croquet. Consequently, an option that meets a range of users needs may attract external funding.

However, after considering the feedback on the revised layout plan from both clubs, it is clear that full agreement on all aspects of the plan has not been achievable, primarily due to the bowling club's desire to grow their social patronage and not impact their capacity to host tournaments in the future. Whilst the club is unlikely to host higher level tournaments, consideration should be given to the overall project cost and benefits for all stakeholders. Nevertheless, it is clear at this stage that a layout cannot be achieved that will satisfy both club's wishes.

Council may therefore choose to retain the current layout of the bowls and croquet playing areas, and focus on other improvements at the complex to benefit the user groups and the wider community, including the buildings, car parking and surrounding areas. There may be an opportunity to revisit the layout of playing fields as part of future lease negotiations. The current budget for the design project can be used to complete this design work, and there are opportunities to investigate shared facilities (such as toilets) in any future building upgrades.

3. ANALYSIS OF OPTIONS

Option 1 – No further action be undertaken at this time regarding changes to the layout of the sports playing areas and recreation areas at Millswood Sporting Complex. Commence design work for upgrades to the existing bowls and croquet buildings and surrounding areas, based on the current layout of playing areas. Discussions commence with user groups on funding contributions towards any upgrades. The community and the clubs be advised of the Council's decision.

This option will result in no further work being undertaken to reconfigure the bowls and croquet playing areas, and will not enable the inclusion of a fourth new croquet

lawn at this time. It should be noted that the revised layout design could be revisited at a future time as opportunities arise.

The project will now focus on design work to improve the existing bowls and croquet buildings, which will include opportunities to increase community usage and improve surrounding areas, access around the buildings as well as car parking. The current budget allocation for the overall detailed design project will be used to focus on the design work. Following the completion of this design work, it would then be brought back to Council for consideration, before further community consultation and detailed design is undertaken.

One of the goals of undertaking this work was to have 'shovel ready' plans if a grant funding opportunity arose. As full agreement from the user groups and residents has not been achieved on the playing area layout, a focus on building upgrades and surrounding areas is a suitable compromise that will benefit both users and position Council to apply for external funding.

A disadvantage is that this option will not enable construction of a fourth croquet lawn at Millswood Sporting Complex.

Option 2 – The original layout plan endorsed in 2014 (recommendation 2 of Item 1217/14) be revoked and the revised layout for the bowling greens and croquet lawns (Attachment 1 to Item 584/26) be endorsed. Discussions commence with user groups on funding contributions towards any upgrades. The community and the clubs be advised of the Council's decision.

Advantages of this option:

This option complies with the playing area guidelines for both bowls and croquet and creates the opportunity for a holistic upgrade of the Millswood Sporting Complex, including:

- Two new bowling greens
- A fourth full-size croquet lawn
- Improvements to the existing bowling club building layout, including improvements to bar, kitchen, dining, storage and toilet areas
- Improved access through the site for both vehicles and pedestrians, as well as improved access for people with a disability
- Increased off-street car parking
- Improvements to public recreation areas (although the details are yet to be determined)

Detailed design will provide further information regarding costs, and will enable applications for external funding. While the Bowling club do not fully support this option, this option provides two greens that comply with standard playing area dimensions, albeit with one green being a slightly reduced area.

The concerns from the Bowling Club regarding their capacity to host future tournaments are noted, but need to be balanced with the fact that other facilities in the area may be better placed to do this.

Disadvantages of this option:

Millswood Bowling Club has expressed that they do not fully support this option. Given the opposition to this plan from the bowling club, Council's ability to attract external funding would be significantly reduced.

While it is minimal, the length of both greens is reduced, with the greatest reduction being 1.65 metres along the north-south length of the 'B Green'. The greens are also not adjacent to one another, which may impact social interaction between participants.

The revised layout plan also has an impact on the vacant land known as Millswood Park, resulting in significant changes to the current configuration of this park. It also results in the loss of five trees.

Option 3 – Do not endorse the revised layout option and continue with the original layout plan identified in the 2014 Improvement Plan.

The original layout plan was developed through community engagement and received support from all user groups, with the exception of the bowling club. This option does not meet the needs of the Bowling club, nor allow for their anticipated growth. Given the opposition to this plan from the bowling club, Council's ability to attract external funding would be significantly reduced.

Option 4 – No further action on this project be undertaken.

As noted in previous reports, this project is envisaged to be progressed at a future time when funding becomes available. It is noted that there may well be a degree of scepticism that funding will ever become available given the current condition of the Federal and State budgets. However, not undertaking any further action is likely to diminish the case for external funding if it becomes available.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 Financial/budget

Undertaking master planning for the Goodwood Oval and Millswood Sporting Complex Improvement Plan is a specific action within Council's 4 Year Plan. In its Long Term Financial Plan, Council has notionally allocated $500K in 2019/20 and $500K in 2020/21 for implementation of the Goodwood Oval and Millswood Sporting Complex Improvement Plan.

To date, approximately $20,000 has been spent on detailed design in 2015/16, with $45,000 spent on developing the Improvement Plan in 2013/14. While the development of the revised layout option has added an additional $5,000 to the budget, the consultant has advised they are confident that the remainder of the detailed design project can be completed within the current budget (depending on Council's preferred direction and the scope of the project). Further community engagement in relation to building upgrades can be undertaken within existing budgets.

It is important to note that some actions may be implemented using planned capital replacement funding, such as playground replacement, and other projects may be completed with combined Club and grant funding, such as internal building improvements. Implementation of the Improvement Plans for both complexes will need to be considered against other Council priorities and as external funding opportunities become available.

As outlined in previous reports to Council regarding sport facility upgrades, there are several precedents and various financial models that have been used for major upgrades at other Council owned facilities (e.g. Unley Oval). These models can vary, but typically clubs contribute up to a third of the total cost.

It is therefore suggested that discussions commence with user groups and other external funding bodies regarding the potential improvements at Millswood Sporting Complex.

Additionally, since the Improvement Plan was endorsed in August 2014, it should be noted that Millswood Croquet Club has invested in various improvements, including new fencing along the western boundary, enabling the provision of a third full-size lawn.

5.2 Legislative/Risk Management

Any legislation and risk implications will be considered as part of the development application and construction process. Should Council invest in any building improvements at Millswood Sporting Complex, consideration should be given to planning controls relating to the site.

The site is located within the Residential Historic Conservation Zone where the primary purpose is the retention and conservation of existing contributory dwellings. This zone also recognises the existence of community facilities and there is potential for a reasonable expansion of existing community facilities. Planning considerations will be worked through during further detailed design.

Under the *Local Government Act 1999,* Council may revoke a previous endorsed recommendation (the original layout plan for Millswood Sporting Complex) and endorse an alternative recommendation.

5.3 Stakeholder Engagement

Extensive stakeholder and community engagement was undertaken as part of the development of the Improvement Plan (in 2014) and both clubs have been consulted as part of the development of the revised layout plan.

Consultation with directly affected stakeholders, including other clubs at Millswood Sporting Complex and residents living adjacent to the site, was undertaken during August 2016. It is proposed that community engagement be undertaken as part of any further detailed design; however, consideration must be given to any future changes the project may experience.

6. REPORT CONSULTATION

This report has been developed in consultation with the General Manager Community and General Manager Economic Development and Planning, Group Manager Governance, Manager Finance and traffic staff.

7. ATTACHMENTS

1. Layout plan as shown in the Goodwood Oval and Millswood Sporting Complex Improvement Plan (August 2014).
2. Existing layout of croquet and bowls facilities.
3. Revised layout plan (September 2016).
4. Feedback from Millswood Bowling Club.
5. Feedback from Millswood Croquet Club.

8. REPORT AUTHORISERS

Name	Title
Megan Berghuis	General Manager Community
David Litchfield	General Manager Economic Development & Planning
Peter Tsokas	Chief Executive Officer

Millswood Sports Complex
Key Moves

Key Moves

1. Storage sheds & bins relocated to create a Community Piazza linking the existing community club facilities, and with direct street frontage. Accessible parking and service vehicle parking is also included in this shared use zone, as well as a canopy structure adjacent the croquent club
2. New full size (32m x 25.6m) croquet lawn developed with adjacent sheltered spectator areas and night time lighting
3. Upgrade of bowling green to a synthetic surface with 10 rinks (each 4.5m wide) and new lighting for night use.
4. Building expanded to include relocated bowling storage/maintenance facility and toilet facilities
5. Upgrades to existing building including bowling club, kitchen, new entrance, glazing/ access improvements to establish shared use functionality
6. Removal of fencing to street front and development of pedestrian forecourt outside new building entrance including drop off/pick up (short term) parking, bicycle parking and landscape
7. Longer term expansion of community facility to accommodate growth of Croquet Club including club space with access to kitchen and toilet facilities
8. Upgrade of existing Croquet Club building to meet standards, and relocation of maintenance shed. Potential for future commercial re-use of the croquet club in longer term (eg. cafe open to the public and clubs)
9. Community park and playspace with Millswood Crescent street frontage. Potential for incorporation of an open community garden/ productive landscape.
10. Internal road and parking replaced with open space for club and community use (spectators/ events) including sheltered viewing areas and the potential for tiered/stepped seating facing the new croquet lawn
11. New car park to back of site with approximately 21 spaces
12. Improved pedestrian and cycle access from railway crossing
13. Resurfacing of informal lawn tennis club car park
14. Improvements to the outdoor area adjacent the Lawn Tennis club
15. Redesign of the northern extent of SASMEE to incorporate a new workshop shed and improved car parking

Legend

- community piazza
- play space
- new tree planting & community open space
- existing trees retained
- proposed extension to community facility
- existing community building facility
- shelter structure

scale 1:1000 at A4

0 10m 20m 30m

Attachment 1

Millswood Sporting Complex - Existing layout

Lawn tennis club

Lawn tennis parking

quet club - 3
ns

Croquet parking

Bowling club - 2 greens

Bowls parking

Vacant land - currently a public park

UNKNOWN

MILLSWOOD

MILLSWOOD CRESCENT

18E

18C

18D

12

10

18

29

27

25

23

EXISTING TENNIS COURTS

EXISTING CAR PARKING

EXISTING EASEMENT

EXISTING BOWLING GREENS DASHED

TRAIN CROSS OVER

NEW SHED 15m²

CROQUET LAWN

CROQUET LAWN

CROQUET LAWN

CROQUET LAWN

CROQUET PLAZA

MAINTENANCE ACCESS

CAR PARKING

BOWLING GREEN A

MAINTENANCE ACCESS

BOWLING GREEN B

EXISTING CROQUET CLUB

EXISTING BOWLING CLUB

OUTLINE OF 34.5m x 34.5m BOWLING GREEN SHOWN DASHED

M I L L S W O O D C R E S C E N T

EXISTING VEHICLE ACCESS DASHED

SHARED ZONE

COMMUNITY PARK

VEHICLE & PEDESTRIAN ACCESS

ACCESSIBLE CLUB ENTRY

80m² POTENTIAL NEW BUILT FORM

PLAZA + ENTRY IMPROVEMENTS

NEW SHED 12m²

200m² POTENTIAL UPGRADE TO CROQUET CLUB IN THE FUTURE

EXISTING TREES TO BE DEMOLISHED

EXISTING TREES TO BE RETAINED

NEW TREES

<INSERT CLIENT LOGO HERE>

SITE PLAN - OPTION 2A

Millswood Sporting Complex

Status:

Path: C:\Users\cedwards\Documents\31639 - Millswood Sporting Complex_CENTRAL_cedwards.rvt

Scale: 1:200 @ A1

0 16

© Hames Sharley:

North:

Project Number: 31639
Drawing Number: SD03
Revision: C
Date: 12/08/16

Hames Sharley

Attachment 4

MILLSWOOD BOWLS CLUB

RESPONSE TO 'PROPOSED' MILLSWOOD SPORTING COMPLEX REDEVELOPMENT

BACKGROUND

The Millswood Bowling Club ("MBC") was established in 1922 and has occupied the current site at the Millswood Sporting Complex since that time.

Over the last two years the MBC has witnessed a significant increase in club membership, engagement with the local community, and an expansion in the club financial operations.

In the coming 2016/2017 summer season the MBC will field three pennant teams (involving 48 club members) in the Saturday and Wednesday pennant competition.

The Thursday night "Night Owls" social bowls will commence again in September and the competition has had to be capped at 28 teams (four members per team – 112 players on the night). Last season there were another 8 teams on the Night Owls waiting list.

The summer pennant season, including the Night Owls competition, involves MBC members from Wednesday to Saturday.

Given the strong social demand to participate, MBC plans to extend Night Owls to Wednesday night based around the exciting new format 'Jack Attack'.

On Friday nights the club is open to the local community to drop in for a meal. Families bring their children who are able to play on our greens. On average the club provides an average of 100 meals.

The MBC clubrooms are also available for hire for various social functions.

Over the last twelve months the MBC committee of management oversaw a capital improvement plan which includes:

- New fridge/freezers in the kitchen
- Two new ovens
- New commercial grade flooring for kitchen
- New screen door for kitchen
- New crockery
- Electrical lighting upgrade
- New pool table
- Upgrade of outdoor furniture
- Improved water management system for greens
- New plasma television
- New sound system and microphone
- Information technology software upgrade

Over the 2015/2016 season the MBC enjoyed support as major partners from the Goodwood Park Hotel; Bendigo Bank; SA Waste Management; and Oreo Builders.

RESPONSE

The MBC is opposed to any loss of, or change to, the current two green layout.

MBC believes the greens must continue to be aligned north-south for the following reasons:

- The need to play east-west to allow wear to be spread across the greens surface.
- Periods in any season when greens need to be rested
- Occasions when more than one team plays home

The lawn rinks add to the unique character of the MBC and the committee of management believes they are a significant attraction to the strong demand for the Night Owls social bowls competition.

As with other bowls clubs which have increased their focus on community and social engagement, the committee of management believes the influx of new club members via the Night Owls social competition will assist in attracting players to the various pennant competitions.

The MBC also believes the club's facilities need to be maintained and improved to meet what is likely to be significant ongoing community demand for access to recreational and sporting lawn bowl facilities in the City of Unley Council area. Given what the MBC understands is future projections for community involvement and participation in lawn bowls, any reduction in the club's current greens size and layout will likely lead to a longer term problem for the City of Unley Council and be difficult, if not impossible, to respond to and manage.

The MBC also understands that the City of Unley Council has received significant levels of local community support for the current operations and facilities the club has to offer.

The MBC does not support any change from the current layout of the greens. The current layout is well connected for player/people flows and for spectators to watch the competitive or social bowling with easy access to the clubroom facilities. The MBC is concerned that any change to this will result in a loss of amenity for club members and community usage.

In addition, the MBC is of the view that the disruption likely to be caused to the operations of the club as a result of any significant works to be carried out could seriously undermine the dramatic improvements to the operations and viability of the club achieved through the hard work of the committee of management and club members over the last three years.

While not supporting changes to the playing facilities the MBC committee of management would welcome the City of Unley Council agreeing to a schedule of capital works to improve and enhance the current clubroom facilities.

MILLSWOOD INFORMATION:

5 years to present.

78 financial members. 70 who are registered with peak body and are playing members. Besides the 8 Social Members, we have a handful of regular visitors, mostly partners of playing members.
M/ship numbers (GC) increased by over 50%.
M/ship drive in 2015 increased AC players by 40%.

Mondays all day:	personal practice around lawn maintenance program.
Tuesdays:	9.30am to 1.00 pm AC.
	1.00pm to 4.30pm GC.
Wednesdays:	GC singles practice session 10.00am to 12.00pm
	AC coaching session 10.00am to 12.00pm plus continued personal practice.
Thursdays:	9.30am to 12.30pm GC.
	1.00pm to 4.00pm practice sessions.
Fridays:	personal practice around lawn maintenance program to 5.00pm.
	Daylight savings only Wine Down GC social croquet.
Saturdays:	9.30am to 12.30pm GC.
	12.30pm to 1.00pm all club sausage sizzle.
	1.00pm to 1.30pm all club meeting.
	1.30pm to 4.00pm AC.
Sundays:	10.00am to 12.00pm GC training session.
	2.00pm to 4.00pm all club /visitors social afternoon.

Other programs slotted between club fixtures (of high importance):

January Tournament. AC & GC throughout the month except for Sundays and Mondays.

Pennants involving over 30 members are played Mon. Tues, Wed. Thurs. nights, plus;-

Spring Pennant comp. (night matches) 4 Home & away teams.20 GC members

Winter Pennant comp. (daylight) 3 Home & away teams. 20 G members.

Autumn Pennant comp. (night matches) 4 Home & way teams. 28 GC members.

Weekend Pennants – HQ. about 55 members.

Millswood currently fields 21 pennant teams in various competitions through-out the year, involving about 60 members. As two lawns are required per pennant match, we are restricted to enter more teams without an additional lawn.

One 18 y.o. member practices 6/7 days a week and is now one of SA's top players. Other members practice outside of formal practice/training times to improve themselves as witnessed by many club pennants and personal awards.

Club contests the annual City of Unley Challenge Shield between Millswood and Hyde Park Croquet Clubs.

Hosts annual friendly day with south Terrace Club plus two inter- club social days for visitors only.

Millswood C.C. is arguably one of the top 4 croquet clubs in SA.

Club boasts accredited coaches and referees, sound governance, financial procedures, plus a dynamic management plan.

Attachment 6

COMMUNITY Engagement SUMMARY REPORT

Millswood Sporting Complex Local Resident Consultation

John Wilkinson
Sport & Recreation Planner

September 2016

THE CITY of Unley

Contents

INTRODUCTION

The purpose of this report is to provide details of consultation with local adjacent resident regarding the revised concept for Millswood Sporting Complex.

1. BACKGROUND

Plans for the upgrades of the bowls and croquet facilities at Millswood Sporting Complex were prepared and endorsed by Council in August 2014 as part of an overall Improvement Plan for Goodwood Oval and Millswood Sporting Complex.

Due to various factors, including increases in participation at the bowling club, a revised layout option has been prepared for consideration by Council in September 2016.

The engagement program was aimed at residents living adjacent to Millswood Sporting Complex, to gain an understanding of their views when presenting the revised layout to Council in September 2016. It was made clear to residents that further consultation would occur as part of the detailed design process, to a wider catchment area.

2. CONSULTATION METHODOLOGY

Community consultation was undertaken from 9 August until 18 August 2016 and was aimed at residents living adjacent to Millswood Sporting Complex. Letters were hand delivered to residences and emails were sent to SASMEE and Millswood Lawn Tennis Club seeking feedback. The households consulted were between (and including) nos. 15 and 31 Millswood Crescent.

3. FINDINGS & RESULTS

Responses were received from three households. Each of these households was not in support of the revised layout. At the time this report was written, responses from SASMEE or Millswood Lawn Tennis Club had not been received.

A summary of the responses is as follows:

- The proposed driveway would be directly opposite our driveway which then has a glass door into our family room. This would mean that at night we would have car lights shine directly into our house when people are leaving.
- Concerns about the train crossing change. My children and I use this crossing and it is already dark, but the line of sight helps me as I cross towards Millswood Crescent. The proposed change would greatly concern me as this line of sight would be lost.
- Whilst we appreciate some elements of the design, we query the overall need for the major changes proposed, the cost involved and in the light of potentially changing club fortunes and membership. You have mentioned the changing numbers of the bowling club in recent times, as an example.

- Acknowledge that Council (and all levels of government) should be working to provide appropriate sporting facilities within the community to encourage an active opportunities at all levels.
- The Lawn bowls and Croquet do seem to target the more mature members of our community and active aging is important. The issue is that the proposal will take away general use community space that we as a community fought to retain many years ago; the reasons for keeping the space are the same. I note that the correspondence from the Council indicated that the space is only used by dog walkers – but that is not true.
- Yes there are significant numbers of people who bring their dogs there for a run; but there are also people who come and use the space for playing cricket, footy and also general fitness. There are also many kids who come across on the Friday evenings and use the space to run around whilst their parents are having a meal and playing social bowls.
- If this space was taken for use by the bowling club the use of the land is for a single specific purpose – not general use. It also means that the local people in the area are prevented from using it and instead people who are not necessarily in the local area or evening local council area get use over the facility and the locals lose out on an everyday basis.
- In terms of the change of use, I am concerned that the space will be provided to the bowling club when we hear that their numbers have dwindled over the years and that it is the social bowls that is the driving force for keeping them financial. It concerns me we hand over valuable space to a group that may not be able to use it to full effect and only a few times a week, whilst the locals miss out.
- I am aware that the croquet club seems to be going strong and that there is more likely a need for more space to accommodate the numbers. However, once again this is for a specific group of people, who may or may not be local people or live in the local area. I do believe that they do need an investment in their club facilities as they are not adequate – but concerned about local loss of space.
- We believe the existing layout can be enhanced, through solutions relating to landscaping, paving, fencing, lighting and the buildings, without the need to alter the overall layout.

- Loss of local general space; to single use only for a small demographic, and the proposal does look croquet-centric.

- Train crossing access
    - the line of sight will be removed having implications for safety of people using that pathway (pedestrians and cyclists – of all ages), especially in the evening walking along the dark areas and along a more closed space; it is a very popular walk area and changing the flow will have implications for access;
    - there will be will be mixed traffic and pedestrian use (which can be dangerous), at the moment although there is an area where cars and pedestrians do cross, this is not as complex as the proposed route where more cars will be using the space and reversing into the walking space

- Car/pedestrian changes
    - Moving the driveway and path to the train line will have significant noise implications for the direct neighbours.

- We find as neighbours directly across from the driveway that when social bowls is on and when there are parties, on that the is significant noise from cars leaving the site – many driving off too fast for the speed limit; last year I got so sick of this that I called the police to monitor the area due to the number of screeching cars leaving the area on a bend.
- Due to the nature of the bend in the road the line of sight is limited for cars leaving the facility; where the proposed new driveway is, there is also a very large stobie pole at that entrance which could be dangerous for cars leaving and having to come out further than usual to be able to see oncoming traffic; it also creates a tight turn into the facility.

- Noise
  - With the addition of the bowling green to the Millswood Park, this will have significant noise impacts on the residents directly located adjacent to the bowling club. At the moment with the main greens being directly in front of the clubhouse this mitigates the noise levels. If for the Night Owls and for the private hire of the facilities for celebrations that the bowling green allocated on the Millswood Park area this will create significant sound/noise implications for residents as there is no solid barrier to reduce the noise.
  - We find that we can manage the noise levels at the moment, but if use of the secondary space this would not be manageable. Already when patrons leave we hear their voices and shouting; for the late night events we have had buses idling out the front of our house for 30 minutes or more around midnight and drunken patrons screaming at the top of their lungs. On several occasions over the years we have had to go across to the bowling club and ask them to keep the noise down. I would not support the use of the proposed new bowling green for evening functions.

- Parking
  - With an increase in the facility capacity this will have implications for parking in the area for residents. So along with the croquet club and bowling club we also have SASMEE, so at times it can get very busy with lots of kids around. How will the Council manage this to reduce the impact on residents?

- Lighting
  - At the moment both the current bowling greens have lighting. With the new bowling green would lighting be included? If so, this will have implications for our property and the property adjacent to the greens.
  - With changes to the pathway to cross the train line and the change of the line of sight this will be very dark and eerie at night without any lighting – plus safety if cars are using the space. With lighting for this area this will impact on the adjacent neighbours as well.

- Community Fig Tree
  - The current fig tree on the corner of the Millswood Park is an amazing provider for the community, and a local institution. When in fruit it is frequented and used by many people in the area just walking by and picking the figs. It would be a sad loss if this was removed.

4. CONCLUSION

In summary, the engagement demonstrated that the participants generally do not support the proposed revised layout. Some respondents indicated concern over the potential cost of the upgrades, and the potential lack of community benefit. All comments provided as part of this engagement will be considered and presented to Council to assist further decision making.

DECISION REPORT

REPORT TITLE:	HIRE OF COMMUNITY CENTRES AND TOWN HALL FEE DISCOUNT POLICY
ITEM NUMBER:	585
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	REBECCA COX
JOB TITLE:	TEAM LEADER COMMUNITY CENTRES

1. EXECUTIVE SUMMARY

The purpose of this report is to seek Council endorsement to revoke the existing Hire of Community Centres Policy (2008) and Hire of Civic Centre and Town Hall Policy (2007) and to replace these with an updated and combined 'Hire of Community Centres and Town Hall Fee Discount' Policy.

The revised Hire of Community Centres and Town Hall Fee Discount Policy provides hirers with a clear and equitable framework for the application of discounts to hire fees for the Fullarton Park Community Centre, Unley Community Centre and the Unley Town Hall.

As there is no change to the level of discount provided, there is negligible impact on the income Council receives or on community groups hiring the facilities.

Council policies are reviewed through an ongoing process which includes distributing the drafts to the Elected Member Policy Working Party and relevant staff for their comment. The feedback received has been incorporated into the draft policy presented to Council for consideration.

2. RECOMMENDATION

That:

1. The report be received.

2. The Hire of Community Centre Policy (Attachment 1 to Item 585/16) and the Hire of Civic Centre and Town Hall Policy (Attachment 2 to Item 585/16) be revoked.

3. The Hire of Community Centres and Town Hall Fee Discount Policy (Attachment 3 to Item 585/16) be adopted.

1. RELEVANT CORE STRATEGIES/POLICIES

The review of this policy is one recommendation of the Community Centre Directions Paper, endorsed by Council in February 2014:

> *"R3.4.1: Review the Hire of Community Centres Policy to improve transparency, equity and evaluation processes related to the Community benefit discount, within the context of one 'Community Centre Program'."*

The Hire of Community Centres and Town Hall Fee Discount Policy makes a valuable contribution towards achieving Council's Strategic goals of:

- *Living, Our Path to a Vibrant City*
    - *Strategic Objective 2.4 Healthy and active community*
    - *Strategic Objective 2.5 Collaborative and engaged community*

Community centre programs and services are also linked to the following Council strategies and plans:

- *Living Active,* Sport and Recreation Plan;
- *Living Young,* Youth Development Plan; and
- Active Ageing Strategy 2015.

This revised policy combines and replaces the existing Hire of Community Centres and Hire of Civic Centre and Town Hall Policies, which have been in place for 8-9 years (Attachments 1 and 2 to Item 585/16).

Attachments 1 and 2

2. DISCUSSION

The review of Council's policies is an ongoing process to ensure that policies reflect current practice and legislative requirements, and to consider whether the policy is still needed. The draft Hire of Community Centres and Town Hall Hire Fee Discount Policy has been circulated to the Elected Member Policy Working Party and relevant staff, and their comments and suggestions have been included.

The City of Unley is committed to providing facilities that are accessible, affordable and appropriate for a range of community uses. Hirers may be private users, not-for-profit or community groups, corporate or commercial businesses, or individuals.

The review process included:

- Assessment of the need for the policies and their relevance to current Council goals and practices;
- A desktop comparison of the similar policies of surrounding Councils;

- Consultation with staff regarding definitions and criteria for determining discounts;
- Conversion to the current policy format.

The Hire of Community Centres and Town Hall Fee Discount Policy (Attachment 3 to Item 585/16) provides hirers with a clear and equitable framework for the application of discounts to hire fees for the Fullarton Park Community Centre, Unley Community Centre and the Unley Town Hall.

Attachment 3

This Policy replaces the two previous Hire of Community Centre and Hire of Civic Centre and Town Hall policies, which were identical in content.

Please note this policy does not apply to the Clarence Park Community Centre or Goodwood Community Centre due to the agreements in place at those locations, where the hire and fees are the responsibility of an independent Board of Management. This policy also does not apply to the hire of the RSL Hall on Arthur Street which, although managed by the Unley Community Centre, has fees and conditions set by the RSL Unley Sub-Branch.

A review of the existing policies revealed that they do not provide clarity on the following points:

- Discounts available to internal (City of Unley) hirers. The revised policy ensures that City of Unley staff can utilise the Community Centre and Town Hall hire spaces for Council business at no charge. While this is current practice, the existing policy is silent on this.

- Definition regarding the Community Benefit discount. This has been replaced in the revised policy with a Community Programs discount and criteria provided for staff in determining its application. In the previous policy, the definition was not specific and led to individual interpretation by staff. Given the role of community centres requires staff to identify and respond to local needs using a community development approach, the Community Programs discount provides the opportunity to attract and retain hirers who meet the criteria.

- Discounts provided to groups historically. There are a number of groups in the City of Unley who hire the Community Centre and Unley Town Hall facilities outside of the discounts stated due to an historical agreement with Council. Without this level of discount, it is considered that these groups could not afford to participate in Unley facilities and may cease to function. It is proposed in the revised policy that these historical agreements are reviewed annually until they are no longer required. All new agreements formed are to be aligned to the current policy.

- Free hire allowances. The revised policy specifies the provision for only the CEO or General Manager Community to endorse hire discounts outside of the policy, in line with the delegations provided under the Act.

3. ANALYSIS OF OPTIONS

Option 1 – Council adopt the Hire of Community Centres and Town Hall Fee Discount Policy (as contained in Attachment 3 to Item 585/16), and that Council revoke the Hire of Community Centres and Hire of Civic Centre and Town Hall Policies (as contained in Attachments 1 and 2 to Item 585/16).

This option adopts the Hire of Community Centres and Town Hall Fee Discount Policy as attached.

This revised Policy replaces and combines the separate Hire of Community Centres and Hire of Civic Centre and Town Hall Policies and provides greater clarity around the application of discounts, accommodates historical agreements with hirers and articulates the application of free hire for internal City of Unley bookings.

There is no anticipated financial impact of the revised policy and community groups will see little affect.

Option 2 – Council adopt the Hire of Community Centres and Town Hall Fee Discount Policy (as contained in Attachment 3 to Item 585/16) with amendments, and that Council revoke the Hire of Community Centres and Hire of Civic Centre and Town Hall Policies (as contained in Attachments 1 and 2 to item 585/16.

This option will enable the adoption of the revised Policy with any amendments Council chose to make. Consideration should be given to the financial and operational implications of any changes along with the potential community impact should amendments be made.

Option 3 – Council does not adopt the revised policy.

This option would leave Council with an outdated policy and one which does not give clear guidelines to staff on the application of discounts. That would be unsatisfactory from a governance perspective.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 Financial/budget

In 2015/16, City of Unley received the following amounts through hire fees:

Venue	2015/16 hire income
Fullarton Park Community Centre	$139K
Unley Community Centre	$33K
Town Hall	$21K

The Hire of Community Centres and Town Hall Fee Discount Policy aims to provide greater clarity to staff applying discounts. Given the discount structure is unchanged, there is little anticipated impact on income as a result of this review.

Research of neighbouring councils shows there is no consistency in the level of discounts applied for various groups. Councils provide discounts of between 40% and 90% for local community groups. However, there is a common distinction between rates offered to community/not-for-profit and private/commercial hirers. Additionally, some councils have a policy while others incorporate fees into their fees and charges schedule, which are reviewed annually.

5.2 Environmental/Social/Economic

The Policy continues the level of discount offered to community groups, residents and local businesses. It is not anticipated that hirers of the respective community centres or the Unley Town Hall will be impacted by changes made.

Groups that have been offered discounts outside of this policy on an historical agreement will continue to be accommodated, with the opportunity to review the discount offered annually.

The criteria provided for the Community Programs discount is intended to provide the Community Centres with the opportunity to attract hirers who meet an identified community need.

5.3 Stakeholder Engagement

Consultation was conducted with Elected Members in December 2015. Feedback received indicated little appetite for policy or discount change. The draft policy has been circulated to the Elected Member Policy Working Party and relevant staff and their comments and suggestions have been included.

6. REPORT CONSULTATION

Consultation on this report has been undertaken with:
General Manager Community
Manager Community Development
Group Manager Governance
Governance Officer
Manager Customer Service
Team Leader Customer Service
Coordinators of the Fullarton Park and the Unley Community Centres

7. ATTACHMENTS

- 1: Hire of Community Centre
- 2: Hire of Civic Centre and Town Hall
- 3: Hire of Community Centres and Town Hall Fee Discount Policy

8. REPORT AUTHORISERS

Name	Title
Megan Berghuis	GM Community

Hire of Community Centres

Policy Type:	Council Policy
Reference Number:	COU103
Responsible Department:	Community
Responsible Officer:	General Manager
Legislation	Nil
Relevant Delegations:	Not applicable
Related Policies and Procedures	N/a
Community Goal	1.4 Enhance the health and well-being of the community through facilitating and regulating the provision of appropriate services and facilities.
Previous Policy No.	N/a
Date Adopted:	Effective 1 July 2008 (Council resolution 26/5/08) CSP 18 Oct (367/10) C 25 Oct (758/10) CSP 8 Oct (139/12) C 22 Oct (564/12)
Review Date:	2014

1. POLICY STATEMENT

This policy provides a consistent discount framework for hire of the Fullarton Park Centre, Unley Community Centre and Goodwood Community Centre. The framework supports groups who hire the facilities to provide activities and/or programs that provide for the community and/or are locally based.

This policy does not apply to direct Council programs or programs provided in partnership with Council.

This policy does not apply to the Clarence Park Community Centre due to the Partnering Agreement in place.

2. PRINCIPLES

This policy is based on the following principles of good governance:

- timely, open and transparent decision making
- an equitable pricing framework that supports accessible Council facilities.

3. POLICY OBJECTIVES

3.1 To establish a framework for hire fees for Council facilities.
3.2 To provide support for groups, programs or activities which provide a community benefit.
3.3 To provide a benefit for local residents and businesses.
3.4 To provide a timely response to requests for reduced hire fees.
3.5 To ensure a consistent approach to facility hire pricing across the Community Centres that is also in keeping with the Hire of Civic Centre and Town Hall policy.

4. REFERENCES

N/a

5. PROCEDURES

5.1 Pricing Framework

Council endorses fees for facility hire annually in conjunction with the Council's Annual budget. The following discounts will be applied to the full fee cited in the Fees and Charges Schedule.

Organisation Type	**Meets Local Status Criteria**	**Discount**
Private / Commercial / Government	No	0%
Private / Commercial / Government	Yes	15%
Not for Profit Groups / Charities / Schools	No	40%
Not for Profit Groups / Charities / Schools	Yes	55%

Activity Type	**Meets Local Status Criteria**	**Discount**
Community Benefit Activity	Yes	55%

Hirers will only be eligible for consideration for one Discount for any one hire.

5.2 Assessment of Local Status Criteria

To meet the criteria for local status an individual, group or organisation must reside or be located within the City of Unley.

5.3 Assessment of Private, Commercial and Government

All hirers will be deemed to be Private, Commercial or Government hirers unless appropriate documentation is provided to support not for profit, charity status or community benefit.

5.4 Assessment of Community Benefit Activities

Any hirers may be considered for the Community Benefit Activity discount if they can clearly demonstrate that the facility is primarily being used for an activity that:

- will directly benefit residents of the City of Unley; and
- meet a social, environmental or economic development need.

5.5 Free Use of Facilities

No free hire of the Community Centres will be permitted.

5.6 Bond

A bond will be required for hire. No discount is applied to the bond. The bond is refundable provided the conditions of hire are adhered to.

5.7 Procedure

5.7.1 Hirers must adhere to the hire procedures and conditions of the relevant Council facility.

5.7.2 The following information may be sought to establish bona fides:

- Financial Statements, Annual Reports and Articles of Incorporation.
- Proof of Charitable status.
- Proof of residential status (for private bookings).
- Other information to clarify the nature of the group or activity as required.

5.8 Administration and review

5.8.1 Council sets fees for facility hire annually.

5.8.2 The Chief Executive Officer (or delegate) is authorised to assess the status of groups/organisations in accordance with this Policy.

Hire of Civic Centre and Town Hall

Policy Type:	Council Policy
Reference Number:	COU102
Responsible Department:	People & Governance
Responsible Officer:	General Manager
Legislation	Nil
Relevant Delegations:	Not applicable
Related Policies and Procedures	N/a
Community Goal	1.1 Understanding and responding to the diverse needs of the community in an appropriate and balanced manner.
Previous Policy No.	17
Date Adopted:	25 June 2007 CSP 18 Oct (367/10) C 25 Oct (758/10) CSP 8 Oct (139/12) C 22 Oct (564/12)
Review Date:	2014

1. POLICY STATEMENT

This policy provides a consistent discount framework for hire of the Civic Centre and Town Hall. The framework supports groups who hire the facilities to provide activities and/or programs that provide for the community and/or are locally based. This policy does not apply to direct Council programs or programs provided in partnership with Council.

2. PRINCIPLES

This policy is based on the following principles of good governance:

- timely, open and transparent decision making
- an equitable pricing framework that supports accessible Council facilities.

3. POLICY OBJECTIVES

3.1 To establish a framework for hire fees for Council facilities.
3.2 To provide support for groups, programs or activities which provide a community benefit.
3.3 To provide a benefit for local residents and businesses.
3.4 To provide a timely response to requests for reduced hire fees.

3.5 To ensure a consistent approach to facility hire pricing across the following Council facilities:

- Unley Town Hall
- Unley Civic Centre

4. REFERENCES

Not applicable.

5. PROCEDURES

5.1 Pricing Framework

Council endorses fees for facility hire annually in conjunction with the Council's Annual budget. The following discounts will be applied to the full fee cited in the Fees and Charges Schedule.

Organisation Type	**Meets Local Status Criteria**	**Discount**
Private / Commercial / Government	No	0%
Private / Commercial / Government	Yes	15%
Not for Profit Groups / Charities / Schools	No	40%
Not for Profit Groups / Charities / Schools	Yes	55%

Activity Type	Meets Local Status Criteria	Discount
Community Benefit Activity	Yes	55%

Hirers will only be eligible for consideration for one Discount.

5.2 Assessment of Local Status Criteria

To meet the criteria for local status an individual, group or organisation must reside or be located within the City of Unley.

5.3 Assessment of Private, Commercial and Government

All hirers will be deemed to be Private, Commercial or Government hirers unless appropriate documentation is provided to support not for profit, charity status or community benefit.

5.4 Assessment of Community Benefit Activities

Any hirers may be considered for the Community Benefit Activity discount if they can clearly demonstrate that the facility is primarily being used for a non-profit activity that:

- will directly benefit residents of the City of Unley; and
- meet a social, environmental or economic development need.

5.5 Free Use of Facilities

No free hire of the Civic Centre or Town Hall will be permitted.

5.6 Bond

A bond will be required for hire. No discount is applied to the bond. The bond is refundable provided the conditions of hire are adhered to.

5.7 Procedure

5.7.1 Hirers must adhere to the hire procedures and conditions of the relevant Council facility.

5.7.2 The following information may be sought to establish bona fides:

- Financial Statements, Annual Reports and Articles of Incorporation
- Proof of Charitable status
- Proof of residential status (for private bookings)
- Other information to clarify the nature of the group or activity.

5.8 Administration and review

- Council sets fees for facility hire annually.
- The Chief Executive Officer (or delegate) is authorised to assess the status of groups/organisations in accordance with this Policy.

HIRE OF COMMUNITY CENTRES AND TOWN HALL FEE DISCOUNT POLICY

Policy Type:	Council Policy
Responsible Department:	Community
Responsible Officer:	General Manager Community
Related Policies and Procedures	
Date Adopted:	Date policy first adopted and resolution number
Last Council review:	n/a
Next review date:	2019
ECM Doc Set ID:	Governance staff to add number assigned from ECM for future reference

1. POLICY STATEMENT

The purpose of this policy is to provide a framework for the equitable, efficient and effective management of the hire of Council's Community Centres and Town Hall facilities.

This policy provides a consistent discount framework for hire of the Fullarton Park Community Centre, Unley Community Centre and the Unley Town Hall, and supports groups who hire the facilities to provide activities and/or programs for the community and/or are locally based.

This policy does not apply to the Clarence Park Community Centre or Goodwood Community Centre due to the Partnering and Lease Agreements in place. It also does not apply to commercial properties that are leased from Council, and for which contractual lease agreements have been established.

2. COMMUNITY GOAL

Goal 2: Living – Our path to a vibrant City.

3. POLICY OBJECTIVES

3.1 To establish a framework for hire fees for Council Community Centres and the Unley Town Hall.
3.2 To provide support for groups, programs or activities which provide a community benefit.
3.3 To provide a benefit for local residents and businesses.

3.4 To provide a timely and consistent response to requests for reduced hire fees.

4. PRINCIPLES

This policy is based on the City of Unley's recognition that individuals, community groups and organisations should be supported to participate in all aspects of community life. The City of Unley is committed to support local initiatives that provide opportunities for the community to access and participate in a wide range of recreation, cultural, community and environmental activities and projects.

This policy is based on the following principles of good governance:

- Timely, open and transparent decision making.
- Accessibility.
- An equitable framework for assessing appropriate hire discounts.

5. POLICY

Council endorses fees for Community Centres and Unley Town Hall facility hire annually in conjunction with the Council's Annual Budget. Hirers may incur an increase in fees within the hire agreement period should it be across a calendar year. Information relating to hire fees for Council facilities are available from Customer Service, Council's website and staff at each facility.

Council aims to implement an equitable pricing framework that supports access to the Council Community Centres and Town Hall.

The following discounts will be applied to the full fee cited in the Fees and Charges Schedule for the financial year in which the activity/event takes place.

5.1 Pricing Framework

Organisation Type	**Meets Local Status Criteria**	**Discount**
Private / Commercial / Government	No	0%
Private / Commercial / Government	Yes	15%
Not for Profit Groups* / Charities* / Schools	No	40%
Not for Profit Groups*/ Charities* / Schools	Yes	55%
Community Programs discount (available at Community Centres only)	n/a	55%
Internal (Programs facilitated or hosted by City of Unley)	n/a	100%

*Proof of Not For Profit or charity status will be required at the time of hire confirmation (i.e. Registered Charity status, Certificate of Incorporation).

Providers of community programs may receive Community Program discount (at Community Centres only) if their program meets the following criteria:

- Meets an identified need/demand within the community; and
- Not currently offered at the facility (or current programs at capacity); and
- Is free or low cost for participants; and

- Is open to all and not exclusive; and
- Aligns to Council strategies.

Hire fees and discounts also apply to equipment. Discounts do not apply to any required bond.

Groups and organisations with an existing historical agreement with the City of Unley to receive discount outside of this policy will be reviewed annually. No new agreements outside of this Policy will be entered into without CEO or General Manager Community approval.

All Hirers are required to abide by the conditions outlined in the relevant Terms and Conditions of Hire for the facility they are hiring.

6. DEFINITIONS

Charities – Refers to groups and organisations listed on the Australian Charities and Not-for-profit Commission (ACNC) website as a registered charity.

Commercial – Refers to a hirer representing a business or organisation that is for profit.

Discount – Refers to the percentage value removed from the hire fee, not including any bond payments.

Government – Refers to all tiers of Australian Government

Hirer – Refers to the individual nominated on the hire agreement who is responsible for the booking and all conditions of hire.

Internal – Refers to hire agreements made by staff employed by the City of Unley, who utilise a community centre for a council business meeting, community program, community engagement activity or other event.

Local Status – Refers to the hirer residing in or having a registered business and / or postal address within the City of Unley boundaries.

Not for Profit Groups – Refers to groups and organisations which do not operate for the profit, personal gain or other benefit of its owners. All money earned or donated is used in pursuing the organisation's objectives or purpose.

Private – Refers to a hirer who is not representing a business or organisation.

Schools – Refers to Government, Catholic or members of the Association of Independent Schools of South Australia, including pre-school, primary and secondary schools.

7. LEGISLATION/REFERENCES

Local Government Act 1999.

8. POLICY DELEGATIONS

In accordance with Council's Delegations Register, discounts outside of this Policy may only be endorsed by the CEO or the General Manager Community.

The officers listed below have sub-delegation under this policy:

- General Manager Community;
- Manager Community Development;
- Team Leader Community Centres; and
- Co-ordinators of Community Centres.

Full information about the sub-delegated powers and duties is contained in the Council Delegations Register.

9. ROLES/RESPONSIBILITIES

- The General Manager Community, Manager Community Development, Team Leader Community Centres, Team Leader Customer Service and Coordinators of Unley and Fullarton Park Community Centres are responsible for the implementation and administration of this policy.

10. AVAILABILITY

The policy is available for public inspection during normal office hours from;

Civic Centre
181 Unley Road
Unley SA 5061

A copy may be purchased for a fee as determined annually by Council.

It is also available for viewing, download and printing free of charge from the Council's website, www.unley.sa.gov.au

11. DOCUMENT HISTORY

Date:	Council/Committee/Internal	Comment:
	Committee item / year	Replaces policies COU 102 and COU 103
	Council item / year	

DECISION REPORT

REPORT TITLE:	UNLEY, GOODWOOD AND WAYVILLE LOCAL AREA TRAFFIC MANAGEMENT – LATM 1
ITEM NUMBER:	586
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	SATYEN GANDHI
JOB TITLE:	MANAGER TRANSPORT AND TRAFFIC

1. EXECUTIVE SUMMARY

The purpose of this report is to seek Council's endorsement for the Unley, Goodwood and Wayville Local Area Traffic Management Plan (LATM).

The Council at its meeting on 26 April 2016, supported undertaking community engagement on the draft LATM plan for Unley, Wayville and Goodwood (the area bounded by Goodwood Road, Greenhill Road, Unley Road and Park/Mitchell Streets). The community engagement process was undertaken with the local community seeking their feedback in June 2016.

A total of 5,643 circulars were delivered to residents, property owners and local businesses in the area and 460 responses were received. Of the responses received, 217 supported the draft LATM plan, 194 opposed the draft LATM plan and 49 did not indicate a preference.

A significant majority of the respondents who opposed the draft LATM plan, highlighted the trial road closures at Hardy and Weller Streets as the key reason behind opposition to the plan. A high number of respondents also opposed the installation of a median at Rose Terrace and changing the Bartley Crescent intersection with Greenhill Road.

Given the opposition to the trial road closures at Hardy/Weller Streets, the changes to Bartley Crescent/Greenhill Road intersection and Rose Terrace median installation, it is recommended that these not be proceeded with.

The LATM has been updated based on community feedback and industry expert recommendations. It is believed that the report recommendations provide a balance between community desires, road safety and accessibility needs. The recommendations address the majority of the traffic issues identified in the study area.

Council, in the current financial year has allocated a sum of $250,000 towards the implementation of the LATM. These funds should enable all High Priority actions (as outlined in Attachment 2 to Item 586/16) to be implemented in the current financial year. It is also recommended that the medium and low priority

actions be considered as part of the budget process for the 2017/18 financial year.

Attachment 2

2. RECOMMENDATION

That:

1. The report be received.

2. The final LATM Plan for Unley, Goodwood and Wayville be noted and the High priority actions outlined in Attachment 2 to Item 586/16, be endorsed for implementation.

3. The Medium and Low priority actions outlined in Attachment 2 to Item 586/16 be considered as part of the budget process for the 2017/18 financial year.

4. The community be notified of the Council's decision by direct mail-out to those originally consulted in the community, publicity in the Eastern Courier Messenger and on the Council Website.

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1. RELEVANT CORE STRATEGIES/POLICIES

1.1 Community Plan 2033

- Equitable Parking throughout the City
- An integrated, accessible and pedestrian friendly City
- Alternative travel options

1.2 Active Ageing Strategy

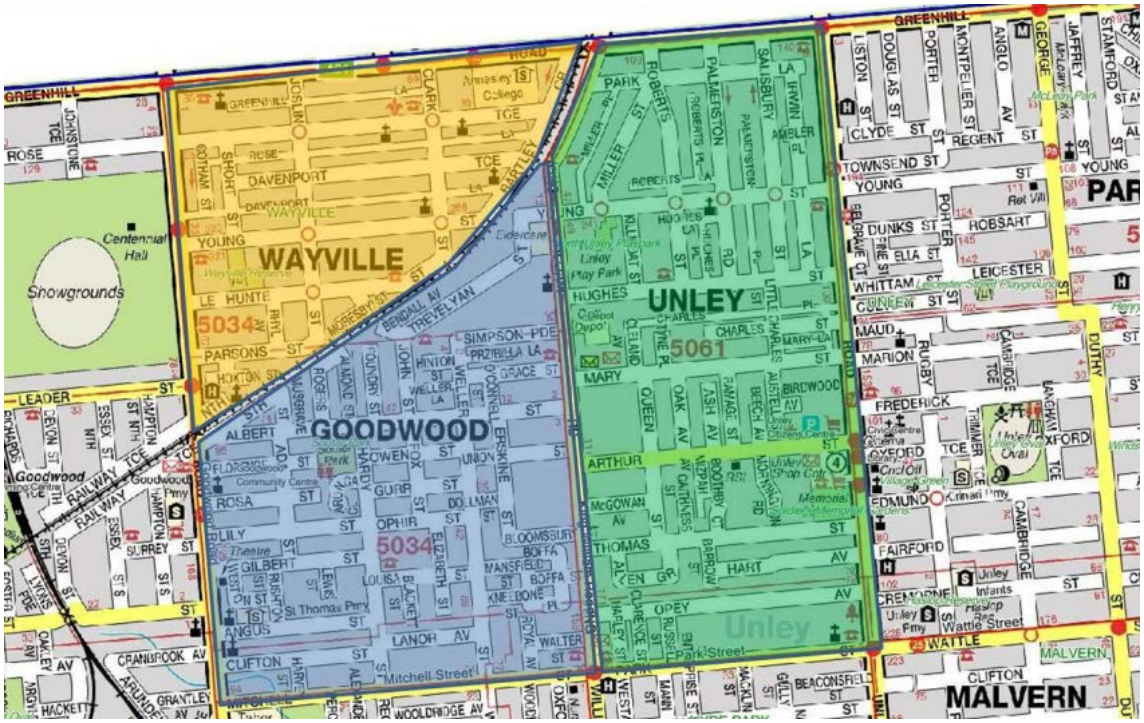
- Focus area 2 – Transportation

2. DISCUSSION

Background

GTA consultants were engaged to develop the LATM plan for the Unley, Wayville and Goodwood areas.

The Council at its meeting held on 26 April 2016, supported undertaking community engagement on the draft LATM plan for Unley, Wayville and Goodwood areas (refer recommendations Attachment 1 to Item 586/16). The community engagement was undertaken in June 2016 with the local community seeking their feedback. The study and consultation area (bounded by Greenhill Road, Unley Road, Park/Mitchell Streets and Goodwood Road) is shown in the map below:



A total of 5,643 survey letters were delivered to residents, property owners and local businesses of the study area and 460 responses were received. Of the responses received, 217 respondents supported the draft LATM plan, 194 opposed the draft LATM plan and 49 did not indicate a preference for the draft LATM plan.

The following table provides a summary of community responses received on the draft LATM plan:

	Respondents in support of the draft LATM plan	Respondents opposing the draft LATM plan	Respondents who did not indicate preference	Total responses received
Unley	86	41	20	147
Goodwood	81	108	18	207
Wayville	35	35	9	79
Other areas (responses from outside the study area)	15	10	2	27

Community Feedback – Unley

A summary of the community feedback is detailed below:

- A total of 147 respondents provided feedback. Of these, 86 respondents supported the plan, 41 respondents opposed the plan and 20 respondents did not indicate a preference. Overall, the majority of respondents from the Unley precinct supported the plan.
- Respondents who opposed the draft LATM plan suggested Unley does not need more restrictions. Some were disappointed that there are no proposals for their individual streets such as Opey Avenue, Arthur Street etc.
- The proposal to improve traffic safety by installing parking controls in Mary Street received strong support.
- Residents of Beech Avenue raised concerns about the 'bend' at Beech Avenue and traffic safety issues associated with it. Beech Avenue is a residential street that only carries 41 to 73 vehicles per day. However, narrow road widths and the sharp 'bend' in the road section exacerbate traffic safety issues, as there are limited sight lines for vehicles negotiating the 'bend'.

<u>Beech Avenue</u>

The Beech Avenue proposal is to consider making a short section of the road at the 'bend' to be one-way. The proposal will be further consulted with the immediate local community prior to implementation. The implementation plan has been amended to include actions to restrict traffic movements along the 'bend' to improve traffic safety.

Community Feedback - Goodwood

A summary of the community feedback is detailed below:

- This precinct received the highest number of responses. A total of 207 responses were received of which, 81 respondents supported the draft LATM plan, 108 opposed the draft LATM plan and 18 respondents did not indicate a preference.
- A significant majority of the respondents, who opposed the draft LATM plan, highlighted the trial road closures at Hardy and Weller Streets as the key reason behind opposition to the plan.
- Some residents raised concerns about parked cars on both sides of Albert Street near the King William Road end. The concern is that when cars are parked on both sides, it does not allow for appropriate traffic flow in both directions, especially in peak hours. Sometimes it results in unsafe driving behaviours.

Hardy and Weller Streets

The draft plan proposed a six month trial of mid-block road closures at Hardy and Weller Streets. This proposal received significant feedback. Nearly all of the 108 respondents who opposed the plan, commented that they are opposed to the closure of Hardy and Weller Streets. Hardy Street carries up to 1970 vehicles per day with 85%ile speeds between 36.6 km/hr to 43.9 km/hr. Weller Street carries up to 3021 vehicles per day with 85%ile speeds of between 28.1 km/hr to 44.6 km/hr.

The following table shows a summary of responses received from residents of Hardy and Weller Streets and the rest of the Goodwood area:

Streets/area	Numbers of residents supporting	Numbers of residents opposing	Numbers of residents who did not indicate a preference
Hardy Street	8	3	0
Weller Street	10	17	3
Goodwood area (except for Hardy and Weller Streets)	63	88	15

Respondents, who did not indicate a preference to the plan commented negatively about the proposed road closure but generally supported the other proposed treatments.

It is apparent from the responses, that a substantial number of residents living in other local streets of Goodwood use Hardy and Weller Streets on a regular basis; some use it daily. This to some extent explains the high (relatively speaking) volume of daily traffic in these streets. There is a portion of daily traffic on Weller and Hardy Streets that is through traffic. It is clear from the feedback received that the local community puts a high value on accessibility.

Council records indicate there has been no abnormal increase in traffic volumes in these streets over the last 20 years (Refer historic traffic volumes Attachment 6). In light of the strong community feedback, it is recommended that no changes be made to Hardy and Weller Streets at this stage. Instead, further data monitoring should be undertaken to monitor traffic trends.

Parked Cars Albert Street

These concerns were investigated and found to be genuine and valid. As such, it is recommended that parking restrictions be installed, to be applied during peak hours, to alleviate the safety issues.

Community Feedback Wayville

A summary of the community feedback is detailed below:

- A total of 79 responses were received from the Wayville precinct of which 35 respondents supported the draft LATM plan, 35 respondents opposed the draft LATM plan and 9 respondents did not indicate a preference.
- Respondents who supported the plan commented that the plan will address the long standing safety and access issues in the area and highlighted the need for action.
- Respondents who opposed the plan did so mainly on the basis of converting Bartley Crescent to exit only at the Greenhill Road end. There was also opposition to the proposed installation of a median along Rose Terrace.

It is believed that the community feedback can be addressed by exploring options to allow a left in - left out only movement at Bartley Crescent (intersection with Greenhill Road), and not proceeding with the median installation at Rose Terrace. This can be done without compromising safety outcomes for the area and as such, the recommendations have been updated in the plan.

It should also be noted that many respondents from Wayville are also opposed to the trial of road closures at Hardy and Weller Streets. All the other proposals were generally supported by the respondents. A number of respondents also commented on the difficulties and limited accessibility, following the recently completed Greenhill Road median redesign project by DPTI.

Community Feedback (from outside the study area)

A total of 27 responses were received from members of the community living outside the subject area. 15 of those respondents supported the draft LATM plan, 10 opposed the draft LATM plan and 2 did not provide a preference. 15 of the respondents are residents of City of Unley and 10 are from outside the council area while 2 respondents did not provide their address details. The respondents generally supported the plan and noted bike and safety treatment proposals as good initiatives. Respondents who opposed the plan also

commented against the proposal to trial the road closures of Hardy and Weller Streets.

Summary

As can be seen, the feedback from the community demonstrates that there is not a consensus on all elements of the plan. Certainly in Goodwood and Wayville, there is no clear majority in terms of a preference to the plan. This highlights the challenges of trying to develop area wide solutions to what for most residents are very localised problems.

GTA consultants were engaged to undertake the LATM study. Attachment 3 to Item 586/16, provides the consultant's report on the LATM plan. The recommendations contained within the report are based on technical expertise, data analysis and incorporates community feedback where possible. It is believed the final recommendations provide a balance between road safety, accessibility and community desires on the traffic management within the study area.

Attachment 3

The recommendation proposes that (Attachment 2 to Item 586/16) the high priority actions be endorsed for adoption and that the medium and low priority actions be assessed over time, and where appropriate, be brought to Council's attention for future budget deliberations for the next financial year 2017/18. Attachment 2 shows the changes incorporated in the plan, following the community engagement process.

3. ANALYSIS OF OPTIONS

Option 1 – The final LATM Plan for Unley, Goodwood and Wayville be noted and the High priority actions outlined in Attachment 2 to Item 586/16, be endorsed for implementation.
The Medium and Low priority actions outlined in Attachment 2 to Item 586/16 be considered as part of the budget process for the 2017/18 financial year.
The community be notified of the Council's decision by direct mail-out to those originally consulted in the community, publicity in the Eastern Courier Messenger and on the Council Website.

This option will enable the highest priority traffic, parking and road safety issues in the local precincts of Unley, Goodwood and Wayville to be addressed. The area itself experiences some of the highest levels of traffic and parking issues in the City.
There remains significant opposition to a number of recommendations. The deletion of the Hardy/Weller Streets road closures, Rose Terrace median island and modifications to the proposed treatment at Bartley Crescent/Greenhill Road, will address much of the concerns raised by those opposing the LATM.

The implementation of the Plan will make a positive difference to overall traffic network safety, and the amenity of the local area. This plan has been updated to account for community feedback where possible.

Option 2 – Provide an alternative recommendation

Council may further amend the list of recommended items or propose an alternative option.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 Financial/budget

- Council in the current budget has allowed a sum of $250,000 for implementation of the recommendations of LATM 1. The total cost for high priority treatments will be in the order of $224,000 to $325,000 subject to further detailed design works.
- Administration will put forward a report and/or budget initiatives for the 'low and medium' priority treatments for budget consideration as part of Council's 2017/18 budget process. This will allow an opportunity to consider the initiatives along with the other budget priorities at the time.

5.2 Legislative/Risk Management

- There are no legislative risks associated with the proposed recommendations.

5.3 Staffing/Work Plans

- Administration has existing resources to undertake project management works for the high priority projects from LATM 1, while the engineering designs and construction works will be undertaken by appropriate contractor/s engaged in accordance with Council's procurement policy.

5.4 Environmental/Social/Economic

- The recommendations should improve the overall road safety of the local networks, thus benefitting the community.
- The proposed recommendations, including installation of traffic control devices provide some opportunity for new vegetation/landscaping which can improve the overall amenity of the area.

5.5 Stakeholder Engagement

- This project has seen a very high level of community involvement. The initial community engagement (2015) generated 546 responses, along with attendances at 6 workshops with local Community Reference Groups. This process guided the draft LATM plan formation.
- Further community engagement has been undertaken on the draft LATM plan to seek feedback on the proposals. A copy of the community engagement material has been provided in Attachment 4 (to Item 586/16). Attachment 5 (to Item 586/16) provides summary of key themes that emerged from community feedback. A copy of all the responses received was made available to the Elected Members in the Elected Member's room.

Attachments 4 & 5

6. REPORT CONSULTATION

Assets and Environment team

7. ATTACHMENTS

- 1 – LATM 1 recommendations as presented for community engagement June 2016
- 2 – LATM 1 Final recommendations following community engagement
- 3 – Technical Consultant's Report (GTA consultants) – Unley, Wayville, Goodwood LATM report
- 4 – Copy of consultation material for Draft LATM plan
- 5 – Summary of community responses
- 6 – Weller Street and Hardy Street traffic data

8. REPORT AUTHORISERS

Name	Title
Peter Tsokas	Chief Executive Officer
Paul Weymouth	Acting General Manager Economic Development and Planning

ATTACHMENT 1

RECOMMENDATIONS as presented within the community engagement undertaken in June 2016

High Priority Actions - Table 1

Area	Action/s	Priority	Estimated Costs
Unley	Mary Street - on-street parking controls for safe traffic flow while maintaining speeds. The treatments could be off-set parking controls creating a 'meander effect'.	High	$2,000-$3,000
Goodwood	Install road closure with bicycle access on Hardy Street and Weller Street, immediately to the north of Ophir Street - for 6 months trial	High	$25,000
	Install driveway entry treatments at northern and southern ends of Fox Street	High	$50,000 - $75,000
	Improve connection between Mike Turtur and Railway Terrace South across Musgrave Street	High	$20,000
Wayville	Restrict right turns into Parsons Street from Goodwood Road during the AM and PM peak.	High	$5,000
	Install driveway link on LeHunte street adjacent Wayville Reserve	High	$50,000-$100,000
	Install modified T-junction with driveway entry treatment at Young Street / Short Street junction	High	$50,000-$75,000
	Install modified T-junction with driveway entry treatment at Rose Street / Short Street junction	High	$50,000-$75,000

RECOMMENDATIONS as presented within the community engagement undertaken in June 2016

Medium and Low Priority Actions - Table 2

Area	Action/s	Priority	Estimated Costs
Unley	Install kerb build outs at Hughes Street / Palmerston Road intersection	Medium	$25,000
	Install kerb build outs at Hughes Street / Roberts Street intersection	Medium	$25,000
	Install kerb build outs at Hughes Street / Salisbury Street intersection	Medium	$25,000
	Install raised intersection at Thomas Street / Mornington Road intersection	Medium	$50,000- $75,000
	Install raised table as part of No Entry thresholds on Salisbury Street and Palmerston Road	Medium	$40,000
	North-South Bicycle Route Upgrade (overlaps with Draft Walking and Cycling Plan)	Medium	
	Install angled parking on Salisbury Street and Palmerston Road north of Park Terrace	Low	$50,000-$75,000
	Upgrade Little Charles Street and Palmerston Place to shared streets	Low	$100,000-$150,000
Goodwood	Install kerb buildouts at Hardy Street / Albert Street intersection and Weller Street / Albert Street intersection	Medium	$25,000-$30,000
	Investigate and implement continung shared use path along Railway Tce South adjacent the tram line (as per Walking and Cyling Plan)	Medium	

	Install entry threshold treatment at entrance to Albert Street from King William Road	Medium	$25,000
	Install entry threshold treatments at local road entrances from Goodwood Road in accordance with Goodwood Road master plan	Medium	
	Reverse traffic control priority at Florence Street / Ada Street intersection and Lily Street / Ada Street intersection	Medium	$5,000
	Implement bike boulevards on Weller Street and Simpson Parade (as per Walking and Cycling Plan)	Medium	
	Install pedestrian refuge on Albert Street adjacent Soutar Park	Medium	$25,000
	Review bus stop locations on Goodwood Road in relation to existing and proposed future crossings	Low	$5,000
Wayville	Install roundabout at Joslin Street / Davenport Terrace intersection	Medium	$75,000-$100,000
	Install roundabout at Clark Street / Davenport Terrace intersection	Medium	$75,000-$100,000
	Install raised central median treatment on Rose Tce between Clark St and Bartley Crescent	Medium	$50,000-$75,000
	Reverse flow of traffic at Bartley Cresent / Greenhill Road intersection to become exit only to Greenhill Road	Medium	$50,000-$75,000
	Install bicycle advisory treatments on Joslin Street and Clark Street (overlaps with Walking and Cycling Plan)	Medium	
	Formalise Moresby Street as a shared street	Low	$100,000

ATTACHMENT 1

FINAL RECOMMENDATIONS following the community engagement

High Priority Actions - Table 1

Area	Action/s	Estimated Costs	Notes
Unley	Mary Street - on-street parking controls for safe traffic flow while maintaining speeds. The treatments could be off-set parking controls creating a 'meander effect'.	$2,000 -3,000	Mary Street is a narrow local road that connects between King William Road and often creates a potential hazard due to the lack of space for two way traffic
	Beech Avenue, Unley - investigate and implement traffic changes at 'bend' in road to improve safety	$5,000	Following residents' concerns, the situation was investigated and recommended action to change the traffic movements along 'bend'
	Salisbury Street and Palmerston Road - Install raised table as part of No Entry thresholds on Salisbury Street and Palmerston Road	$40,000	Salisbury residents have been complaining about vehicles disobeying the No Entry and on-street parking being utilised by the all-day parkers. The proposal would raise the intersection awareness and reduce the disobeying of No Entry signs which is a safety issue.
Goodwood	Albert Street (near King William Road) Parking restrictions during peak hour	$2,000	Allows safe traffic movements along Albert Street. Improves accessibility for residents. Proposal to be implemented following community consultation
	Improve road safety at the intersection of Mike Turtur and Railway Terrace South across Musgrave Street	$20,000	Current situation is causing concern about cyclist/ped/vehicle conflict & insufficient sight distance at the intersection of the bikeway/Musgrave St/Railway Tce Sth. Improve cyclists safety and awareness
Wayville	Parsons Street -Restrict right turns into Parsons Street from Goodwood Road during the AM and PM peak.	$5,000	In the last five years 28 crashes were recorded, of which six involved right turns at this intersection. Restricting right turns will reduce the crash risk at the Goodwood Road / Parsons Street intersection. It also restricts 'rat-running' traffic.
	Lehunte Street - Install driveway link on LeHunte street adjacent Wayville Reserve	$50,000-$100,000	13% of AM and 11.5% of PM through traffic in Wayville Area, cut through this section of Le Hunte Street. Average speed recorded is 41.2km/h and 85th percentile speed recorded is 48.2km/h. Driveway links will help manage vehicle speeds and discourage rat running through precinct.
	Young Street/Short Street - Install modified T-junction with driveway entry treatment at Young Street / Short Street junction	$50,000-$75,000	LATM measures at Parsons St & Le Hunte St have the potential to displace traffic to Short St (via Young St & Rose Tce). Modified intersection with driveway entry treatment will discourage rat running through precinct and manage vehicle speeds
	Rose Terrace /Short Street - Install modified T-junction with driveway entry treatment at Rose Street / Short Street junction	$50,000-$75,000	LATM measures at Parsons St & Le Hunte St have the potential to displace traffic to Short St (via Young St & Rose Tce). Modified intersection with driveway entry treatment will discourage rat running through precinct and manage vehicle speeds
	Total estimated costs - $224,000 to $325,000		

FINAL RECOMMENDATIONS following the community engagement

Medium/Low Priority Actions - Table 2

Area	Action/s	Priority	Estimated Costs	Notes
Unley	Install kerb build outs at Hughes Street / Palmerston Road intersection	Medium (3-5 yrs)	$25,000	Palmerston Place is a narrow street with intersection with Hughes Street. Having a kerb built out will alleviate the sight distance for vehicles existing the street and improve pedestrian safety
	Install kerb build outs at Hughes Street / Roberts Street intersection	Medium (3-5 yrs)	$25,000	To improve the sight lines for vehicles exiting Roberts Street
	Install kerb build outs at Hughes Street / Salisbury Street intersection	Medium (3-5 yrs)	$25,000	To improve the sight lines for vehicles exiting Salisbury Street
	Install raised intersection at Thomas Street / Mornington Road intersection	Medium (3-5 yrs) or in line with bicycle plan priorities	$50,000-$75,000	Control vehicle speeds near bike access to Mornington Road
	Install angled parking on Salisbury Street and Palmerston Road north of Park Lane	Low (within 10 yrs) or as part of a road renewal project	$50,000-$75,000	Increase parking provision near Greenhill Road businesses
	North-South Bicycle Route Upgrade (overlaps with Walking and Cycling Plan)	Medium (3-5 yrs) or in line with bicycle plan priorities	$100,000	Improve cyclist safety
	Upgrade Little Charles Street and Palmerston Place to shared streets	Low (within 10 yrs) or as part of road renewal project. Crossing upgrade may form part of bicycle plan priorities	$100,000 - $150,000	Council considered various options for improvements at these streets. However, it's a challenging road network due to a combination of competing demands and access issues. The shared street approach would provide a calmer road environment that is safer for vulnerable users like cyclists and pedestrians while maintaining the local accesses. Provide safe access for pedestrians and cyclists
Goodwood	Install kerb build outs at Hardy Street / Albert Street intersection and Weller Street / Albert Street intersection	Medium (within 5 yrs) subject to outcome of proposed road closures	$25,000-$30,000	Improve sight distance at intersections, assists in preventing crashes, improve pedestrian crossing opportunities
	Reverse traffic control priority at Florence Street / Ada Street intersection and Lily Street / Ada Street intersection	Medium (within 5 yrs)	$5,000	Investigations have indicated that Ada Street is used as a minor through route by some drivers. Following installation of LATM devices on Weller & Hardy Streets, it would be desirable to break up through movements along Lily Street and Ada Street at more appropriate locations, Manage vehicle speeds along Lily Street and Ada Street, Assist in discouraging rat running through precinct
	Investigate continuing the shared use path along Railway Tce South adjacent the tram line	Medium to Low (within 10yrs)	TBC - subject to feasibility study and DPTI approval	Community concerns about bikeway joining traffic at this point. A continued shared path will improve cyclists safety and separate cyclist and vehicular traffic
	Install entry threshold treatment at entrance to Albert Street from King William Road	Medium (within 5yrs)	$25,000	Concerns about corner cutting and speeding around corner when turning right from King William Road into Albert Street. A threshold treatment will assist to control vehicle speeds on entry to Albert Street and improve conditions for pedestrians

	Install entry threshold treatments at local road entrances from Goodwood Road in accordance with Goodwood Road upgrade works	Medium to Low (within 10yrs) or in accordance with Goodwood Road master plan priorities	N/A - part of Goodwood Road project	Control vehicles speeds on entry to local roads and improve conditions for pedestrians
	Implement bike boulevards on Weller Street and Simpson Parade	Medium to Low (within 10yrs) or in accordance with bicycle plan priorities	Subject to further study	Around 87 cyclists have been recorded using Weller Street during morning peak; it is part of the local street link to the Mike Turter Bikeway. Provide direct cycling connections through the precinct, 'Better Connect' strategic cycling routes through the precinct, provide safe alternative north-south cycling route to King William Road
	Install pedestrian refuge on Albert Street adjacent Soutar Park	Medium to Low (within 10 yrs)	$25,000	Traffic volumes in excess of 2000 veh per day, and 85th percentile speeds of 40-45km/h have been recorded. Kerb build outs will improve pedestrian safety in the vicinity of the park, Improve connections to Soutar Park
	Review bus stop locations on Goodwood Road in relation to existing and proposed future crossings	Low (within 10 yrs) unless completed as part of wider Goodwood Road or public transport review project	$5,000	Improve access to public transport and improve pedestrian safety
Wayville	Install roundabout at Joslin Street / Davenport Terrace intersection	Medium (within 5yrs)	$75,000-$100,000	Average daily traffic volume of up to 1715 vehicles per day have been recorded in Joslin Street, but roundabouts increase risk for cyclists. Therefore, the proposed design to be considered for a 'radial' - cyclists friendly - roundabout as Joslin Street is part of the existing bike network. A roundabout may discourage rat running through precinct, Average Speed recorded as 41.7km/h and 85th percentile speed recorded as 47.7km/h. A new roundabout at this location will manage vehicle speeds
	Install roundabout at Clark Street / Davenport Terrace intersection	Medium (within 5 yrs)	$75,000-$100,000	15% of daily traffic in the area travels via Davenport Terrace. A roundabout at this location will discourage rat running through precinct. Average Speed of 41.8km/h and 85th percentile speed of 49.7km/h have been recorded in Davenport Terrace. A roundabout at this location will help manage vehicle speeds.
	Consider left in/ left out type of treatment at Bartley Cresent intersection with Greenhill Road - Amended following community consultation	Medium (within 5 yrs)	$50,000-$75,000	Amended following community engagement. Proposed amendment to allow left in/left out movements at the intersection.
	Install bicycle advisory treatments on Joslin Street and Clark Street (overlaps with Walking and Cycling Plan)	Medium to low (5-10 yrs) or in accordance with bicycle plan priorities	costs are within existing Walking and Cycling Plan	The 2015 Draft Walking and Cycling Plan recommends bicycle advisory treatments to improve awareness of cyclists on these routes, improves way finding for cyclists
	Formalise Moresby Street as a shared street	Low (within 10 yrs) or when road is due for renewal	$100,000	Due to the nature of the street (low volume, low speed traffic) and proximity to tram line, formalising Moresby Street as a shared street will improve pedestrian safety near the tram stop, and encourage use of public transport
	Total estimated costs - $515,000 to $940,000			

Overlaps with Walking and Cycling Plan (WCP). The actions are to be carried out as per WCP.

GTAconsultants

Unley, Goodwood and Wayville Local Area Traffic Management Study

Concept Plan Report

Client //	City of Unley
Office //	SA
Reference //	15A1143000
Date //	26/08/16

Unley, Goodwood and Wayville

Local Area Traffic Management Study

Concept Plan Report

Issue: A 26/08/16

Client: City of Unley
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GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	26/08/16	Final	Lydia Kairl	Paul Froggatt	Paul Froggatt	

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1. Introduction

1.1 Background

We were appointed in February 2015 by the City of Unley to complete a Local Area Traffic Management Study for the suburbs of Unley, Goodwood and Wayville.

This LATM study for Unley, Goodwood and Wayville is being prepared as part of a comprehensive assessment by the City of Unley of all of the City's suburbs, identifying an ongoing program of improvements to transport and local amenity within the context of the City's Strategic Plan. The City's Strategic 4 Year Plan 2013-2016 sets out a series of Objectives and Strategies under each of the Strategic Goals. Goal 3, "Moving our path to an Accessible City" defines the context for this study with 3 primary objectives:

- Equitable Parking throughout the City
  - On-street parking is optimised
  - The mix of residential and business parking needs are met
  - Commuter parking only occurs in appropriate areas
- An integrated, accessible and pedestrian-friendly city
  - Improved connectivity and ease of movement between precincts
  - Enhanced mobility and accessibility for our community
  - Pedestrians can move through our city freely and safely
  - Shared zones are a feature throughout residential streets
- Alternative travel options
  - Safe bike and walk ways are a feature of our city
  - Reduced motor vehicle congestion
  - Public transport is an attractive and well used travel option

1.2 Study Approach

The traditional approach to Local Area Traffic Management (LATM) has been to identify locations with inappropriate traffic volumes and traffic speeds and to design and implement measures that seek to reduce them or mitigate the impact. Little regard has typically been paid to wider transport and streetscape issues and opportunities. Whilst this approach has generally achieved the desired traffic results, there have been instances where the measures have subsequently proved unpopular with local residents, have unintended consequences for adjoining streets or degrade the local street environment and walking and cycling routes.

In order to evolve the LATM process and achieve the City's relevant Strategic Goals, GTA approaches such studies in a more holistic manner, ensuring that all transport modes are considered and recognising that improvements to local walking and cycling routes and connections, and minor changes to the streetscape can both mitigate the traffic impact and achieve a positive outcome for the street amenity and environment and encourages more walking, cycling and use of public transport. This approach is now captured in SA specific guidance documents such as Streets for People and Healthy by Design and would be considered as more of a Local Area Transport Study than a Local Area Traffic Management (LATM) Study.

This study incorporates the principles of the SA Streets for People Compendium and the Healthy by Design SA guide and considers issues and opportunities associated with all transport modes. These SA based documents provide practical advice, design principles and case studies to reduce the impact of traffic in local communities and develop more walking and cycling friendly streets and suburbs.

Successfully achieving a higher proportion of the travel demand as walking, cycling and public transport trips will require a new approach to designing local streets for these modes and providing less focus on designing for the car, or designing only to manage the impact of the car.

Securing community support for this changing approach will also require an innovative and informative approach, providing background information and documented evidence. This report provides information and evidence to support innovative recommendations that are presented and identifies where additional data may be required to support the recommendations.

Our approach to the study has been to:

- Understand the community perception and use of the available transport facilities and the perception of the impact of through traffic and extraneous parking demand;
- Look for the evidence to support or disprove the perceptions;
- Develop options to overcome the evidential problems and reduce the impact of perceived problems; and
- Prioritise actions to deliver the outcome to support the community aspirations and Council's Strategic Goals.

1.3 Structure of this Document

This report considers the existing conditions within the study area and how these can be translated into potential opportunities. Some of the opportunities arise as a result of the need to resolve existing concerns, which are largely traffic related, whilst other opportunities provide more emphasis on local amenity and place value and the nature and design of the local streets to improve walking and cycling conditions, thereby achieving reduced traffic impact as a result.

Section 2 of this document considers the study area, transport networks and planning context. Section 3 considers the existing conditions based on recorded data, observations, comparison with best practice and community responses. Section 4 provides a list of potential opportunities that arise from the existing conditions, strategic planning documents and best practice. Section 5 outlines the basis of the option assessment process, which is then set out in detail for each of the three precincts in sections 6 to 8. Finally, section 9 provides a summary of the recommendations and section 10 provides details of the key reference documents that have been used.

1.4 Next Steps

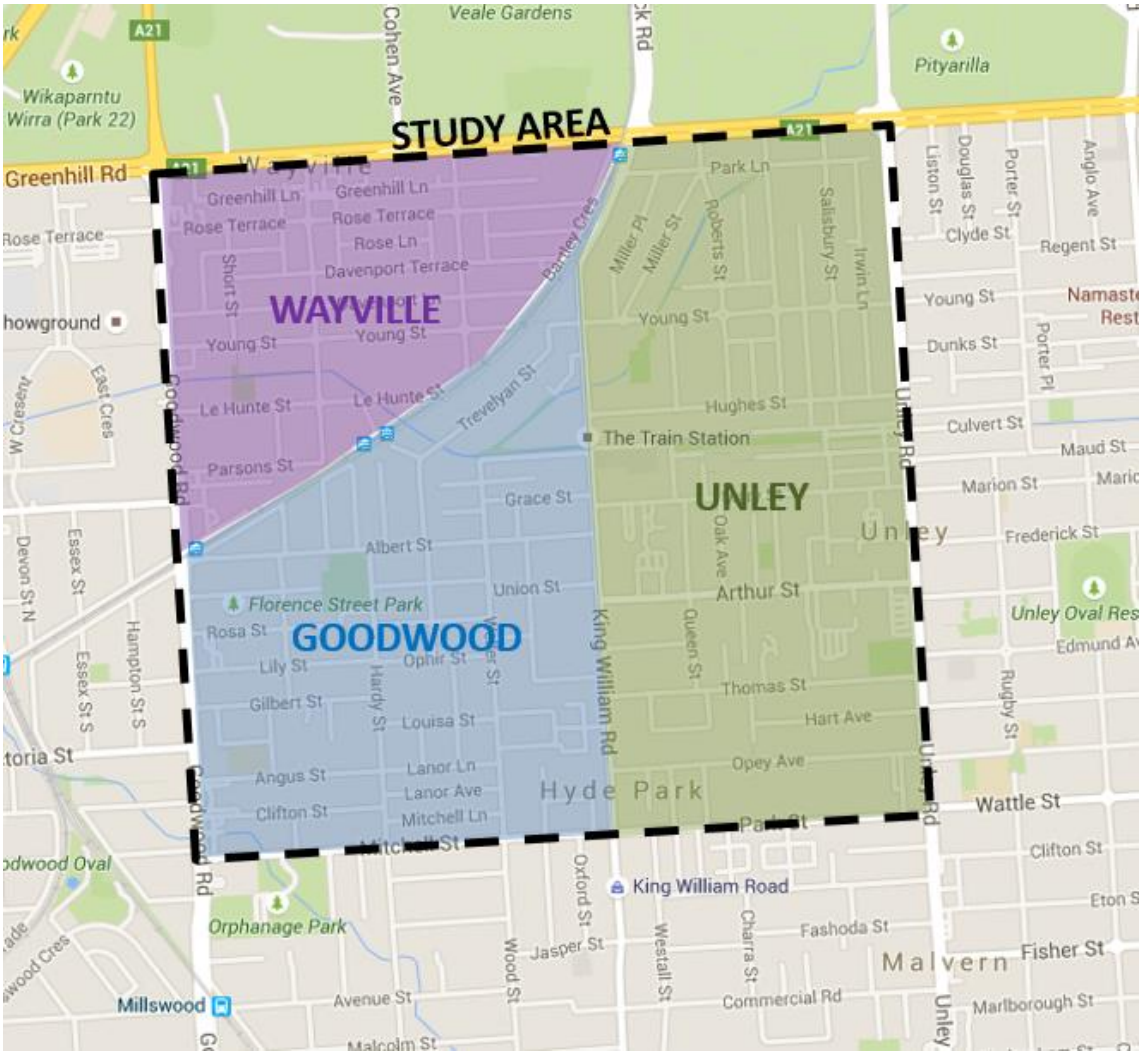
This Concept Plan Report forms the basis of the proposed community consultation and has been informed by the initial discussions with the Community Reference Groups (CRG) for Wayville and Goodwood. The report is to be read in conjunction with the summary maps and tables included as Appendices A and B. The report will be updated with feedback from the community consultation and prepared as a final study Plan.

2. Study Context

2.1 Study Area

The study area generally covers the suburbs of Unley, Goodwood and Wayville, which are bounded by Goodwood Road to the west, Greenhill Road to the north, Unley Road to the east and Mitchell Street and Park Street to the south. The study area is shown in Figure 2.1.

Figure 2.1: Study Area



(Map courtesy of Google Maps)

It should be noted that the suburb boundaries of Wayville, Goodwood and Unley are not precisely as shown in Figure 2.1, however these boundaries have been adopted for the purposes of this study.

The Unley, Goodwood and Wayville study area provides an ideal platform for a holistic approach to local traffic and transport management. With a compact study area, proximity to the Goodwood Road, Unley Road and King William Road local centres, 3 tram stops, frequent bus routes through the study area and on nearby arterial roads, a strategic bikeway and a

comprehensive network of pedestrian footpaths and shared paths, there would be few locations better placed within Adelaide from a transport perspective.

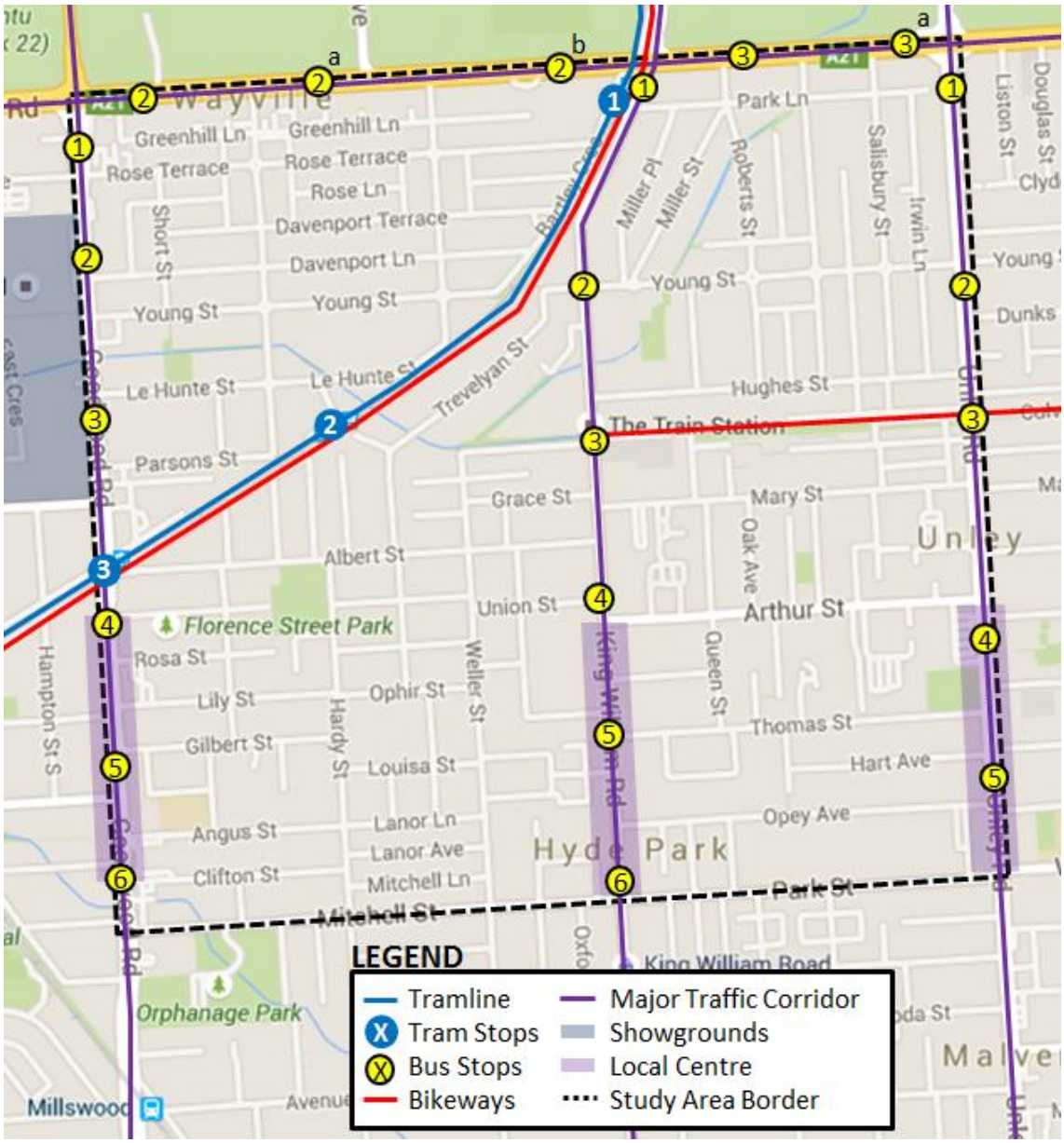
At only around 1 to 2 kilometres from the Adelaide CBD, adjacent the Greenhill Road commercial areas and opposite the Adelaide Showgrounds, the study area is also well located for wider access to key destinations.

However, this proximity to the CBD, Greenhill Road commercial areas and the Adelaide Showgrounds, results in the study area also experiencing use for convenient parking opportunities and use as a traffic access route. The route through King William Road, Northgate Street and Victoria Avenue provides a direct route down to Cross Road, with Sussex Terrace continuing the route further south. The route along Mitchell Street and Park Street provides an east to west connection between Unley Road and Goodwood Road. The provision of speed humps on Mitchell and Park Streets will maintain reduced vehicle speeds on these roads, but is likely to result in traffic displacement to parallel local streets, many of which are narrow and unsuitable for increased traffic volumes. Conversely the recent changes to Greenhill Road to improve traffic and cyclist safety will have reduced the attractiveness of some routes that were previously used as part of "rat-running" routes.

The availability of transport mode choice within the Unley, Goodwood and Wayville study area provides an ideal opportunity to develop a new approach to Local Area Traffic Management Plans. The extensive public transport choices and a strategic bike route means that the study area will already provide significant pedestrian and cyclist activity. Ensuring that the access routes to these facilities are safe, direct and of suitable quality can assist in increasing the level and amenity of walking and cycling and improve access to public transport within the study area. This in turn creates an environment that, whilst still maintaining local access and through connectivity for vehicles, is not seen as a high speed short cut for traffic headed towards the CBD.

Figure 2.2 provides a summary of the transport context within and adjacent to the study area.

Figure 2.2: Transport Context of the Study Area



2.1.1 Road Network

The study area is bounded by the arterial roads of Goodwood Road, Greenhill Road and Unley Road to the west, north and east respectively. These roads are under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Goodwood Road and Unley Road are both identified as Secondary Arterial Roads in the Unley Integrated Transport Strategy, with Greenhill Road identified as a Primary Arterial Road.

Within the local road network, King William Road is identified as a major collector road in the Unley Integrated Transport Strategy. Albert Street, Mitchell Street, Arthur Street and Park Street are identified as local crossing collector roads. All other streets within the study area are classified as local streets.

2.1.2 Public Transport Network

The public transport network in the study area comprises the Glenelg tram line, served by stops at Greenhill Road, Wayville and Goodwood Road, and bus routes along Unley Road, King William Road, Goodwood Road and Greenhill Road.

Table 2.1 summarises the general service frequencies of the public transport networks.

Table 2.1: Public Transport Service Patterns

Public Transport Route	Peak Hour Service	Weekday Daytime Service	Evening Service	Weekend Service
Glenelg Tram	Every 5 to10 minutes	Every 15 minutes	Every 20 minutes	Every 15 minutes
Unley Road	Every 10 minutes	Every 10 to 15 minutes	Every 30 minutes	Every 30 minutes
King William Road	Every 10 minutes	Every 15 minutes	Every 30 minutes	Every 30 minutes
Goodwood Road	Every 5 to10 minutes	Every 10 to 15 minutes	Every 30 minutes	Every 15 minutes
Greenhill Road	Two buses each direction AM Peak One PM peak	Two buses each way between 3 and 4pm	No services	No services

From the above table, the tram and bus services can be generally considered to provide a good service level during most time periods, with the exception of Greenhill Road.

The two bus routes that service the Greenhill Road stops (886 to Mt Barker Park and Ride, and 580 to Richmond) are generally timed to suit school children at Annesley College, with AM services before 9am and PM services between 3 and 4 pm running on school days. The 580 has one PM peak service to Paradise Interchange that may suit workers on Greenhill Road leaving after 5pm, however this level of frequency is unlikely to be attractive to achieve significant patronage.

2.1.3 Cycling and Walking

Wayville and Goodwood suburbs both lie adjacent to the Mike Turtur bikeway which runs alongside the Glenelg tram line from Glenelg to the CBD. The overall route is primarily a mixture of off-road shared paths and mixed traffic on local streets, with the majority of the route having been improved to this standard. The bikeway within the study area operates as an off-road shared path with the exception of a short section of Railway Terrace immediately east of Goodwood Road and the section alongside King William Road on the approach to Greenhill Road.

The bikeway also provides a good quality and well-lit pedestrian route. All of the local streets within the study area generally have some footpath provision, with varying width and surface treatments. A number of the footpaths would however be unsuitable for use by cyclists following the recent legislation change to permit cyclists of all ages to use the footpaths.

There is also a shared use path through Charles Walk alongside Keswick Creek that connects between King William Road to the west and Unley Road to the east within the study area. The path continues through to Fuller Street in the east and provides local street connections to Fullarton Road from the end of the shared use path via Dudley Street and Hone Street.

Local street bicycle routes in the study area are typically marked by the standard Bikedirect small blue triangle signs on lower volume and speed local streets. There is however some additional specific cyclist signage provided on a local street route from Russell Street via Opey Street, Pitchers Lane, Barrow Street, Thomas Street, Mornington Road, Beech Avenue, Austell Street to Little Charles Street, where the signage currently ends.

The 2015 Draft Walking and Cycling Plan (excerpt of network map shown as Figure 2.3) shows the cycling network in the study area. Two key 'Low Traffic Bikeway' routes are included through the study area; Unley Park – City Bikeway via Goodwood (including Joslin Street and Weller Street), and Unley Park – City Bikeway via Unley (including Roberts Street, Hughes Street, Mornington Road and Thomas Street) providing a north-south link from Mitchell / Park Street to Greenhill Road.

Figure 2.3: 2015-2020 Cycling Network Map from the Draft City of Unley Walking and Cycling Plan 2015

The routes within the study area are generally marked as requiring traffic calming treatments, with cyclist separation preferred on King William Road and Mitchell Street / Park Street. The Simpson Parade Shared Path (between King William Road and the Mike Turtur Bikeway) is not currently implemented and the current available route is a local cycling link south to Albert Street and then north up John Street to link to the Mike Turtur bikeway.

2.2 Planning Context

2.2.1 30 Year Plan for Greater Adelaide

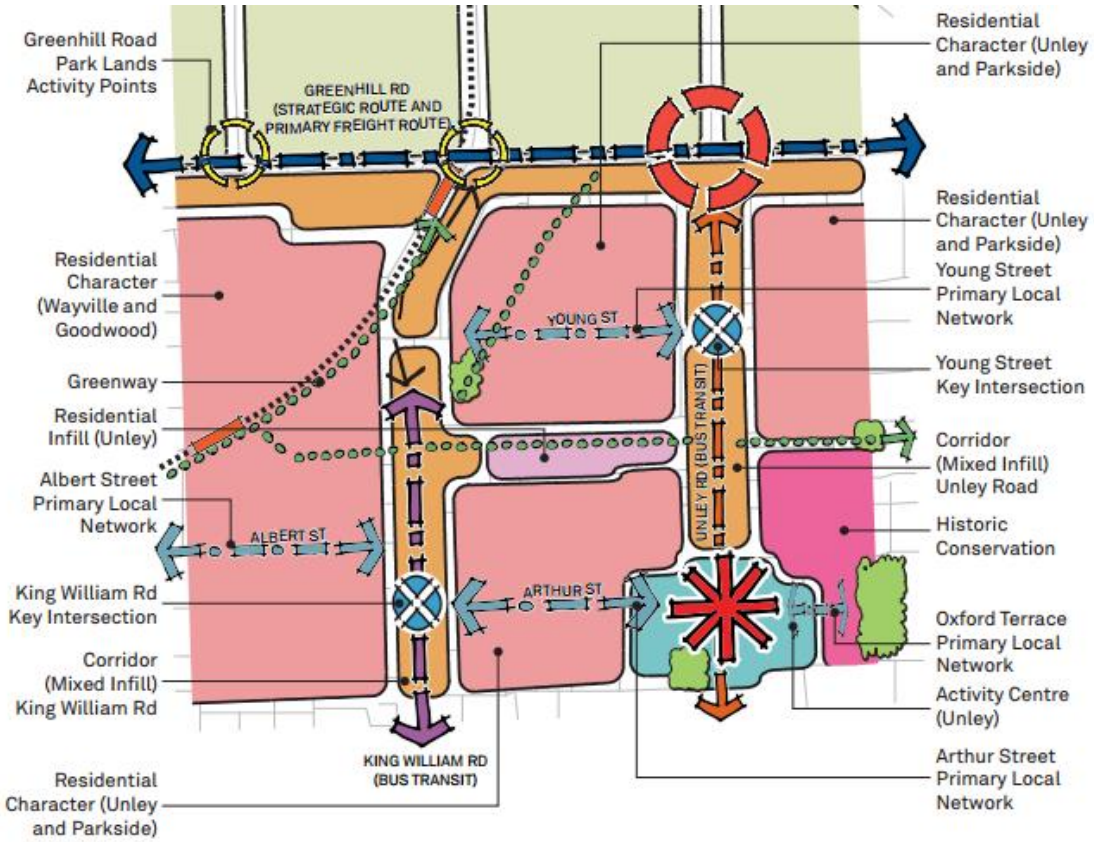
The 30 Year Plan for Greater Adelaide sets out the fundamental principles to manage the growth and change that is forecast to occur in the Greater Adelaide region. The plan seeks to create walkable neighbourhoods with housing located close to jobs, transport and services and a connected transport network which forms the backbone of the urban environment.

The plan recognises that local communities will always want to shape their environment and is therefore a flexible document that can be used as a guiding document for future planning and delivery of services across Greater Adelaide.

2.2.2 Inner Metro Rim Structure Plan

The Inner Metro Rim Structure Plan has been developed in consultation with the Inner Metropolitan Councils to assist the implementation of the 30 Year Plan for Greater Adelaide. The plan is generally consistent with local strategic directions however it is a not a mandatory document. Its intention is to provide a blueprint to guide future Development Plan Amendment processes and Council Strategic Directions Reports to ensure Development Plans align with the objectives of the Inner Metro Rim Structure Plan and 30 Year Plan for Greater Adelaide.

The actions of the Inner Metro Rim Structure Plan relevant to the proposed study are shown.



Activity Centre, Unley Road

Create a quality pedestrian-focused streetscape around the recognised community 'heart' (shopping centre/town hall/civic offices and adjacent open space).

Concentrate new development to provide increased activity and commercial and residential density.

Promote medium to high density mixed-use development (up to 8 storeys) in appropriate locations in the Activity Centre.

Historic Conservation

Reinforce the protection of historic building stock.

Greenway

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.

Gateway, Unley Road

Develop the Greenhill Road intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential above (7–8 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Consider built form transition between Greenhill Road and Unley Road.

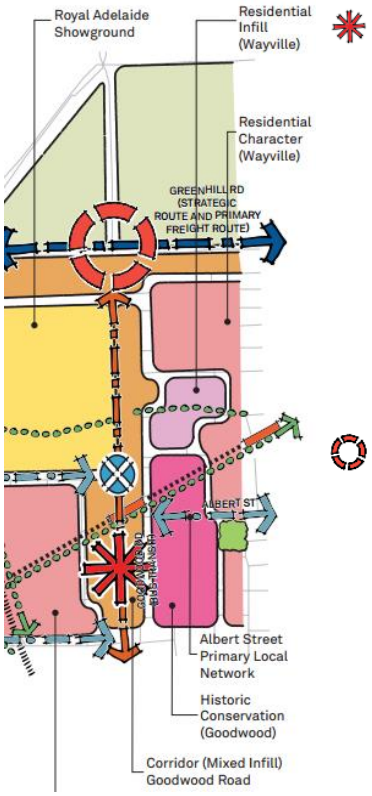
Residential Character, Unley and Parkside

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Park Lands where appropriate.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Young Street and Arthur Street primary local networks and Charles Walk greenway, including connectivity with local open spaces.

Preserve established streetscape character through appropriate building design.



Reinforced Centre, Goodwood Road

Reinforce Goodwood Road as a traditional high street around the Centre, through encouraging a quality public realm streetscape, activated built form, and through maintaining vehicle movement (including providing for high capacity on-road transit services).

Create a quality pedestrian-focused streetscape centre around the existing local services, showgrounds and adjacent community facilities.

Distinguish the centre along the length of the Goodwood Road commerce corridor.

Integrate the local tram stop as part of a quality public realm.

Gateway, Goodwood Road

Develop the Greenhill Road intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Residential Infill, Wayville

Facilitate gradual infill of non-character sites with low-rise (1–2 storeys) residential redevelopment close to the city and Park Lands where appropriate.

Promote developments that interface sensitively with surrounding established residential areas through lot size/height ratios and other design mechanisms.

Strengthen neighbourhood accessibility with improved streetscape along Albert Street primary local network.

Reinforce neighbourhood focal points, including greater development intensity along the tram corridor and around local tram stops.

Preserve established streetscape character through appropriate building design.

Gateway, Anzac Highway

Develop the Greenhill Road intersection as a gateway to the city with an increased concentration of activity, quality built form and public realm and greater engagement with the Park Lands.

Encourage commercial and home office use at the street level with residential accommodation above (8–10 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Greenway, Brownhill Creek and Tramway

Improve storm water management, WSUD initiatives and biodiversity.

Provide pedestrian/cyclist connection with surrounding neighbourhood and encourage better integration with built form.

Historic Conservation

Reinforce the protection of historic building stock.

Corridor (Mixed Infill), Goodwood Road.

Reinforce as a popular commerce corridor with commercial and home office shopfronts and residential accommodation above (4–6 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Corridor (Mixed Infill) Anzac Highway

Reinforce as a popular commerce corridor with commercial and home office shopfronts and residential accommodation above (4–8 storeys).

Promote reduced building setbacks and parking provision at the rear for new infill development.

Key issues to note in relation to opportunities within the study area include:

- A strong emphasis on the development of the activity centre within Unley including the shopping centre, Civic Centre and Oxford Terrace;
- The mixed use development opportunities to strengthen the Unley Road, Goodwood Road and King William Road corridors as activity centres;
- Transit opportunities along Goodwood Road, King William Road and particularly Unley Road;
- A high proportion of Historic Conservation and Residential Character areas that are unlikely to generate significant amounts of new development; and
- The development of additional Greenway corridors heading west and north east from King William Road.

2.2.3 The Village Living and Desirable Neighbourhoods Development Plan Amendment

The City of Unley has developed the Draft Village Living and Desirable Neighbourhoods Development Plan Amendment (DPA) to enable new development to be delivered in line with the State Planning Strategy, whilst maintaining local heritage and character through a balanced and tailored approach to state policy that supports necessary development within appropriate areas.

The Draft Village and Desirable Neighbourhoods DPA identifies specific areas within the study area for residential enhancement and/or regeneration.

The proposed residential zones are shown.

Following the first round of public consultation for this DPA, it is likely that significant changes will be made to the proposals. However, these changes are unlikely to materially affect traffic movements through the study area. This supports the wider DPA and confirms that there are likely to be two areas where more significant residential development is likely to take place.

2.3 Background Documents

2.3.1 Integrated Transport Strategy

In 2002, the City of Unley completed the Unley Integrated Transport Strategy. This set out a comprehensive assessment of the city in terms of transport access and demands for all transport modes. This document identified the pressure of through traffic on the north-south routes through Unley, the opportunities and limitations of the public transport networks and the difficulties for pedestrians and cyclists from an access and road safety perspective. Many of the actions identified remain valid today and in the context of the 30 Year Plan for Greater Adelaide and the Inner Metro Rim Structure Plan, the need for their implementation could be considered more pressing

Actions were set out within the document under six strategies:

i Strategy 1 – Reducing the pressure on Unley
This strategy identified strands relating to Arterial Road hierarchies, Travel Demand Management, People not Car movement, Transit Oriented Development and Smart Local Travel. This strategy also included a specific action to consider, in conjunction with the State Government, *"options to improve the transport hub and community facilities surrounding Goodwood Railway Station."* This was identified in the context of anticipated urban regeneration in the vicinity of the station.

ii Strategy 2 – Managing transport corridors and their associated land use environment
This strategy introduced the concept of route corridors, and specific, integrated corridor management plans reflecting the need to consider each on its own merits and activities, including variations by time of day/week. There was no specific identification or assessment of the Leah Street/Leader Street corridors.

iii Strategy 3 – Preserving and Enhancing the City of Villages
This strategy considered the function and role of each of the primary village centres.

iv Strategy 4 – Preserving and Enhancing the Quality of the Local Environment
This strategy considered the approach and identification of the residential precincts within the city, proposing integrated approaches to development and transport. Strategy 4.2 and 4.3 are considered to still provide relevant guidance informing this study and these are noted.

- 4-2 Conditions for residential Precincts
  - Target vehicle speed is 40 km/h or less;
  - The desired driver behaviour is achieved through design and management of the road space;
  - Traffic volumes are generally less than 2,000 vpd[1];
  - Connectivity without attracting through traffic;
  - Accessibility for local bus; and
  - Safe movement of pedestrians and cyclists.
- 4-3 An action plan giving priority to street and intersection treatment, using the following criteria
  - Streets within precincts with vehicle speeds over 40 km/h;
  - Wide carriageways;
  - Long sections;
  - Intersections with an accident record; and
  - Narrow footpaths.

v Strategy 5 – Improving local accessibility safety & convenience, and increase choice in transport mode
This strategy provided further details of road hierarchies and functions for local streets, including traffic volume and speed guidelines. It also proposed criteria for local pedestrian accessibility standards and improvements and local and strategic cycle access to better mitigate the increasing dominance of vehicle based planning.

vi Strategy 6 – A single management strategy
This strategy recognised the need for the transport and land use functions to be properly integrated to achieve the best outcomes.

2.3.2 Pedestrian and Bicycle Plan

The 2015 Draft Walking and Cycling Plan was prepared for the City of Unley in 2015 as a follow on document from the 2005 Pedestrian and Bicycle Plan, which followed on from the ITS. It provided an extremely comprehensive assessment of the pedestrian and cycle networks throughout the City, with an individual assessment provided on many local route streets. Many of the issues raised and the principles of proposed upgrades are reflected by the LATM Plan.

[1] The ITS also identifies at page 18 that "local streets with traffic volumes of more than 1000 vehicles per day are considered to have an unacceptable exposure to traffic."

3. Existing Conditions - Issues

3.1 Introduction

Despite being ideally located to take advantage of the transport opportunities, the study area is not without its issues. Existing data has been used to assess the operational characteristics of the streets and this has been supported by on-site observations. An extensive community consultation survey was also undertaken by the City of Unley and this has provided valuable information to consider against the available data.

The sections below consider each of the transport components within the study area, identifying the available data and community comments and concerns to evaluate the extent of the problem.

3.2 Urban Design

As part of the overall context the urban design fabric of the study area provides a framework that both determines the existing conditions and can be used to frame future opportunities. This is particularly relevant when considering the "Link and Place" assessment presented in the next section. There are a number of components to the urban design that inform the transport considerations.

The street layout within the suburbs is largely based on the traditional grid network which makes it permeable for vehicles and pedestrians. The public transport corridors create some limitations on this, but also provide other opportunities for creating movement corridors and local places.

There are some existing formal and informal landscaping and streetscape locations, with Soutar Park, Wayville Reserve, Simpson Parade Reserve, Florence Street Park, North Unley Play Park, Morrie Harrell Playground, Boothby Court Park and Soldiers Memorial Gardens providing formal landscape locations and opportunities. There have also been landscape and streetscape treatments alongside the Mike Turtur bikeway and Charles Walk.

Many of the streets within the suburbs have only limited street lighting resulting in locations which can be very dark and creating difficulties with narrow footpaths and potential obstructions. Some of the streets associated with the Mike Turtur bikeway have provided some upgrades to street lighting, creating improved conditions compared to many other streets.

The study area has a large number of street trees, with many of the local streets having a well-defined tree corridor, providing shade, shelter and amenity. There are issues with some tree locations however where they create narrow or damaged footpaths and impact on the effectiveness of the street lighting that is available. Pruning of trees and other landscaping should ensure that they do not encroach on footpaths and roadways.

The use of street furniture of various functions can also add to the streetscape value of a street and local area. There is currently little in the way of incidental street furniture within the study area, with the tram stops and reserves providing the main opportunities, related to their primary transport or recreation functions.

3.3 Road Network

In May 2015, the section of Greenhill Road adjoining the study area was upgraded with works resulting in alterations to the design and location of median openings, which in turn resulted in changes to access into and out of the study area. City of Unley has collected additional traffic data from a number of streets within the study area flowing the completion of these works. While the initial issues assessment was undertaken based on responses by residents before the Greenhill Road upgrade, the final options reflect the traffic data collected and observations undertaken after the Greenhill Road upgrade was completed.

3.3.1 Traffic Volumes

This City of Unley has recent traffic data available on much of its local street network and this is shown in Figure 3.1 and Figure 3.2. The study area is split into two figures showing the west side of King William Road and the east side of King William Road respectively. The figures reflect the most recent data available for each street.

Figure 3.1: Traffic Volumes in the Study Area – West of King William Road

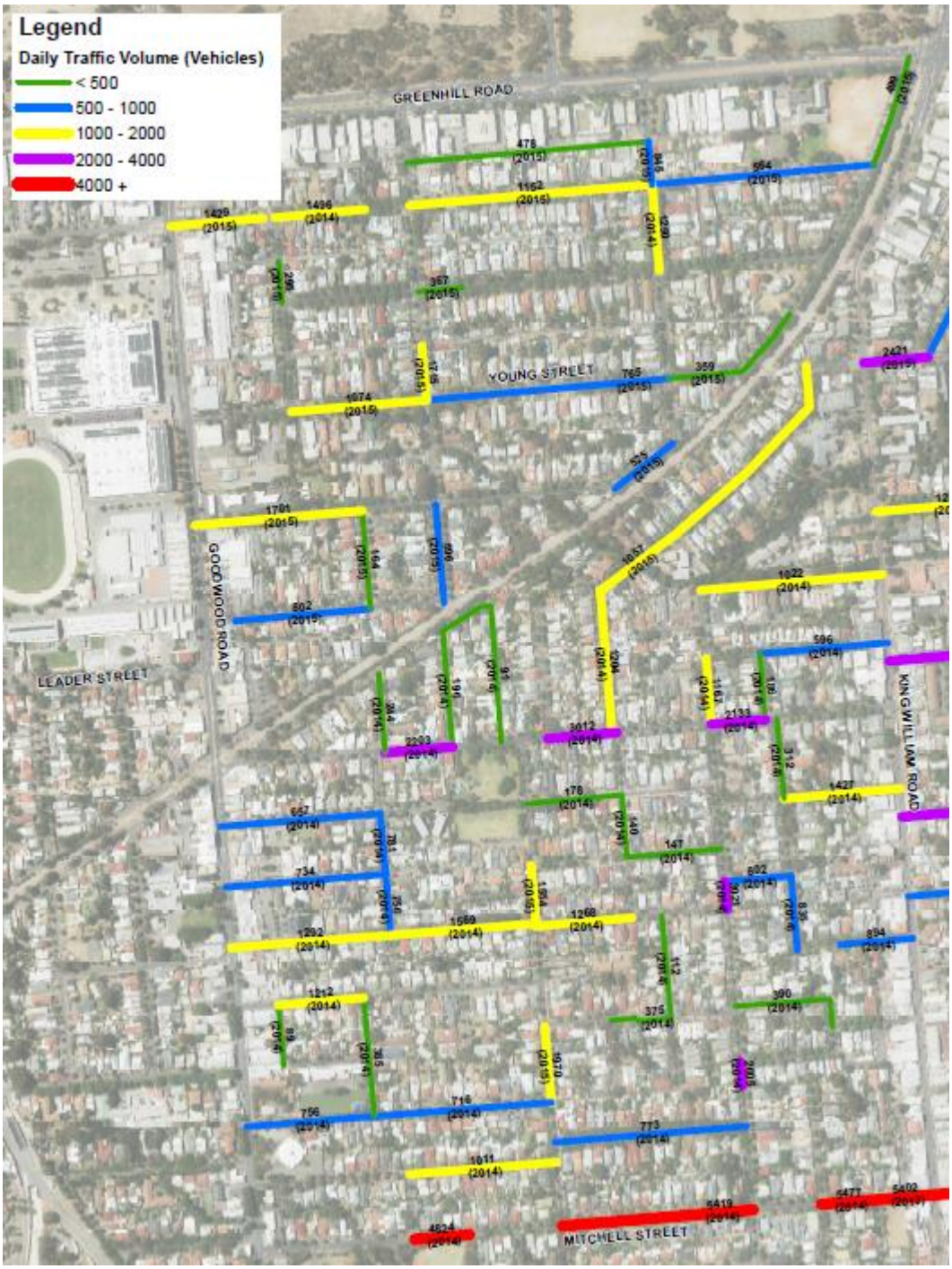


Figure 3.2: Traffic Volumes in the Study Area – East of King William Road

The Unley Integrated Transport Strategy (ITS) categorises roads as L1 to L3 as noted:

- L1 – 3,000 to 8,000 vehicles per day and a speed range of 40-60 km/h;
- L2 – 2,000 to 3,000 vehicles per day and a maximum speed of 40 km/h; and
- L3 – 1,500 to 2,000 vehicles per day and a maximum speed of 40 km/h.

The existing data confirms that Arthur Street, Mitchell Street and Park Street are the three busiest roads, falling in the L1 road category ranges. Arthur Street carries up to 5,200 vehicles per day west of Unley Road, Mitchell Street carries up to 5,500 vehicles per day (between Hardy Street and Weller Street), and Park Street carries up to 5,500 vehicles per day east of King William Road.

The use of Mitchell Street and Park Street as part of a through route from east to west results in high volumes of through traffic at certain times of the day, which then transfers on to other local streets. Mitchell Street also attracts through traffic between Goodwood Road, King William Road and Unley Road as well as access traffic to the commercial properties fronting it.

Speed humps have been in place on Mitchell Street and Park Street for a number of years to mitigate the volume and speed of traffic. This has had some success in achieving these objectives, but is not wholly supported by residents in the local area as the best solution as it has also resulted in transfer of traffic to other local streets. Only 3 out of 10 respondents who specifically commented on the preference for keeping or removing the speed humps wanted them to remain on Mitchell Street. Traffic volume was reported as a major problem by 1and a minor problem by 5 out of 7 respondents on Mitchell Street, even with the speed humps in place. Traffic volume was reported as a major problem by 9 and a minor problem by 3 out of 15 respondents on Park Street, even with the speed humps in place.

Similarly, the use of Arthur Street as part of a through route from east to west results in high volumes of through traffic at certain times of the day, which then transfers on to other local streets. Arthur Street also attracts through traffic between King William Road and Unley Road as well as access traffic to the commercial properties fronting it, particularly Unley Shopping Centre where the primary car parking areas both access off Arthur Street which will therefore be used as the primary access route to the centre by traffic from the west. Traffic volume was reported as a major problem by 7 out of 8 respondents on Arthur Street.

Albert Street and Weller Street (between Albert Street and Mitchell Street) both fall into the L2 road category ranges. Albert Street (between Foundry Street and John Street) and Weller Street (between Ophir Street and Dollman Street) both carry up to 3,000 vehicles per day.

Weller Street provides a north to south route between Albert Street and Mitchell Street, parallel to King William Road. 12 out of 15 respondents reported traffic volumes as a major problem on Weller Street.

Albert Street acts as an east to west link between Goodwood Road and King William Road, although access to/from Goodwood Road is restricted to left in / left out only. Speed humps have also been in place on Albert Street for a number of years to mitigate the volume and speed of traffic. 19 out of 24 respondents reported traffic volumes as a major problem on Albert Street.

Several streets fall into the L3 category with traffic volumes generally between 1,500 and 2,000 vehicles per day. These streets are Mary Street and Young Street in Unley, Hardy Street in Goodwood and Joslin Street (between Davenport Terrace and Young Street) in Wayville. The section of Young Street between King William Road and Miller Street carries some 2,400 vehicles per day but volumes to the east drop under 2,000 vehicles per day.

All other roads within the study area were categorised as local streets, with traffic volumes below the L3 category of 1,500 vehicles per day. While under 1,000 vehicles per day is generally

considered appropriate for local streets, volumes up to around 1,500 vehicles per day could be expected in an Inner Metro area such as the study area. Depending on the nature of the street and the speed on the traffic, volumes up to 1,500 may not create a significant impact. A number of the streets are likely to include vehicles driving in the area to park for public transport to the CBD as well as to access local shopping precincts.

Many other local streets were reported where traffic volume was more often reported as a major problem than a minor problem or no problem. Whilst there could be some localised issues on these streets in the peak hours, the overall recorded volumes do not indicate a persistent problem and generally more respondents reported minor or no problems.

3.3.2 Peak Hour Traffic Volumes

Typically, peak hour traffic is expected to be around 10% of the daily traffic volume. However, in many of the streets in Unley, Wayville and Goodwood the peak hour volume is a much higher percentage, indicating potential rat running through these streets. Where rat running was nominated as a concern by survey respondents the individual streets peak volume to daily volume ratio has been checked to confirm potential rat running routes. GTA notes the daily volumes available at the time of the peak to daily volume ratio analysis did not reflect the changes to Greenhill Road median openings and thus the most recent data from 2014 or earlier was used in the analysis presented in this section.

As well as the diversion of cars, increasing incidents of larger vehicles diverting on to Ophir Street, Boffa Street, Beech Avenue and Arthur Street (as through routes or for un/loading) were reported by residents.

Surveys have been undertaken to identify origin points of traffic within each suburb of the study area and their respective routes through the area. This is particularly relevant to investigate the impact on the peak hour traffic volumes also analysed with the recent changes to Greenhill Road.

An error of around 5% for each survey is present due to missed numberplates as well as vehicles not being matched within a reasonable time to be considered rat running (i.e. matched in excess of 8 minutes between survey locations). The majority of matched numberplates were between 0 to 4 minutes at the various survey locations.

The below analyses of the three suburbs surveys and peak period traffic volumes highlight the major routes for cut through traffic, as well as some routes with more minor volumes of matched through traffic. These lower volumes routes would have the potential to attract higher numbers if the more popular routes are treated to discourage rat running and this must be considered in any potential treatments. Generally, there are many possible routes for rat runners due to the permeability of the study area, in particular Goodwood.

Unley

The southern area of Unley shows very little volume related evidence of rat running in both AM and PM peaks and thus has been omitted from the figures and analysis below. Arthur Street is the only street in the southern area of Unley with particularly high volumes, carrying up to 5,300 vehicles per day in sections, with around 8% of that in the AM Peak Period, and 10% of that in the PM Peak. A high proportion of this traffic is likely to be vehicles using Arthur Street to access Unley Shopping Centre, State Swim and the Community Centre.

AM Peak Period

Six locations were surveyed in Unley on Thursday 11th June 2015 during the AM peak period (7:30am to 9:00am) to identify the origin points of traffic within the area and the routes that are subsequently taken through the study area.

Figure 3.3 and Figure 3.4 summarise the recorded routes for traffic through Unley in the AM peak period. Figure 3.3 shows the percentage of the daily volume recorded on the streets considered as potential rat running routes, as well as the survey locations used to identify the key routes through the areas. Figure 3.4 shows the routes that most matched vehicles used through the area.

Figure 3.3: Potential Traffic Routing through Unley (AM Peak)

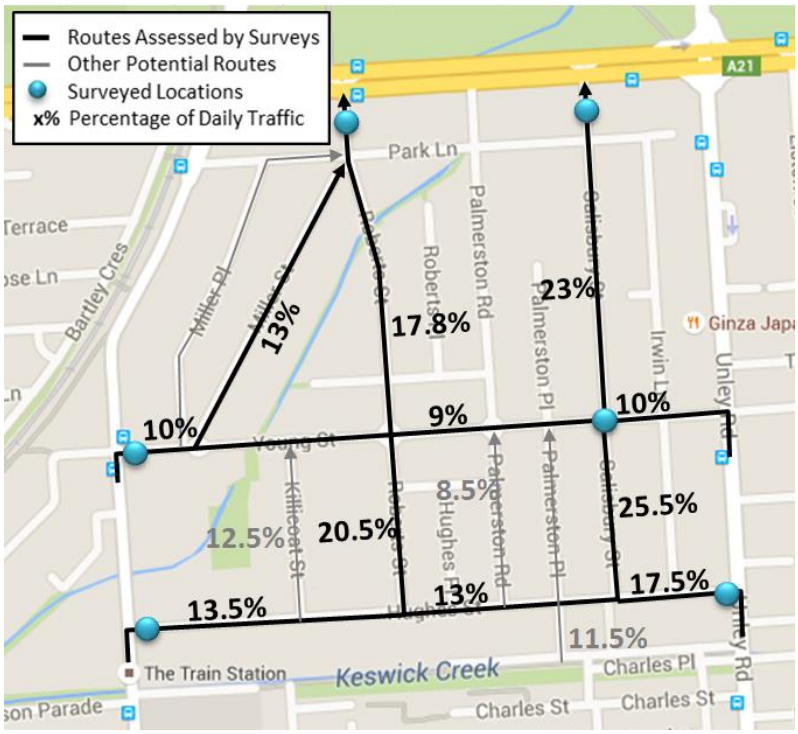
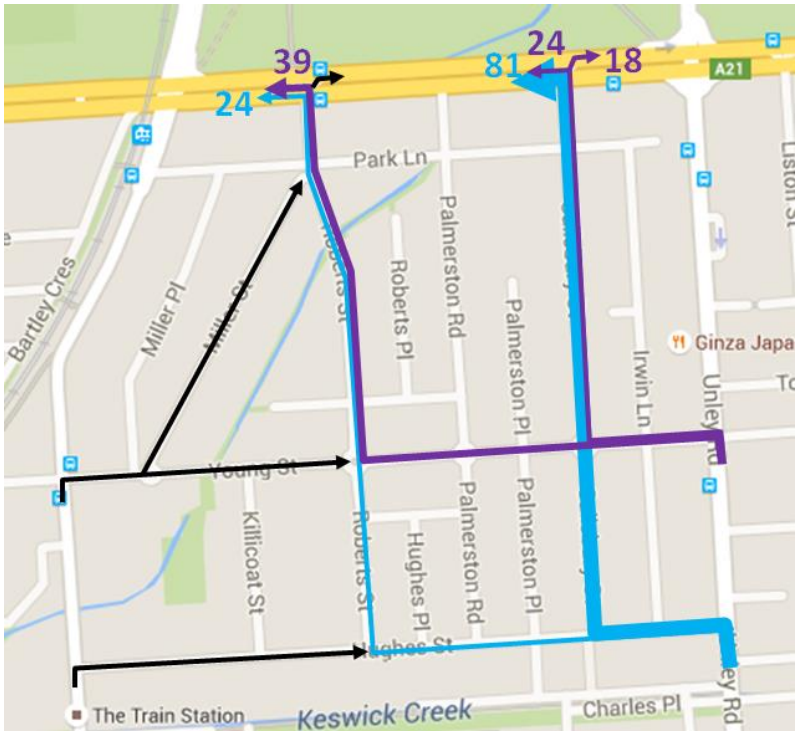


Figure 3.4: Major Routes of Traffic Matched Through Unley (AM Peak)



Of the 520 number plates recorded entering the area via Young Street (at King William Road and Unley Road) and Hughes Street (at King William Road and Unley Road), 204 were subsequently matched leaving the area via Roberts Street and Salisbury Street onto Greenhill Road. This makes for around 39% of the vehicles recorded entering the area subsequently recorded exiting the area.

Figure 3.5 shows the most significant routes and the identified volumes for rat running (i.e. vehicles recorded entering and subsequently exiting the area via these streets) during the AM Peak Period.

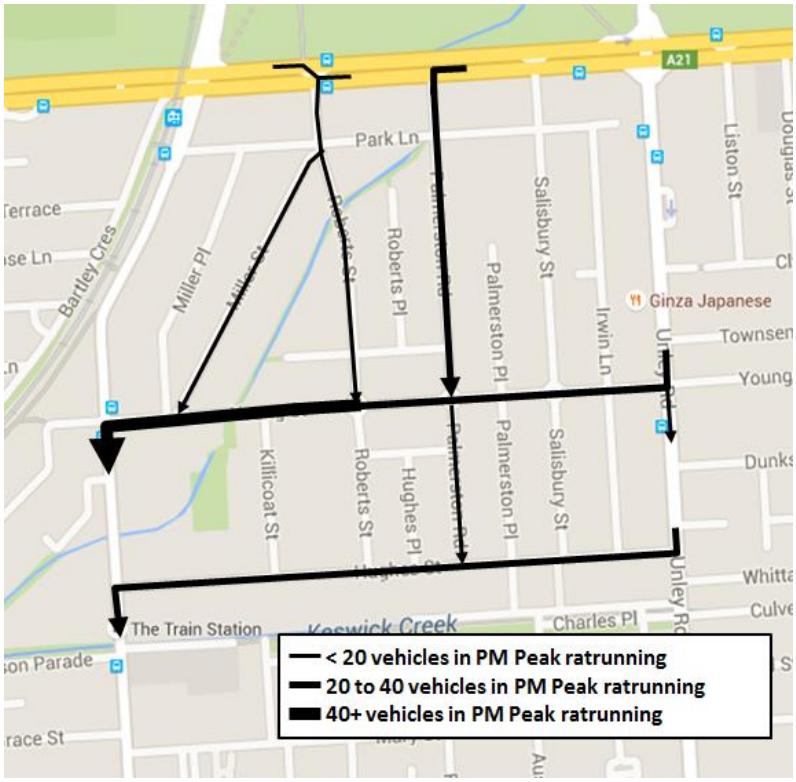
The majority of rat running vehicles accessed the area from Young Street and Hughes Street via Unley Road, and proceeded to turn left onto Greenhill Road. It is anticipated that a portion of these would then turn right onto Peacock Road. This is effectively vehicles avoiding the intersection of Unley Road and Greenhill Road.

We note that none of the 80 vehicles that were recorded eastbound on Young Street past Miller Street were matched at the intersections of Roberts Street or Salisbury Street and Greenhill Road. Some of these vehicles could have potentially been using Young Street to move between King William Road and Unley Road, instead of continuing on King William Road to Greenhill Road.

PM Peak Period

From the AM peak period survey results and the traffic volumes available in the area (recorded by Council and Greenhill Road intersection counts by DPTI) Figure 3.5 summarises the anticipated routes for traffic through Unley in the PM peak period. Specific origin and destination surveys were not completed for this time period as the route choice is more limited and can reasonably be derived from the AM peak surveys and the PM peak traffic counts.

Figure 3.5: Anticipated Traffic Routing through Unley (PM Peak)



Around 365 vehicles were recorded in the AM peak hour exiting the suburb at the intersections of Greenhill Road with Roberts Street and Salisbury Street (56% of these being matched entering the suburb). Counts at the intersections of Greenhill Road with Roberts Street and Salisbury Street indicate around 90 vehicles in the PM peak period enter the suburb via Roberts Street and Salisbury Street, of which 56% (50 vehicles) are likely to be rat running through the area.

Figure 3.5 above suggests that while some vehicles use Roberts Street to avoid the intersections of Greenhill Road and King William Road or Unley Road, the numbers of vehicles doing this will be fewer than 20 in the peak hour. Similarly fewer than 20 vehicles use Miller Street to avoid the intersection of Greenhill Road and King William Road.

More vehicles (in the order of 20 to 40 vehicles in the peak hour) are anticipated to be using Palmerston Road to avoid the intersection of Greenhill Road and King William Road, with most then using Young Street to access King William Road.

Some additional rat running from Unley Road to King William Road westbound on Young Street and Hughes Street is likely to be occurring, with drivers avoiding the intersection of Greenhill Road and King William Road. This is anticipated to be around 20 to 40 vehicles in the PM peak hour on each road based on volumes recorded on these roads by Council as well as the AM peak period surveys conducted by GTA Consultants.

Goodwood

AM Peak Period

Five locations were surveyed in Goodwood on Wednesday 10th June 2015 during the AM peak period (7:30am to 9:00am) to identify the origin points of traffic within the area and the routes that are subsequently taken through the study area.

Figure 3.6 and Figure 3.7 summarises the recorded routes for traffic through Goodwood in the AM peak period. Figure 3.6 shows the percentage of the daily volume recorded on the streets considered as potential rat running routes, as well as the survey locations used to identify the key routes through the areas. Figure 3.7 shows the routes, most matched vehicles use to cut through the area.

Figure 3.6: Potential Traffic Routing through Goodwood (AM Peak)

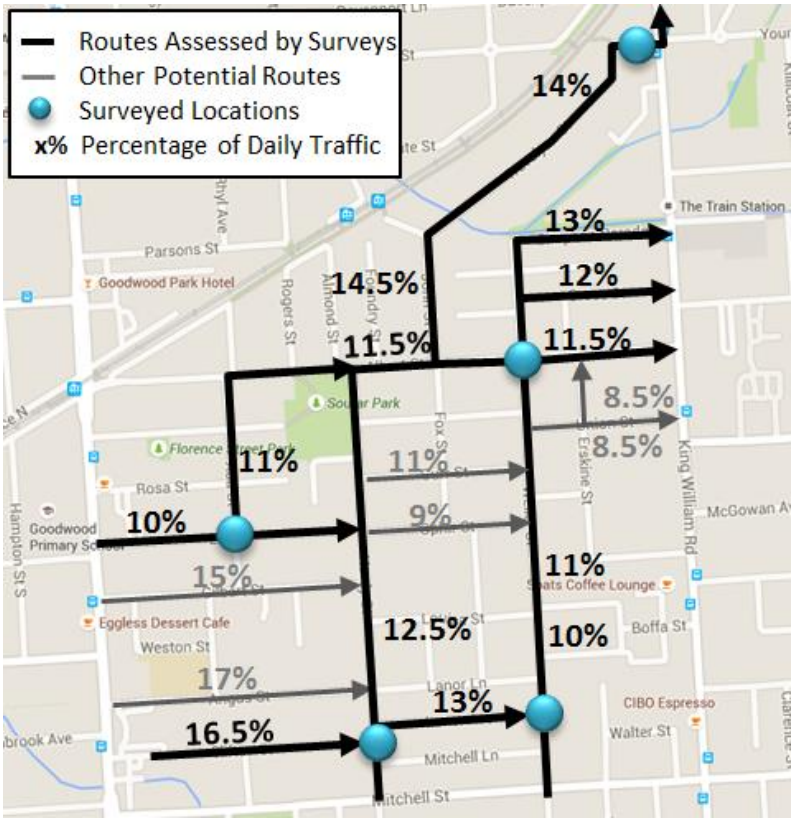
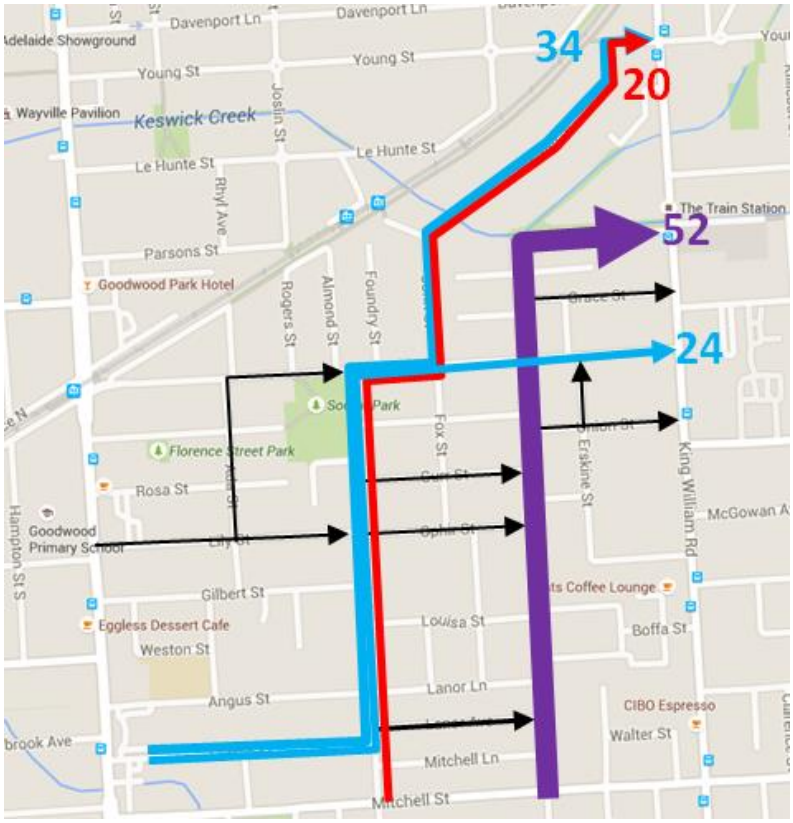


Figure 3.7: Major Routes of Traffic Matched Through Goodwood (AM Peak)



Angus Street and Gilbert Street were omitted from the surveys due to the proximity to St Thomas School (and Goodwood Primary School in the case of Gilbert Street) having a likely effect on the volume of traffic using those roads in the AM peak period. Some traffic may use these streets to cut through the area; however more is anticipated to be associated with school drop off.

Of the 464 number plates recorded entering the area via Weller Street, Hardy Street, Clifton Street and Lily Street, 192 were subsequently matched leaving the area via Albert Street (recorded at the Weller Street intersection), Simpson Parade, Grace Street and Young Street. This makes for around 41% of the vehicles recorded entering the area subsequently recorded exiting the area. Some additional traffic was counted turning right onto Union Street to avoid the Weller Street / Albert Street intersection, which could potentially increase the rat running observed to around 50% of entering traffic subsequently observed exiting the area.

Figure 3.6 in particular highlights the permeability of Goodwood, with many options for entering and exiting the suburb available to potential rat runners. While many of these streets may have smaller numbers of rat runners they are potential routes to which traffic may transfer if treatments are applied to the more popular routes.

Figure 3.7 shows the routes with the highest volumes of identified rat running (i.e. vehicles recorded entering and subsequently exiting the area via these streets) during the AM Peak Period. Clifton Street notably has a considerable number of vehicles that were subsequently matched exiting the area. Notably vehicles used Clifton Street and then Lanor Avenue to travel from west to east, with some then being matched on Albert Street; however some may have dispersed through to King William Road.

GTA also notes that during the time of the survey on Wood Street (to the south of the Weller Street/Mitchell Street intersection) vehicles were being diverted to King William Road before

reaching Mitchell Street due to a burst water main. This may have reduced the number of vehicles coming up Weller Street as no vehicles from Wood Street could continue up onto Weller Street.

Based on the PM peak survey, around 25 vehicles were matched routing through the area then using Weller Street to travel south onto Wood Street. Based on this a further 25 vehicles could be anticipated in the weekday morning peak had Wood Street being open to through traffic. GTA notes that a proportion of traffic using Wood Street in particular may be local traffic from the Millswood and Unley Park areas travelling north through the adjoining suburbs rather than making their way to Goodwood Road or King William Road more locally.

PM Peak Period

Six locations were surveyed in Goodwood on Tuesday 9th June 2015 during the PM peak period (4:00pm to 6:00pm).

Figure 3.8 and Figure 3.9 summarises the recorded routes for traffic through Goodwood in the PM peak period. Figure 3.8 shows the percentage of the daily volume recorded on the streets considered as potential rat running routes, as well as the survey locations used to identify the key routes through the areas. Figure 3.8 shows the routes the most matched vehicles use to travel through the area.

Figure 3.8: Potential Traffic Routing through Goodwood (PM Peak)

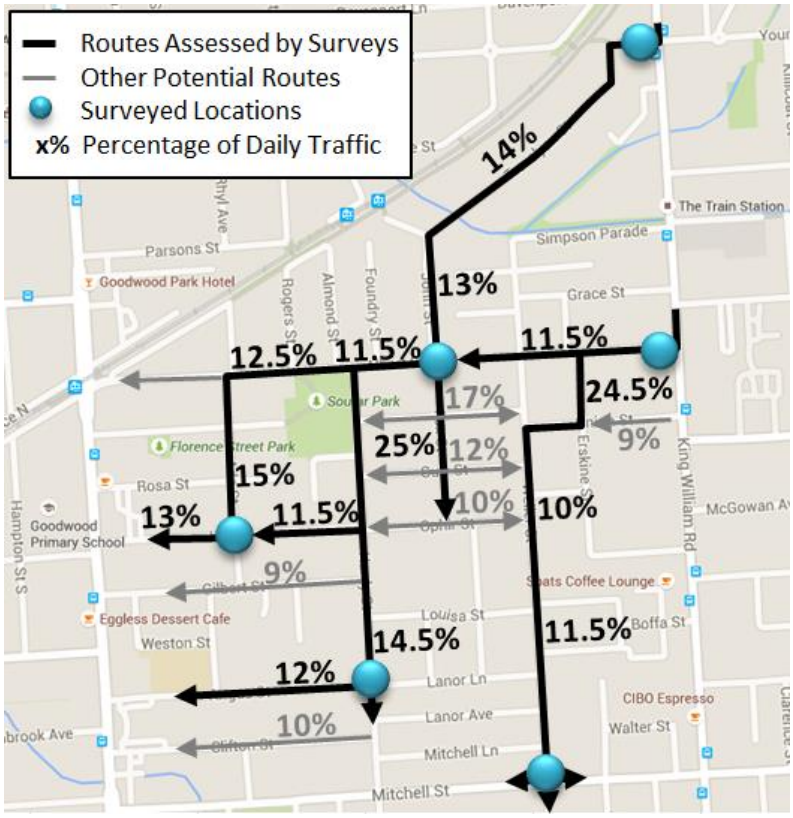
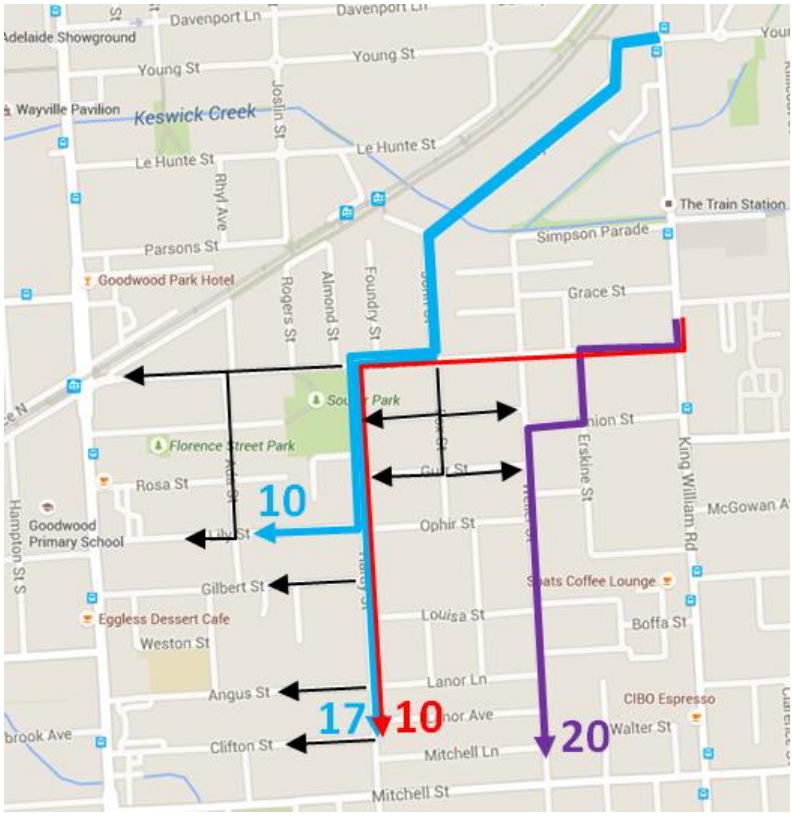


Figure 3.9: Major Routes of Traffic Matched Through Goodwood (PM Peak)



Of the 341 numberplates recorded entering the area via Young Street and Albert Street, 94 were subsequently matched leaving the area via Lily Street, Hardy Street, Angus Street and Weller Street. This makes for 28% of the vehicles recorded entering the area subsequently recorded exiting the area.

Figure 3.8 in particular highlights the permeability of Goodwood, with many options for entering and exiting the suburb available to potential rat runners. While many of these streets may have smaller numbers of rat runners they are potential routes to which traffic may transfer if treatments are applied to the more popular routes. Simpson Parade was excluded as an origin survey due to the PM peak right turn bans at this intersection, although it is known that a number of drivers do not adhere to the ban.

Of the vehicles matched entering the area at Young Street and then again at the intersection of Fox Street / John Street / Albert Street, 38 vehicles were not matched again on Lily Street, Hardy Street, Angus Street or Weller Street exiting the area. Some of these vehicles are likely to have been accessing local residences south of Albert Street; however all of these chose to use Young Street / Trevelyan Street / John Street as a shortcut to avoid King William Road. It is also likely that a portion of these vehicles (anticipated to be around 30% based on other survey sites) exited the area via Albert Street or Gilbert Street.

Of the vehicles matched entering the area via Albert Street, and matched again heading west through the intersection of Fox Street / John Street / Albert Street 61 vehicles were not matched again on Lily Street, Angus Street or Hardy Street exiting the area. Some of these vehicles are likely to have been accessing local residences in the western side of the suburb. It is also likely that a portion of these vehicles (anticipated to be around 30%) exited the area via Albert Street or Gilbert Street.

The addition of these potential rat runners is anticipated to bring the total percentage of rat running in the suburb in the PM peak to around 35% (around 120 vehicles).

Figure 3.9 shows that the routes with the highest volumes confirmed rat running (i.e. vehicles recorded entering and subsequently exiting the area via these streets) during the PM Peak Period. Generally, vehicles were dispersed across the suburb with Hardy Street generally carrying the most rat runners south to Mitchell Street. However, the overall volumes on any individual street are not considered excessive.

Wayville

AM Peak Period

Four locations were surveyed in Wayville on Thursday 4th June 2015 during the AM peak period (7:30am to 9:00am) to identify the origin points of traffic within the area and the routes that are subsequently taken through the study area.

Figure 3.10 and Figure 3.11 summarise the recorded routes for traffic through Wayville in the AM peak period. Figure 3.10 shows the percentage of the daily volume recorded on the streets considered as potential rat running routes, as well as the survey locations used to identify the key routes through the areas. Figure 3.11 shows the routes the most matched vehicles use to cut through the area.

Figure 3.10: Potential Traffic Routing through Wayville (AM Peak)

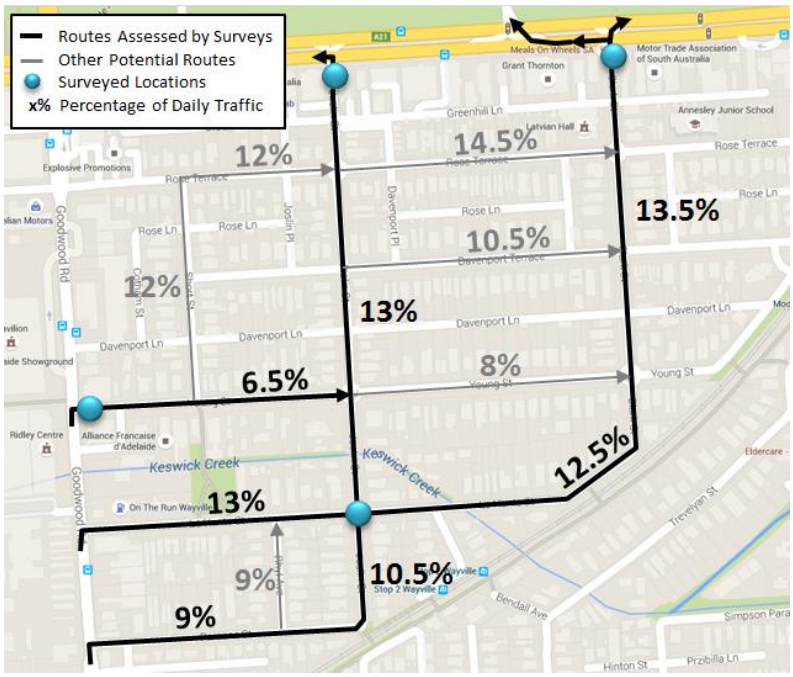
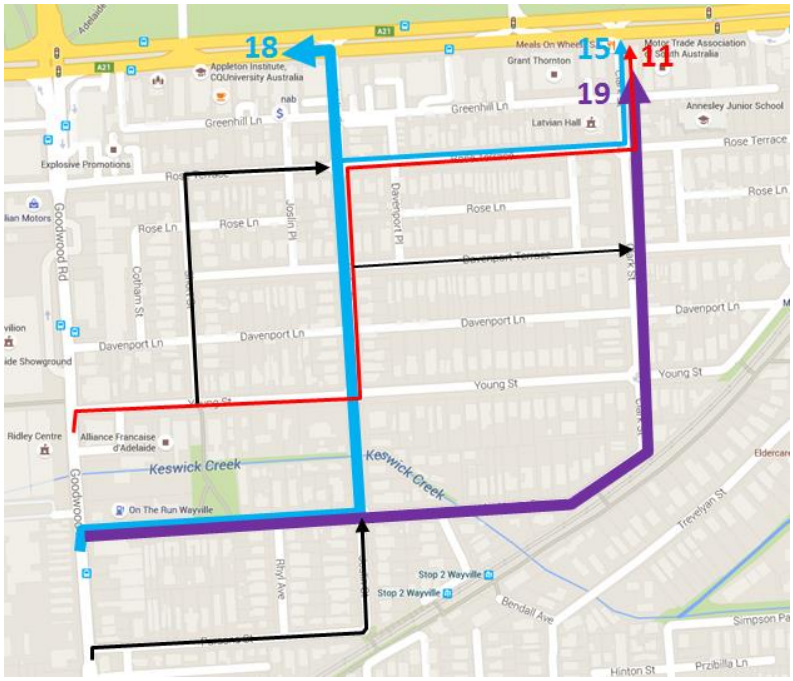


Figure 3.11: Major Routes of Traffic Matched Through Wayville (AM Peak)



Of the 331 numberplates recorded entering the area via Parsons Street, LeHunte Street and Young Street, 90 were subsequently matched leaving the area via Joslin Street and Clark Street. This makes for 27% of the vehicles recorded entering the area subsequently recorded exiting the area.

As shown on Figure 3.10 of the vehicles recorded leaving the area (after entering) the majority exited via Clark Street onto Greenhill Road. Around a third of vehicles exiting at Clark Street were noted as proceeding to turn right onto Sir Lewis Cohen Drive.

The above indicates that the majority of traffic passing through the suburb in the AM peak period is more localised traffic accessing residences as well as the businesses along Greenhill Road and Annesley College on Rose Terrace, with some rat running to avoid the traffic signals at Greenhill Road / Goodwood Road observed. We note that the recent changes to the configuration of Greenhill Road (in particular the closure of right turn access to/from Joslin Street) will have changed the nature of rat running through the area since the community consultation took place so the previous AM rat running problem may have previously been greater than the observed level.

PM Peak Period

Six locations were surveyed in Wayville on Wednesday 10th June 2015 during the PM peak period (4:00pm to 6:00pm) to identify the origin points of traffic within the area and the routes that are subsequently taken through the study area.

Figure 3.12 and Figure 3.13 summarises the recorded routes for traffic through Wayville in the PM peak period. Figure 3.12 shows the percentage of the daily volume recorded on the streets considered as potential rat running routes, as well as the survey locations used to identify the key routes through the areas. Figure 3.13 shows the routes the most matched vehicles use to cut through the area.

Figure 3.12: Potential Traffic Routing through Wayville (PM Peak)

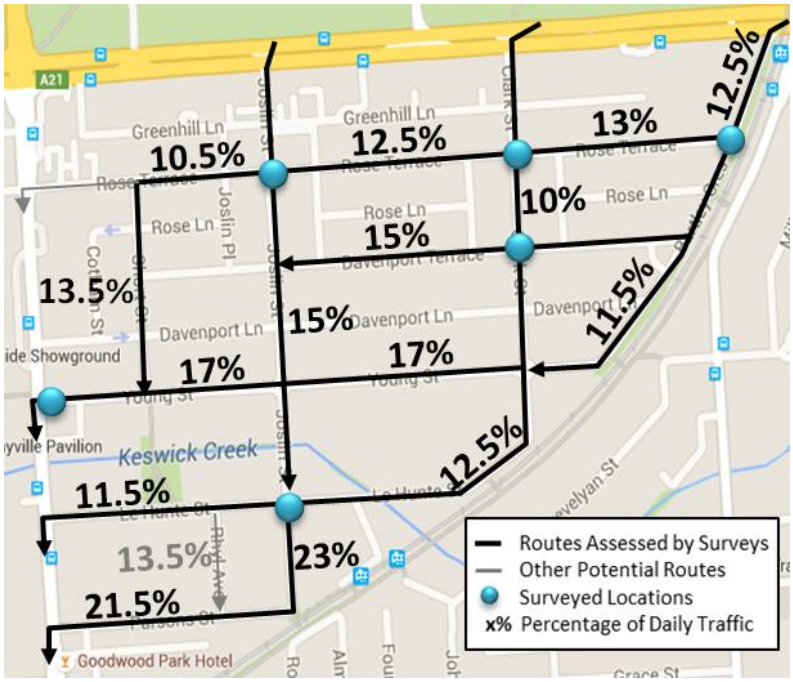
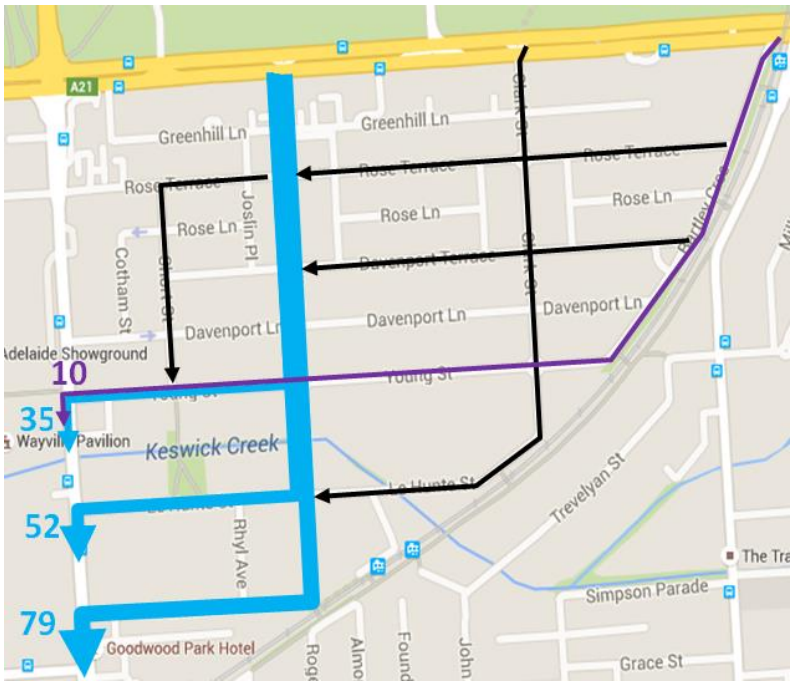


Figure 3.13: Major Routes of Traffic Matched Through Wayville (PM Peak)



Of the 680 numberplates recorded entering the area via Bartley Crescent, Clark Street and Joslin Street, 229 were subsequently matched leaving the area via Young Street, LeHunte Street or Parsons Street. This makes for 34% of the vehicles recorded entering the area subsequently recorded exiting the area.

Figure 312 shows that the routes with the highest volumes confirmed rat running (i.e. vehicles recorded entering and subsequently exiting the area via these streets) during the PM Peak Period.

Of the vehicles recorded entering and exiting the area the majority used Joslin Street to avoid the intersection of Greenhill Road and Goodwood Road. 173 of the 400 vehicles recorded coming into the suburb from Greenhill Road onto Joslin Street subsequently exited the suburb at Young Street, LeHunte Street or Parsons Street (43%).

Typically, the other streets (Bartley Crescent, Davenport Terrace, Clark Street and LeHunte Street and Young Street east of Joslin Street) had less than 20 vehicles using each street that were recorded both entering and exiting the area, with a total of 56 rat running vehicles dispersed between these streets to then exit via Young Street, LeHunte Street or Parsons Street. This shows the permeability of Wayville, and reinforces the notion that treatments on Joslin Street could cause transfer of rat running traffic to a variety of other routes.

3.3.3 Traffic Speed

All of the Council streets within the study area are subject to the City of Unley wide 40 km/h speed limit. However, the recorded vehicle speeds confirm that there are a number of streets where there is a significant volume of traffic travelling above 40 km/h. Figure 3.14 and Figure 3.15 summarise the recorded average and 85th percentile vehicle speeds, identifying them in four bands. The study area is split into two figures showing the west side of King William Road and the east side of King William Road respectively. The data presented is the most recent data available for each street, with the most recent 2015 data reflecting the data collected after the Greenhill Road Upgrade.

Figure 3.14: Traffic Speeds in the Study Area – West of King William Road

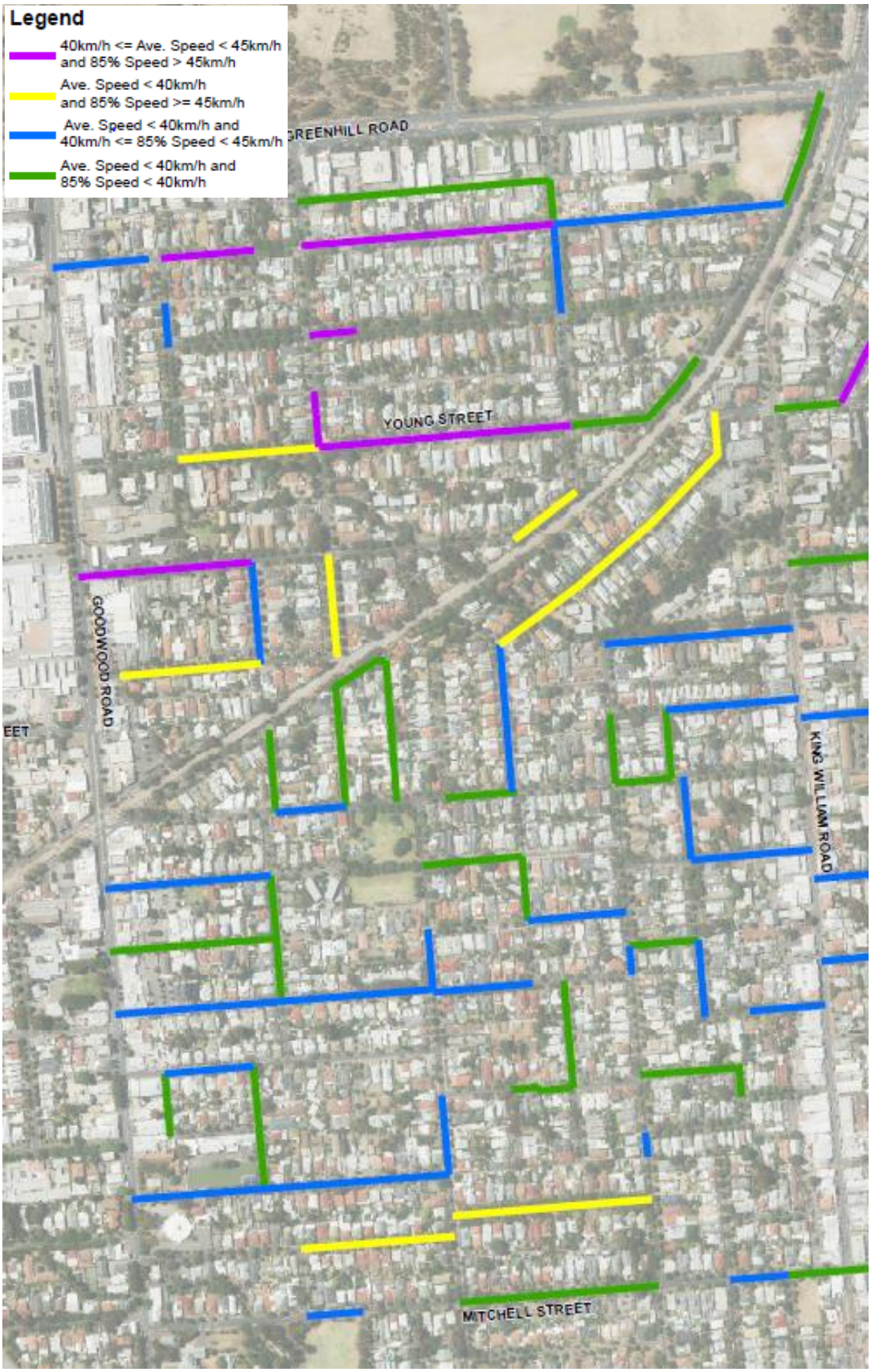


Figure 3.15: Traffic Speeds in the Study Area – East of King William Road

The recorded data confirms that there are several streets or sections of streets where speeds may be of concern. Streets with a high difference between average speed and 85th percentile speed may be of concern indicating that a limited number of vehicles are travelling considerably higher than the speed limit. Streets with an average speed and 85th percentile speed over 40 km/h indicate consistent speeding may be an issue.

The streets in Table 3.1 have sections with an average speed of 40 to 45 km/h and an 85th percentile speed over 45 km/h. Table 3.1 also includes information on the community consultation concerns in relation to speeding on these streets.

Table 3.1: Streets with Average Speed of 40 to 45 km/h and an 85th Percentile Speed over 45 km/h

Street	Section	Average Speed	85th Percentile Speed	Respondents			Daily Volume
				No Problem	Minor Problem	Major Problem	
LeHunte Street	Goodwood to Rhyl	41.6 km/h	48.2 km/h	1	1	2	1,701 vpd
Joslin Street	Davenport to Young	41.7 km/h	47.7 km/h	2	3	10	1,870 vpd
Rose Terrace	Short to Joslin	40.2 km/h	48.1 km/h	4	8	5	1,436 vpd
	Joslin to Clark	41.2 km/h	46.4 km/h				1,715 vpd
Salisbury Street	Park to Young	40.4 km/h	48.6 km/h	3	6	4	758 vpd
Roberts Street	Miller to Young	40.9 km/h	48.1 km/h	5	2	4	852 vpd
Miller Street	Roberts to Young	40.5 km/h	48.4 km/h	4	7	2	728 vpd
Davenport Terrace	Joslin to Clark	41.8 km/h	49.7 km/h	9	9	3	367 vpd
Young Street	Joslin to Clark	41.2 km/h	48.2 km/h	8	9	3	765 vpd

The observed speeds generally accord with the community responses where LeHunte Street, Joslin Street, Rose Terrace, Salisbury Street, Roberts Street, Miller Street, Davenport Terrace and Young Street had the majority of respondents identifying traffic speed as a minor or major problem. Of the above, Joslin Street, LeHunte Street, Rose Terrace, Salisbury Street and Young Street have at least one roundabout intersection which may help to reduce traffic speed. Despite this, speeds through the roundabouts on Joslin Street were noted as a concern to a few residents during the community consultation.

Table 3.2 summarises the streets with a high speed differential, with average speed below 40 km/h and an 85th percentile speed over 45 km/h.

Table 3.2: Streets with Average Speed of less than 40 km/h and 85th Percentile Speed over 45 km/h

Street	Section	Average Speed	85th Percentile Speed	Respondents			Daily Volume
				No Problem	Minor Problem	Major Problem	
Young Street	Short to Joslin	38.4 km/h	45.0 km/h	8	9	3	1,074 vpd
Clifton Street	Hardy to Harvey	39.2 km/h	46.1 km/h	0	0	0	989 vpd
Lanor Avenue	Hardy to Weller	39.5 km/h	46.4 km/h	2	2	4	751 vpd
Roberts Street	Young to Hughes	38.7 km/h	46.1 km/h	5	2	4	437 vpd
Salisbury Street	Young to Hughes	38.9 km/h	47.5 km/h	3	6	4	524 vpd
Palmerston Road	Park to Young	39.7 km/h	48.1 km/h	4	8	1	467 vpd
	Young to Hughes	38 km/h	46.3 km/h				327 vpd
Thomas Street	Caithness to Allen	38.6 km/h	46.1 km/h	2	5	9	1,363 vpd
Parsons Street	Rhyl to Hoxton	39.8 km/h	47.2 km/h	0	5	0	802 vpd
Trevelyan Street	Bendall to bend	38.9 km/h	46.1 km/h	2	6	8	1,057 vpd
LeHunte Street	Clark to bend	39.7 km/h	45.7 km/h	1	1	2	525 vpd

These streets indicate that where vehicles are speeding they are doing so significantly above the speed limit (40 km/h).

There were several streets where the majority of respondents identified traffic speed as a major problem on that street. These are summarised in Table 3.3.

Table 3.3: Streets with more than half of Respondents Reporting Speed as a Major Problem

Street	Average Speed	85th Percentile Speed	Respondents			Daily Volume
			No Problem	Minor Problem	Major Problem	
Dollman Street	31.2 km/h	36 km/h	1	1	3	752 vpd
Grace Street	32.1 km/h	40.2 km/h	0	0	1	501 vpd
Hardy Street	36.4 – 38.3 km/h	36.6 – 43.9 km/h	1	2	5	1,554 – 1,970 vpd
John Street	35.6 km/h	41.6 km/h	1	1	4	1,178 vpd
Joslin Street	39.2 – 40.8 km/h	45.4 – 46.1 km/h	2	3	10	596 – 1,715 vpd
Lanor Avenue	45 km/h	39.3 km/h	2	2	4	728 vpd
LeHunte Street	40.4 – 42 km/h	46.1 – 48.2 km/h	1	1	2	471 – 1,701 vpd
Mary Street	41 – 45 km/h	32.2 – 37.8 km/h	2	4	8	1,721 – 2,098 vpd
O'Connell Street	33.3 km/h	27.9 km/h	1	0	1	152 vpd
Ophir Street	42.1 km/h	36.2 km/h	0	1	3	1,268 vpd
Russell Street	29.6 km/h	34.4 km/h	0	0	2	212 vpd
Thomas Street	45 – 47.2 km/h	36.3 – 38.6 km/h	2	5	9	1,285 – 1,363 vpd
Trevelyan Street	38.7 km/h	45.8 km/h	2	6	8	1,057 vpd
Union Street	42.1 km/h	35.5 km/h	1	0	1	1,413 vpd
Weller Street	22.9 – 37.9 km/h	28.1 – 44.6 km/h	1	0	14	978 – 3,021 vpd

Of the above, Grace Street, Hardy Street, John Street, Joslin Street, LeHunte Street, Trevelyan Street and Weller Street have sections with an 85th percentile speed over 40 km/h and these are highlighted in green on the above table.

The most recent data on the other streets indicate that the average speeds are below 40km/h with 85th percentile speeds generally below or just above 40 km/h, with the exception of Mary Street and Lanor Avenue. While the traffic data does not indicate a significant portion of vehicles exceeding the speed limit on these streets there may be a perceived or localised speed issue on these streets relative to the street design and activity. The volumes of some of these streets could increase the perceived speed, due to the number of vehicles using the streets. This is particularly likely for streets with volumes around or over 1,000 vehicles per day. These streets have their volumes highlighted in green on the above table.

There may also be the presence of single vehicles recurringly speeding or accelerating quickly (and/or loudly) that may also contribute to speed concerns on streets where the data does not indicate significant speeding. Furthermore, while vehicles may not be exceeding the speed limit they may be travelling at a speed inappropriate for the nature of the street. This could include narrow streets, significant presence of parked cars, cars manoeuvring for parking and frontage activity (e.g. school) where there should generally be a lower speed environment.

In many other cases traffic speed was reported to be a minor problem, or were generally perceived to have higher speeds than necessary. The majority of other streets in the study area for which speed data was available have an 85th percentile speed and average speed under 40 km/h.

Several streets have road humps in the area including Albert Street, Mitchell Street, Park Street and Opey Avenue. Despite the presence of road humps, traffic speed was still noted as a major or minor issue more often than no issue at all on these streets.

The data on Albert Street, Park Street, and Opey Avenue shows that generally both average speeds and 85th percentile speeds were recorded around or under 40km/h, although some sections recorded 85th percentile speeds between 40 and 45 km/h. This data suggests that while there is a perceived speed issue there are few vehicles disobeying the 40 km/h speed limit on these streets, with the road humps likely to be assisting this.

On Mitchell Street the majority of respondents reported speed as a minor problem. The average speed was recorded as under 40km/h with an 85th percentile speed of 40 to 45 km/h recorded. This suggests that while there are some vehicles disobeying the 40km/h speed limit, speed is not a significant issue on this street, likely due to the road humps.

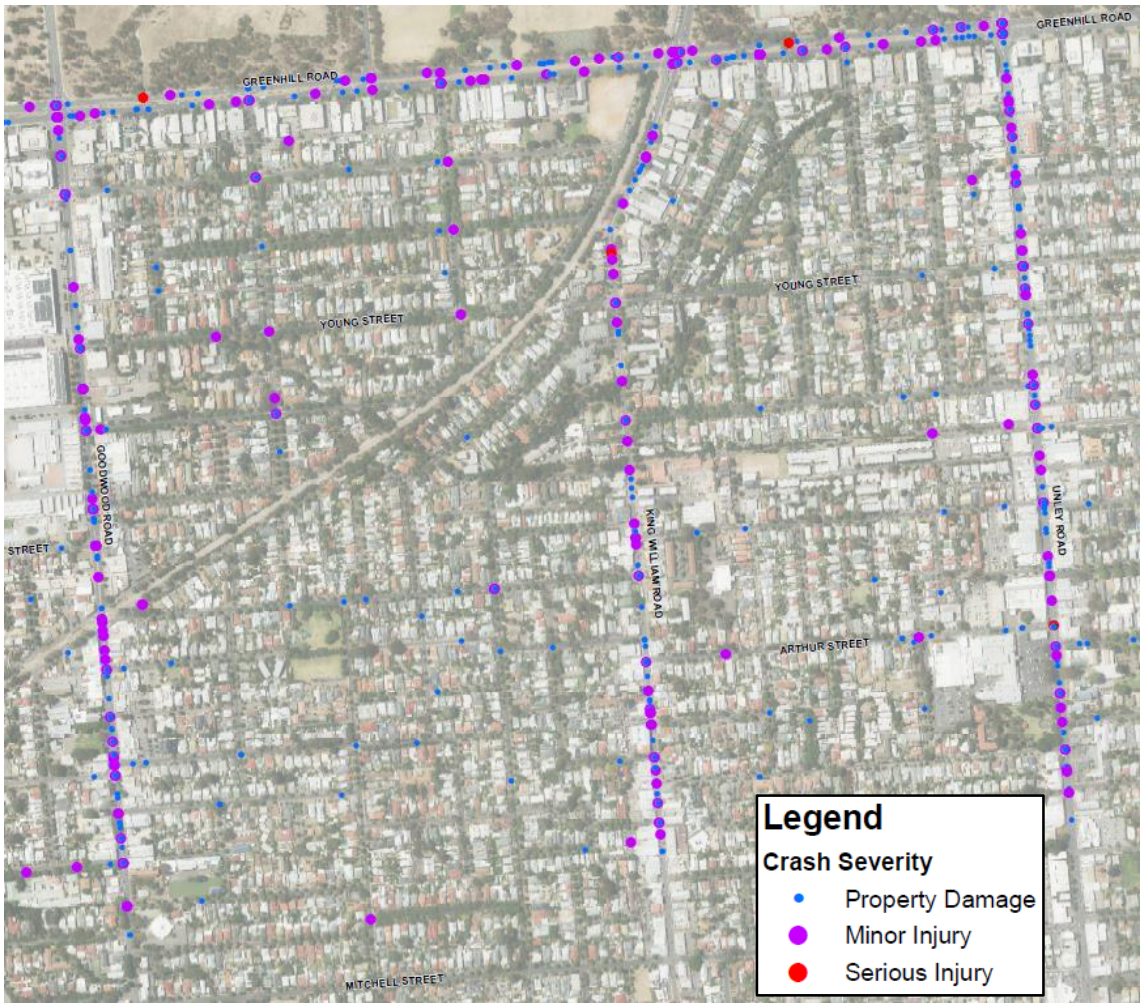
Several locations were noted by the community with regard to speed negotiating specific locations, most notably the 'dogleg' bend on Kneebone Street and the intersection of John Street / Trevelyan Street. Traffic speeds at these locations would typically be expected to be well below the posted speed limit due to the nature of the location, indicating that the current layout and signing should be reviewed. Specific speed data at these locations is not available.

3.3.4 Road Safety

Within the study area, Albert Street, Joslin Street and Arthur Street were the local roads with the most crashes recorded. Arthur Street and Albert Street in particular are high volume roads, which contribute to the likelihood of crashes occurring on these roads.

Figure 3.16 shows the location and severity of the recorded crashes between 2010 and 2014.

Figure 3.16: Crash Locations and Severity within the Study Area



As can be seen in Figure 3.16, the majority of crashes occurred on Goodwood Road, Greenhill Road, Unley Road and King William Road as the arterial roads bordering the study area. Several of the intersections with local roads had notably high numbers of crashes. Concentrations of crashes where local roads meet major roads at uncontrolled (i.e. unsignalised intersections) are typical. Nonetheless the locations with a more notable number of crashes recorded on the major roads are as follows;

- Goodwood Road / Parsons Street (28 crashes – including 12 x Right Angle, 10 x Rear End, 6 x Right Turn)
- Unley Road / Young Street (29 crashes – including 14 x Right Turn, 5 x Side Swipe, 4 x Right Angle, 4 x Rear End)
- Goodwood Road / Mitchell Street (19 crashes – including 8 x Right Angle, 8 x Rear End, 3 x Right Turn)
- Unley Road / Arthur Street (12 crashes – including 6 x Rear End, 4 x Right Angle)
- King William Road / Young Street (9 crashes – including 4 x Rear End, 3 x Right Angle)

Crashes on Greenhill Road, even at intersections with local roads, have not been considered due to the recent upgrades to the intersections of local streets with Greenhill Road changing the configuration at many of these locations.

Around 30% of crashes recorded inside the study area (on local streets) were Hit Parked Vehicle crashes, where a passing vehicle has hit a parked vehicle on the side of the road. This may be a result of narrow carriageways with parking on both sides of the streets, combined with driver error.

Several local street locations recorded three or more crashes in the last five years.

The intersection of Albert Street and Weller Street has six recorded crashes in the last five years. Of those, three were injury crashes and three were Property Damage Only (PDO). Five of the six crashes were right angle crashes while the remaining crash was a cyclist Roll Over crash. Of the right angle crashes three involved northbound vehicles hitting eastbound vehicles and two involved southbound vehicles hitting eastbound vehicles. The intersection is subject to Stop sign control on Weller Street due to poor sight distances along Albert Street which is likely to contribute to the crash record.

The intersection of Lily Street and Ada Street has recorded three crashes in the last five years, all Property Damage Only. All three were Right Angle crashes, with two involving westbound vehicles hitting northbound vehicles, and one involving an eastbound vehicle hitting a southbound vehicle.

The intersection of Mitchell Street, Hardy Street and Regent Street has recorded five crashes in the last five years. Of these two were injury crashes and three were Property Damage Only. All five crashes were Right Angle crashes. Four of these crashes involved southbound vehicles hitting east or westbound vehicles.

The intersections of Joslin Street with Rose Terrace and LeHunte Street also recorded three crashes in the last five years, however closer analysis shows more than one crash type recorded at both these locations.

Generally local road crashes are not concentrated in any one area, or suggest a pattern of crash locations and/or types other than previously mentioned.

In addition to the above, road safety concerns have been expressed by residents regarding several locations;

- Intersection of Ada Street and Lily Street
- Weller Street / Simpson Parade 90° intersection (vehicles travelling on wrong side of road through bend)
- No warning signage at the Clark Street / Rose Lane dip
- Speed of vehicles at dogleg on Kneebone Street
- Corner cutting at Dollman Street / Weller Street / Erskine Street
- Blind end of Mike Turtur Bikeway at Musgrave Street adjacent a driveway
- Narrow bend on Bloomsbury Street
- Rose Terrace adjacent Annesley School (speeds in school zone, parents and children crossing road without using crossing, vehicles u-turning)
- Sight lines at end of Mike Turtur Bikeway at Railway Terrace South.

Further to the above many residents expressed concern regarding vehicles parking close to intersections hindering intersection sight lines. 28 survey responses indicated that this was of concern with the following locations noted in particular by respondents:

- Arthur Street / Ash Avenue
- Boothby Court / Thomas Street
- Caithness Street / Thomas Street
- Salisbury Street (generally)
- Young Street / John Street
- King William Road / Thomas Street

- Florence Street / Goodwood Road
- King William Road (generally)
- Greenhill Road (generally)
- Foundry Street / Albert Street.

Cyclist and Pedestrian Safety

Generally, cyclist crashes occurred on the major roads within and bordering the study area (Goodwood Road, Greenhill Road, Unley Road and King William Road), with crashes at intersections with local roads being the most common occurrences. Generally, cyclist crashes result in an injury due to the vulnerability of cyclists.

The local streets with more than one cyclist crash recorded are Joslin Street and Rose Terrace. One crash was recorded on Joslin Street at the intersection with LeHunte Street and one crash at the intersection with Young Street, both involving southbound cyclists. The three crashes recorded on Rose Terrace were all different crash types and locations, with one midblock recorded east of Goodwood Road, one at the intersection with Clark Street and one at the intersection with Joslin Street.

Several cyclist related crashes have been recorded on Railway Terrace South, particularly at the intersection with Goodwood Road, which forms part of the Mike Turtur Bikeway. These were generally attributed to crossing cyclists disobeying the cyclist traffic signal. On Railway Terrace South the two recorded crashes both involved parking or stopped vehicles, one attributed to cyclist error and the other deemed a failure to give way by a parking car. The safety of cyclists, pedestrians and motorists was raised by residents of Railway Terrace South, given the use of the street as part of the Mike Turtur Bikeway.

The intersection of Hughes Street and Unley Road recorded four cyclist crashes in the last five years, with all four being Side Swipe crashes where a northbound cyclist has been hit by a left turning vehicle. The intersection of Young Street and Unley Road also recorded several cyclist crashes, with three in the last five years. These all involved a northbound cyclist being hit by a southbound vehicle turning right into Young Street.

King William Road has recorded 26 cyclist crashes in the last five years with a fairly even split between northbound and southbound cyclist crashes. Five of the 26 crashes were 'dooring' incidents where a cyclist was hit by someone opening a door, and three were hit while drivers were parking or unparking. 11 of the cyclist crashes were right angle or right turn crashes at intersections or driveways, generally attributed to drivers failing to give way.

Locations with significant numbers of cyclist crashes on Greenhill Road have not been examined closely. The recent upgrades to Greenhill Road, including several cyclist crossing points in conjunction to reconfiguring local road access would be expected to improve safety for cyclists.

Similarly, pedestrians are vulnerable in crashes, and crashes involving pedestrians often result in an injury. Generally, crashes involving pedestrians in the last five years have been recorded on the major roads bordering and through the study area (Goodwood Road, Greenhill Road, Unley Road and King William Road). Pedestrian crashes on King William Road in particular do not show an obvious pattern, with pedestrian crashes being a mix of pedestrians crossing without control, vehicles reversing without due care, pedestrians hit when alighting from vehicles, or vehicles failing to give way to pedestrians where required. It is noted that pedestrians generally cross King William Road 'without control' (i.e. without a formal crossing) due to the lack of formal crossing points along the main retail section of King William Road.

3.4 Parking

In addition to resident and visitor parking, parking associated with use of the public transport facilities, retail and commercial staff and customers, and events at Adelaide Showgrounds also takes place on local streets.

Generally, streets around the tram stops experience all day parking associated with 'park and ride' commuters that reportedly make it difficult for residents and their visitors to park near to their properties. On street angle parking is provided on the north side of Railway Terrace South for Goodwood Road Tram Stop. This parking is unmarked and residents reported that it fills up quickly in the morning resulting in all day commuter parking adjacent residents' properties occurring.

Limited tram parking is provided at the Wayville and Greenhill Road tram stops resulting in all day parking occurring on streets surrounding these tram stops. Similarly, residents suggest all day commuter and local business staff parking occurs on local streets near the major bus routes and shopping corridors. There is also likely to be some parking taking place close to the Mike Turtur bikeway, enabling commuters to cycle a relatively short distance in to the CBD.

On-street parking conditions in the north-west corner of the study area were also raised as a concern by some respondents. It is reported that staff from the businesses located on Greenhill Road occupy a number of the on-street parking spaces making it difficult for some residents and their visitors to park near to their properties. Many residents noted that where parking restrictions were in place staff appeared to disregard the time restriction or shift their cars throughout the day on the same street.

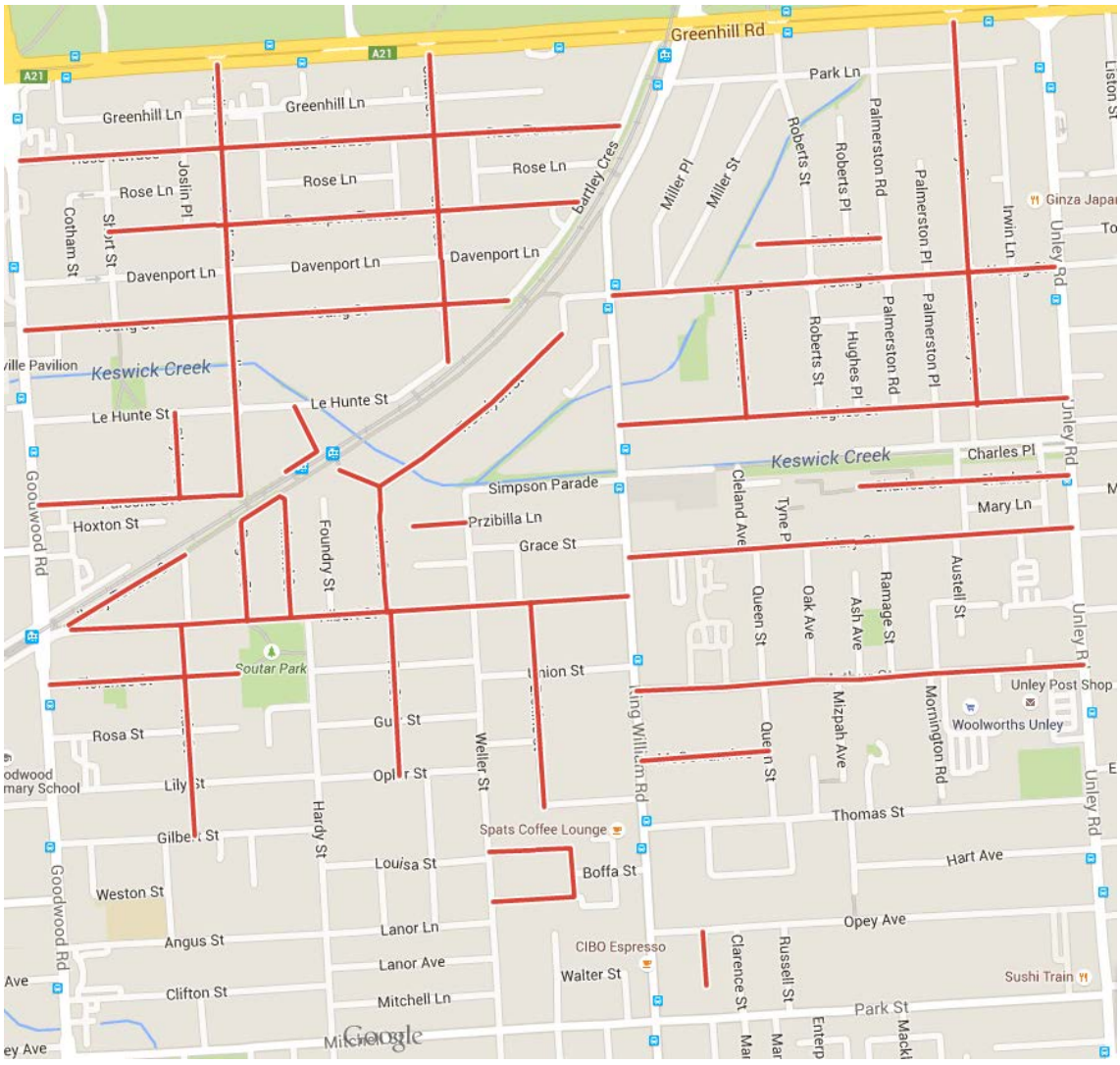
The following streets were identified through the community consultation for all day parking (for commuters or otherwise);

- Ada Street
- Albert Street
- Almond Street
- Arthur Street
- Bendall Avenue
- Charles Street
- Clark Street
- Davenport Terrace
- Erskine Street
- Florence Street
- Fox Street
- Harley Street
- Hinton Street
- Hughes Street
- John Street
- Joslin Street
- Killicoat Street
- Kneebone Street
- Mansfield Street
- Mary Street
- McGowan Avenue
- Moresby Street
- Parsons Street
- Railway Terrace South

- Rhyl Street
- Roberts Lane
- Rogers Street
- Rose Terrace
- Sailsbury Street
- Trevelyan Street
- Young Street (Unley)
- Young Street (Wayville)

These streets are shown in Figure 3.17, identifying the whole street even though in many cases only a section of the street will be affected.

Figure 3.17: Streets noted by residents with all day parking concerns



77 (of 546) respondents to the Questionnaire Survey suggested all day parking be further restricted to prevent all day commuter parking, although many noted the danger of shifting these parking problems to other unrestricted streets, which was noted to have occurred with recent restrictions. 14 respondents suggested parking restrictions be removed Council wide to allow all day parking on all streets. 29 respondents specifically suggested providing off street 'park and ride' or all day parking facilities for tram and bus services in Unley to free up on street parking for residents, visitors

and customers accessing King William Road and Unley Road shopping precincts. The existing public transport corridors to the south of the study area, notably the Belair train line, provide very limited park and ride capacity, which is also combined with a lower service frequency than is available on the tram and some bus routes.

The Adelaide Showgrounds are located immediately to the west of the study area. The annual Royal Adelaide Show generates heavy on-street parking demand throughout the study area (predominantly along the streets to the north and west of the study area). Temporary parking controls are installed and managed by Council during this period. Given the short term nature of the event and associated parking demand it should not be considered a major reason to permanently change parking controls.

Other events held at the Adelaide Showgrounds (such as the Sunday Farmers Markets) also generate on-street parking demand within the study area. However, the demand is generally isolated to the streets in the north-west corner of the study area.

3.5 Cycling

Overall the Mike Turtur shared path and bikeway has been very successful in contributing to increased levels of cycling in Adelaide, to the extent that it is now the busiest peak hour cycle route in Adelaide with over 300 cyclists recorded on the section approaching Goodwood Road in the AM peak period from 7am to 9am. The average weekday volume on the Mike Turtur Bikeway adjacent Young Street is around 620 cyclists per day.

There are also a number of other locations where there are noticeable cycling numbers. Figure 3.18 below provides details of observed cycling volumes in the AM peak period (Super Tuesday Bicycle Counts) and 12 hour total volumes from DPTI intersection counts.

Figure 3.18: Cycling Activity in Study Area

Porter Street cycle route provides a north to south local street cycling alternative route to Unley Road, utilising 40km/h local streets with advisory treatments. This route is to the east of the study area, but was noted by many community members as a good route that should provide better connections to east-west routes and that a similar route should be replicated on the western side of Unley Road (i.e. within the study area).

Charles Walk provides a shared use path in an east to west direction between King William Road and Fuller Street, where the route continues on local streets to the east to Fullarton Road. Connectivity to the west is currently via Simpson Parade. 2014 Super Tuesday counts indicate that around 30 cyclists in the AM peak period use Charles Walk between Unley Road and King William Road, with around 20 in the AM peak recorded to the east of Unley Road.

No direct link to the Mike Turtur Bikeway is currently available, as such a local street link via Weller Street, Albert Street, John Street and Bendall Avenue provides access to the Mike Turtur via an approximately 500 metre detour. GTA understands that the potential to connect Simpson Parade to Trevelyan Street (and then via Bendall Avenue to the Mike Turtur) is to be explored by Council in the future using the Keswick Creek alignment.

With the recent implementation of a formal shared path alongside Rogers Street, there is now a continuous off-road route within the study are with the exception of alongside the northern end of King William Road and the approach to Goodwood Road.

The intersection of the Mike Turtur bikeway and King William Road requires southwest bound cyclists to cross the southbound vehicle lane to access the cyclist right turn lane, before turning right onto the Mike Turtur. The shared path on the western side of King William Road continues the Mike Turtur alongside King William Road before requiring cyclists to dismount and continue as pedestrians (not signed to dismount but signed as shared path ending), or veer to the right onto King William Road into a designated bicycle lane that crosses the vehicle left turn lane.

To the east of Goodwood Road the Mike Turtur bikeway utilises Railway Terrace South between Musgrave Street and Goodwood Road. This section of Railway Terrace South provides on street parking (parallel kerbside to the south and unmarked angle parking to the north) adjacent the tramline and Goodwood Road Tram Stop and local resident access. The exit of the bikeway onto Railway Terrace South has been flagged by the community as potentially unsafe for cyclists and pedestrian with cyclists emerging from the bikeway from behind a solid fence onto a 90 degree angled intersection (Railway Terrace / Musgrave Street) of a two way street. Furthermore, cyclist speed on Railway Terrace South has been raised by the community as a concern for all road users and pedestrians.

Whilst many cyclists riding on the Mike Turtur were observed to be cycling in a considerate manner, a significant minority were reported to be aggressive and discourteous to other users. Cyclist speed and lack of bell usage to warn pedestrians and other cyclists of their approach was flagged by the community as a key issue with the bikeway.

The community comments noted particular problems for cyclists on Goodwood Road, Unley Road, King William Road and Greenhill Road, with a range of comments from both cyclists and non-cyclists. A lack of available on street bicycle lanes was one of the most notable issues raised, in particular cars being able to park in bicycle lanes causing safety concerns on these major roads.

More locally concerns for cyclist safety due to vehicle speed, volumes and parked cars were primary issues, from cyclists and non-cyclists. The provision of more bicycle paths and routes (as well as shared pedestrian and cyclist routes) was seen by many as a key to encouraging safe cycling on local streets. Weller Street, Hardy Street, Opey Avenue and Park Street were suggested as locations that should have better on street cycling facilities. Signage advising of bicycle routes, as well as links to existing bicycle routes (e.g. Porter Street Bikeway, Charles Walk etc.) were also raised by the community as potential improvements.

A number of these routes have been identified in the draft Walking and Cycling Plan 2016-2020.

3.6 Walking

The existing local street network provides a comprehensive but generally basic provision for pedestrians. All streets have some footpath provision on both sides. A number of streets have footpaths that appear to have been recently renewed with block paving and provide a good width and surface suitable to accommodate most pedestrian demands, including wheelchairs, pushchairs and gophers. However other local streets have narrow footpaths with poor quality surface.

However, in many instances the footpaths are of minimum width (1 to 1.2 metres) and in some locations adjoining street trees are lifting the footpath surface creating uneven surfaces and trip hazards. This would also present difficulties for wheelchairs, pushchairs and gophers.

The streets raised with footpath maintenance or width (i.e. narrowness) concerns were Mitchell Street, Ada Street, Almond Street, Arthur Street, Killicoat Street, Kneebone Street, Opey Avenue, Ophir Street, Palmerston Road, Park Street, Railway Terrace South, Rose Terrace, Russell Street,

Simpson Parade Thomas Street and Young Street (Wayville). Clark Street and Joslin Street were also raised as needing hedges trimmed to maintain appropriate footpath widths. Charles Place was raised as not having a footpath, which was seen by at least one community member as a concern.

Street lighting within the study area is limited and has been identified as a minor or major problem by many residents. Most notably the following streets had the majority of respondents on that street nominate street lighting as a major problem;

- Avenue Street
- Bartley Crescent
- Bendall Avenue
- Bloomsbury Street
- Boffa Street
- Erskine Street
- Hughes Street
- Killicoat Street
- Mornington Road
- Rose Terrace
- Union Street
- Walter Street
- Weller Lane

The extensive street trees in the area, whilst adding to the amenity during the daytime, further limit the available night time lighting where they are in close proximity to street lights. Further to the above, street lighting was nominated as an issue by the community on the following streets, often with particular reference to trees obstructing the installed street lights;

- Arthur Street
- Charles Street
- Davenport Terrace
- Hart Avenue
- Hinton Street – trees obstructing lights
- Irwin Lane (between Young Street and Hughes Street)
- Mary Street – trees obstructing lights
- McGowan Avenue
- Opey Avenue
- Palmerston Road – trees obstructing lights
- Roberts Street
- Rosa Street
- Royal Avenue
- Sailsbury Street
- Short Street
- Trevelyan Street
- Young Street (Wayville)

The quality of street lighting was partly linked to general problems of pedestrian safety and security in the community consultation responses. Several residents commented that they carried torches when walking in the evening as they had previously tripped over lifting pavers and tree roots in the dark.

After poor lighting, pedestrian difficulty in crossing King William Road due to the lack of crossing facilities was the most common problem facing pedestrians in the study area that was identified by the community.

The public transport corridors within the study area have been used to provide pedestrian as well as bike route opportunities and the Mike Turtur and Charles Walk routes are well used by pedestrians. However, outside the available directions of these routes, the public transport corridors themselves create barriers for certain routes, which can impact on local access for all travel modes. The tram line can increase route distances for local walking and cycling trips as permeability through the tram corridor is restricted to the stop locations.

The draft Walking and Cycling Plan 2016-2020 indicates streets with high pedestrian demand footpaths, with King William Road, Goodwood Road and Unley Road all being identified as having high pedestrian demand. Joslin Street, Young Street, Arthur Street, Mitchell Street, Park Street and Greenhill Road are noted as 'average pedestrian demand' footpaths. The Plan indicates a signalised pedestrian crossing should be considered at the intersection of Young Street and Unley Road, and median crossings at the King William / Simpson Parade intersection, Weller Street / Mitchell Street / Wood Street intersection, and the Park Street / Russell Street intersection.

3.7 Public Transport

The study area is very well served by public transport, although the quality of the services and the facilities at the various stops varies considerably. It should however be noted that, other than sections of the access routes on local streets and reserves, the responsibility for the provision of this infrastructure lies with the State Government through DPTI and not the City of Unley.

The three tram stops within the study area are generally built to modern design standards, are easily accessible from the local streets and footpaths, well-lit and provide crossing points via pedestrian mazes at each of the stops. However, they provide little in the way of park and ride facility. Goodwood Road provides the most facility for park and ride patrons, with 62 car parking spaces available adjacent the tram stop (according to AdelaideMetro's '*Park 'n' Ride'* guide, dated May 2014). Ticketing machines are available on the trams.

The service frequencies are also at an attractive level throughout the operating hours of the tram, with the frequency every 10 minutes in peak periods and remaining at 15-20 minutes during the evenings and weekends.

Figure 3.19 below summarises the patronage levels at the tram stops and indicates the access mode. Stop 1 (Greenhill Road) reports around 2% park and ride, Stop 2 (Wayville) reports around 4% and Stop 3 (Goodwood Road) reports around 6% park and ride. This equates to around 13, 18 and 49 park and riders for each stop respectively.

Around 95% of tram patrons walk to the tram stops within the study area. 2% of patrons at Stop 1 (Greenhill Road) were reported as transferring from bus services. This equates to around 13 transfer passengers.

Patronage figures were reported in the 2002 ITS and it is noticeable that patronage at the tram stops has generally doubled, with Stop 2 (Wayville) nearly tripling in patronage. At Stop 2 in particular this indicates a greater number of patrons walking from the local area to use the tram line.

Figure 3.19: Tram Daily Patronage Levels

The bus services are concentrated along three primary corridors; Goodwood Road, King William Road and Unley Road, with limited school services on Greenhill Road.

The bus stop facilities along Goodwood Road are generally minimal, with seating and timetable details generally provided, and small, older style shelters on some of the CBD bound stops. This provision is partly a function of the available width, with the footpaths and verges generally narrow and constrained. The stops from the CBD provide few facilities but are generally used only for alighting as noted in Figure 3.22 to Figure 3.24 below.

Unley Road bus stop facilities are generally good, particularly in the CBD bound direction, with modern bus shelters, providing seating and timetable information. The more southern stops on Unley Road have less provision and no specific bus shelters. The stops from the CBD provide few facilities but are generally used only for alighting as noted in Figure 3.22 to 3.24 below.

Examples of bus stop facilities on Goodwood Road and Unley Road are shown below.

Figure 3.20: Bus Stop Facilities Stop 3 Goodwood Road East (southbound)

Figure 3.21: Bus Stop Facilities Stop 4 Unley Road West (northbound)

The bus stop facilities on King William Road are generally minimal with seats and timetable information provided at all stops on the citybound side of the road. Stops 1 and 2 provide an older style shelter for citybound travellers, and Stop 1 provides an older style shelter on the other side of the road. Generally, the stops from the CBD provide few facilities but are mostly used only for alighting as noted in Figure 3.22 and Figure 3.24 below, with CBD bound stops generally recording the most boardings.

The bus stops on Greenhill Road are simple and minimal, and are only serviced by two buses each day primarily used as school access for Annesley College, although services may suit some employees of businesses on Greenhill Road.

Figure 3.22 to 3.24 show the bus stop patronage data available for the study area for weekdays and Figures 3.25 to 3.27 show the bus stop patronage data available for weekends.

Figure 3.22: Bus Stop Patronage in Study Area – Goodwood Road Weekday

Figure 3.23: Bus Stop Patronage in Study Area – King William Road Weekday

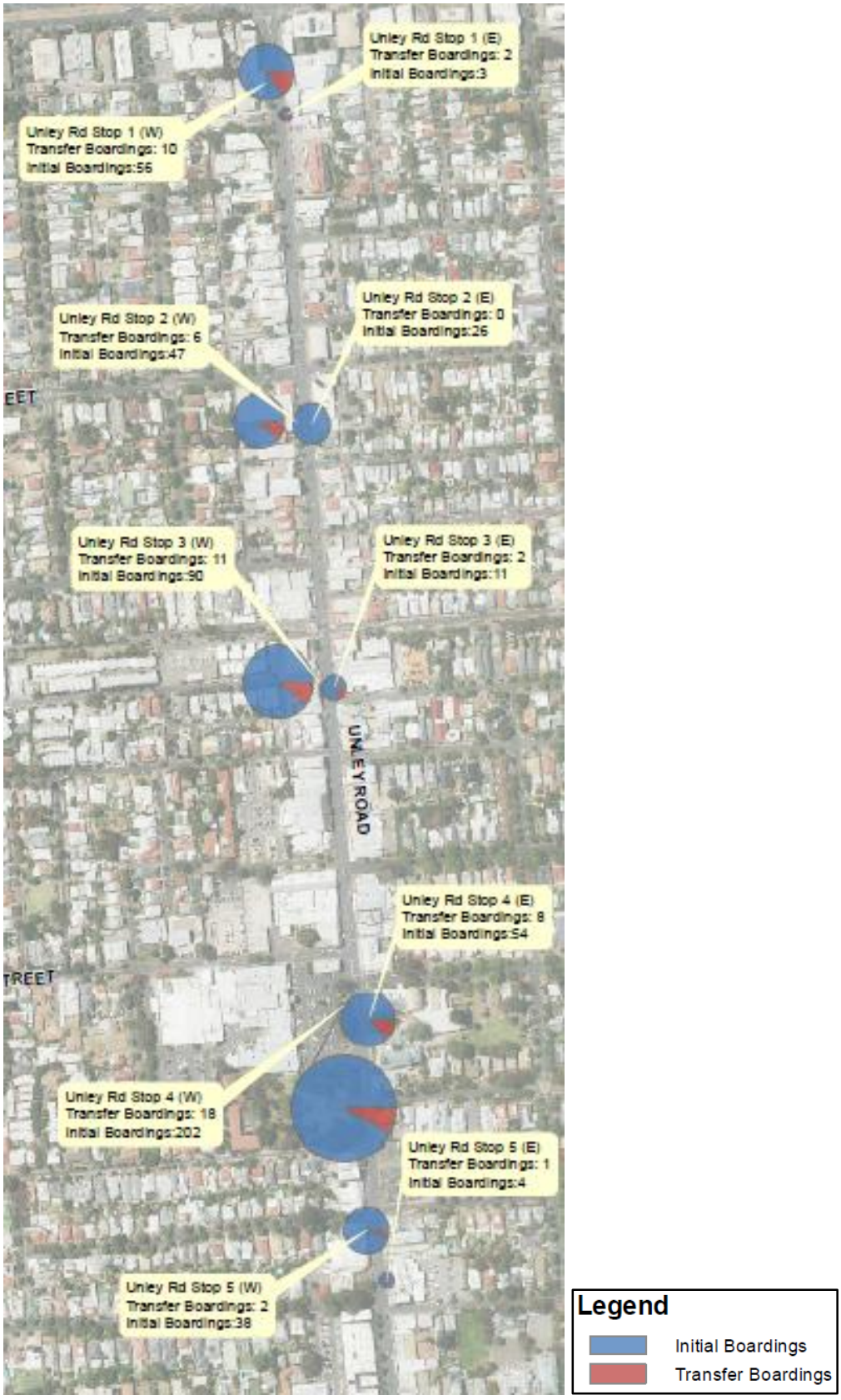
Figure 3.24: Bus Stop Patronage in Study Area – Unley Road Weekday

Of the bus routes in the study area the citybound bus stops (western side of road) recorded the most boardings, as expected due to the proximity to the city. Goodwood Road generally has the most transfer boardings, particularly Stop 4 east side (near Goodwood Road tram stop) with 70% transfer boardings (101 of 148). This is likely to be due to patrons transferring between the tram and bus services at Stop 4 Goodwood Road. Most other stops on Goodwood Road recorded less than a quarter transfer boardings. The stops on Unley Road and King William Road also generally recorded less than 25% transfer boardings, with onward or return journeys within two hours being the likely reason for transfers at stops on these roads. Given that most buses on these routes are north to south routes this contributes to the limited numbers of transfer boardings.

Figure 3.25: Bus Stop Patronage in Study Area – Goodwood Road Weekend

Figure 3.26: Bus Stop Patronage in Study Area – King William Road Weekend

Figure 3.27: Bus Stop Patronage in Study Area – Unley Road Weekend



Weekend patronage is generally significantly less than the average weekday patronage recorded, with less transfer boardings also recorded. Goodwood Road recorded the busiest bus stops, with Stop 2 west side and Stop 4 east side two of the highest recorded, with 212 and 128 respectively. Unley Road Stop 4 west side recorded 202 boardings, being the busiest stop on Unley Road, and one of the busiest on weekends in the study area.

4. Opportunities

4.1 Introduction

It is unrealistic to expect that private motor vehicles can be relied on to adequately, sustainably or equitably respond to the future travel task of the study area without significant impacts to quality of life and the City of Unley 4 Year Plan recognises this. It is therefore recommended that the opportunities available through the study ensure balanced provision for future travel through walking, cycling and public transport modes.

This section considers the opportunities that are available for all transport modes both in terms of responding to and resolving existing issues and as a means of developing an improved local streetscape and transport environment over time.

4.2 Link and Place Assessment

Current best practice widely recognises that urban streets generally have two core activity functions being a Link function (i.e. the essential need to follow a continuous linear path through the street network with minimal disruption and seamless connection) and a Place function (i.e. the street is a destination and activities occur on or adjacent to the street)[2].

A review of the study area has identified a number of Link status streets as well as a number of existing (or opportunistic) Place status streets. Some streets share a Link and Place function and the differing needs of these streets must therefore be carefully considered.

A review of the study area has identified the following key Link and Place status classifications and opportunities:

Link Status

- King William Road
- Mitchell Street and Park Street
- Arthur Street
- Albert Street
- Weller Street
- Mike Turtur Bikeway as a pedestrian and cyclist route
- Railway Terrace South as a pedestrian and cyclist link (as part of the Mike Turtur Bikeway)
- Charles Walk as a pedestrian and cyclist link

Place Status

- Sections of King William Road (notably between Arthur Street and Mitchell Street)
- Sections of Unley Road (particularly adjacent Unley Shopping Centre)
- Sections of Goodwood Road (notably between tram line and Victoria Street)
- Sections of streets surrounding Soutar Park (Albert Street, Arunga Close, Hardy Street, Florence Street)
- Sections of streets surrounding Florence Street Park (Florence Street)
- Sections of streets surrounding Wayville Reserve (LeHunte Street)
- Sections of streets surrounding North Unley Play Park (Young Street, Killicoat Street)
- Sections of streets surrounding Soldiers Memorial Gardens (Unley Road, Thomas Street)

[2] Streets for People - Compendium for South Australian Practice (2012)

- Sections of streets surrounding Morrie Harrell Playground (Ramage Street, Ash Avenue, Arthur Street)
- Sections of streets surrounding Boothby Court Park (Boothby Court)
- Simpson Parade Reserve as a linear reserve (and the adjacent Simpson Parade)
- Charles Walk as a linear reserve

4.3 Urban Design

There are a number of urban design improvements that could be considered within the study area and the following have been identified as potential opportunities:

- Improve lighting along major pedestrian links to public transport.
- Consider additional street furniture and rest areas along walking and cycling links.
- Incorporate landscaping into traffic control treatments where possible (e.g. driveway links).
- Consider reallocation of road space to improve walking and cycling modes where roadway space is well beyond the required capacity when road assets reach the end of their useful life.
- Continue the use of 'Parklets' to create social and dining spaces in car parks on King William Road beyond the initial Parklet Program
- Investigate footpath improvements, particularly to sections with raised pavers due to tree roots
- Improve visibility of speed cushions on Opey Avenue, Mitchell Street, Park Street and Albert Street with repainting.
- Improve footpath width by maintaining overgrowing vegetation, particularly on Clark Street and Joslin Street.
- Repaint faded no standing lines on local streets, particularly Gilbert Street and Arunga Close.
- Provide a sign at Young Street at the tramline to indicate that Young Street continues on the other side of the tramline.
- Review ongoing need for right turn AM peak ban from Albert Street onto Weller Street (turning to the north).

4.4 Traffic Network

4.4.1 Traffic Volumes

- Maintain speed cushions on Albert Street and Opey Avenue
- Consider removal of speed cushions on Mitchell Street and Park Street to discourage displacement of traffic to other local streets
- Consider landscaped kerb build outs and/or driveway links on Roberts Street and Salisbury Street between Park Lane and Young Street at intermediate intersections or appropriate locations to create visual narrowing or realignment of the roadway
- Consider kerb build outs, driveway link or localised road narrowing on Young Street adjacent North Unley Play Park / creek alignment
- Consider single lane slow points, speed cushions/speed humps in series along Palmerston Road
- Consider landscaped kerb build outs at intersections with side roads to create visual narrowing or realignment of the roadway on Weller Street and Hardy Street

- Consider a driveway link, kerb build outs or localised road narrowing on Hardy Street adjacent Soutar Park
- Review parking controls on Clifton Street and consider staggering 'no parking' parking controls onto either side of the street
- Consider driveway link adjacent Wayville Reserve
- Consider driveway links or kerb build outs on Parsons Street and Young Street between Goodwood Road and Joslin Street
- Consider landscaped kerb build outs on Joslin Street at intersections with Davenport Lane and Terrace to create visual narrowing or realignment of the roadway
- Investigate planted central median treatment along the length of Rose Terrace (with appropriate gaps for driveway access and U-turns where required).

4.4.2 Traffic Speeds

- Retain speed cushions on Mitchell Street, Park Street, Albert Street and Opey Avenue as a continued measure to manage speeds
- Consider traffic controls in series (such as single lane slow points or speed cushions/speed humps) on Miller Street
- Consider single lane slow points or speed cushions/speed humps in series along Palmerston Road
- Consider a driveway link or more substantial kerb buildouts on Hardy Street adjacent Soutar Park
- Review parking controls on Clifton Street and consider staggering 'no parking' parking controls onto either side of the street
- Consider further midblock speed data collection on Trevelyan Street / confirm location of existing speed data to confirm residents concern regarding speed
- In the long term with the completion of the Simpson Parade Shared Path on the Keswick Creek alignment investigate a prioritised shared use crossing of Trevelyan Street
- Consider driveway link adjacent Wayville Reserve
- Consider driveway links or kerb build outs on Parsons Street and Young Street between Goodwood Road and Joslin Street
- Consider landscaped kerb build outs on Joslin Street at intersections with Davenport Lane and Terrace to create visual narrowing or realignment of the roadway
- Consider vehicle speed management as part of any upgrade of the Charles Walk crossings of King William Road
- Investigate planted median treatments on the length of Rose Terrace (with appropriate gaps for driveway access/U-turns where appropriate and required)
- Monitor speeds on Young Street between Joslin Street and Clark Street with the implementation of other calming measures on Joslin and Young Street west

4.5 Road Safety

- Consider upgrade of lighting on the noted streets/footpaths where limited lighting was indicated by residents as a key concern (Section 3.6)
- Liaise with DPTI to seek a 'Keep Clear' zone adjacent Young Street intersection on Unley Road
- Consider right turn bans onto Parsons Street from Goodwood Road
- Investigate planted central median treatment along the length of Rose Terrace (with appropriate gaps for driveway access and U-turns where required). This will control U-turn locations near Annesley College

- Improve school zone signage visibility adjacent Annesley College. Consider the potential to upgrade school crossing to increase visibility (e.g. raised crossing and/or flashing lights)

4.6 Parking

- Consider locations to remove parking from and/or install short term or resident parking
- Consider locations for possible time limits on parking to prevent all-day parking
- Review parking in proximity to intersections where sight distance and safety issues identified (refer Section 3.3.4)
- Consider increased enforcement of on-street parking controls, particularly those streets close to Greenhill Road, King William Road, the tram stops and Unley Road
- Investigate replacing parallel parking with 45, 60 or 90-degree parking on Bartley Crescent. This could potentially increase available parking by 25 to 50 + spaces depending on arrangement, with more parking potentially being able to be achieved with the removal/relocation of trees. This would also require the kerb to be realigned, and could potentially include a footpath along the western boundary of the tramline
- Investigate restricting parking on Rose Terrace adjacent Annesley College to be 15 minute short term parking in school pickup and drop off times
- Implement planned paid parking trials on Bartley Crescent and Railway Terrace South
- Investigate improvements to parking areas behind King William Road frontages for publically available car parking, in alignment with the King William Road Master Plan

4.7 Cycling

- Consider cyclist safety and accessibility in any traffic control treatment of local roads
- Explore options to extend Charles Walk / Simpson Parade route through to the Mike Turtur Bikeway as part of the Simpson Parade Shared Path study, including priority crossing of Trevelyan Street
- Upgrade Charles Walk crossings of King William Road as part of the Simpson Parade Shared Path
- Liaise with DPTI to provide green painted cycle lanes on Unley Road at each of the side road intersections
- Liaise with DPTI to investigate improving cycle lanes on Unley Road, particularly continuity through missing sections and time period availability
- Consider upgrades of Weller Street to improve pedestrian and cyclist safety and the designation of the street as a 'bikeway' as identified in the 2015 draft Walking and Cycling Plan
- Investigate treatment options at the intersection of Railway Terrace South / Musgrave Street / Mike Turtur Bikeway to slow cyclists, provide better sight distance and reduce pedestrian/cycle/vehicle conflicts at the intersection
- In conjunction with DPTI seek to develop a continuous shared path adjacent to the tram line between Musgrave Street and Goodwood Road
- Any upgrades to speed cushions (on Mitchell Street / Park Street in particular) to provide bypass for cyclists
- Consider bicycle advisory treatments on Joslin Street to improve designation of the street as a 'bikeway' as identified in the 2015 draft Walking and Cycling Plan

4.8 Walking

- Consider provision of build-outs and median refuges along King William Road to assist pedestrian permeability of the shopping precinct
- Consider widening of existing footpaths along known pedestrian routes or to replace sub-standard footpaths, reallocating road space on lower volume streets
- Explore options to extend Charles Walk / Simpson Parade route through to the Mike Turtur Bikeway as part of the Simpson Parade Shared Path, including priority crossing Trevelyan Street
- Upgrade Charles Walk crossings of King William Road as part of the Simpson Parade Shared Path
- Investigate and liaise with DPTI to provide a pedestrian maze tram line crossing near Goodwood Road Tram Stop for people that park further north east to provide better access to the available parking

Given the recent changes to legislation that permit cycling on footpaths for cyclists of all ages (unless signposted otherwise), footpaths where high levels of pedestrian and cyclist activity are expected should be upgraded to a width more suitable to shared pedestrian and cyclist use. This is particularly important on footpaths that are near schools, parks, aged care facilities and neighbourhood centres (shops etc.) as higher footpath use and/or greater presence of cyclists (or the elderly) is likely.

Cycling on footpaths should not be seen as an alternative to providing cyclist infrastructure. However, where bicycle lanes or paths suddenly terminate, there is a squeeze point or high vehicle speeds, the ability to cycle on the footpath will benefit less confident cyclists in particular. In locations where footpath cycling is anticipated regularly the footpath should ideally be widened to allow for the safety of pedestrians and cyclists. Signage or pavement stickers can be installed as recommended in the draft 2015 Walking and Cycling Plan to remind cyclists to be considerate and give pedestrians priority.

4.9 Public Transport

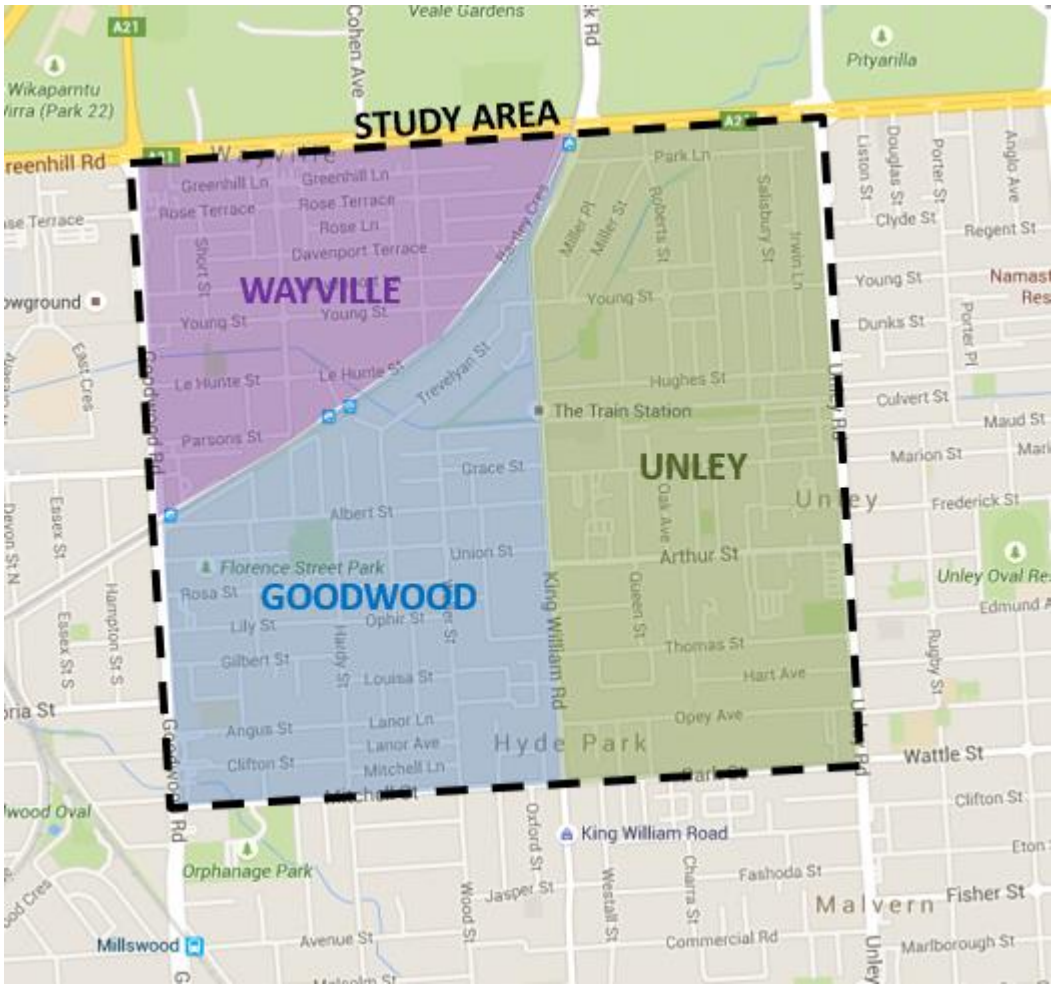
- Improve lighting along major pedestrian links to public transport
- Consider installation of bicycle parking at tram stops.
- Investigate increasing parking through revised arrangement along Bartley Crescent for use by public transport commuters using the Greenhill Road Tram Stop
- Investigate and liaise with DPTI to provide a pedestrian maze tram line crossing near Goodwood Road Tram Stop for people that park further north east to provide better access to the available parking
- Advocate to DPTI for increased frequencies and park and ride provision on existing public transport to the south of the study area to reduce the attractiveness of local on-street park and ride for the tram in comparison to other services.
- Advocate to and work with DPTI to provide pedestrian access improvements to existing bus stops on Greenhill Road, King William Road, Goodwood Road and Unley Road.
- Advocate to AdelaideMetro for increased promotion of '2 section' tram tickets (can be used from Forestville Tram Stop to/from city (without transfers))

5. Option Assessment

5.1 Introduction

Using the identified opportunities as a framework and taking account of initial comments from the Community Reference Group (CRG), the following sections (6, 7 and 8) present the assessment completed for each potential option. The study area is broken down into 3 suburb areas, as defined in Figure 5.1 below. The options for each area of the study, Unley, Goodwood and Wayville, are presented in their respective sections of this report (Sections 6, 7 and 8).

Figure 5.1: Study Area Breakdown



The options have been considered within the same general headings as the opportunities, other than a consideration of the traffic volumes and speed as an overall traffic management assessment. Within this heading, each street has been considered in terms of the potential options and the likely outcomes from those options as well as the extent to which the option would meet the Council's strategic goals using a simple assessment matrix.

For each of the streets, the identified options have largely been identified on an individual street basis and the ability to resolve the specific issues on that street. However, these treatments will not be considered in isolation for the final package as some treatments will be mutually/partially

exclusive to others whilst other treatments will need complementary or precedent treatments in place.

Within the assessment matrix, the three objectives set out within the Council's 4 Year Plan for "Moving our Path to an Accessible City" are:

- Equitable Parking throughout the City
- An integrated, accessible and pedestrian friendly City
- Alternative travel options

In order to reflect the impact on traffic access and connectivity, the integrated, accessible and pedestrian friendly city objective has been categorised in two aspects, namely integrated and connected and accessible and pedestrian friendly. The accessible and pedestrian friendly objective has also been assessed as seeking to reduce or mitigate adverse traffic impacts in local streets. Thus the four objectives against which to assess options are:

- Equitable Parking throughout the City
- An integrated and connected city
- An accessible and pedestrian friendly City
- Alternative travel options

Each of the potential options has been assessed under each of these objectives and their respective sub-objectives and strategies to identify the extent to which the option would meet the objective. A five point scale has been used to indicate the outcome as noted below.

- Moderate to high benefit (✓✓)
- Small to moderate benefit (✓)
- Neutral outcome (N)
- Small to moderate impact (×)
- Moderate to high impact (××)

For each road or topic discussed below and in the following sections, the options are summarised in an assessment matrix.

5.2 Link and Place Assessment

Current best practice widely recognises that urban streets generally have two core activity functions being a Link function (i.e. the essential need to follow a continuous linear path through the street network with minimal disruption and seamless connection) and a Place function (i.e. the street is a destination and activities occur on or adjacent to the street)[3].

A review of the study area has identified a number of Link status streets as well as a number of existing (or opportunistic) Place status streets. Some streets share a Link and Place function and the differing needs of these streets must therefore be carefully considered.

These Link and Place streets are listed in each study area in Sections 6.2, 7.2 and 8.2 respectively.

5.3 Urban Design

There are a number of urban design improvements that could be considered within the study area and the following have been identified as potential opportunities across the whole of the study area:

- Improve lighting along major pedestrian links to public transport.

[3] Streets for People - Compendium for South Australian Practice (2012)

- Consider additional street furniture and rest areas along walking and cycling links.
- Incorporate landscaping into traffic control treatments where possible (e.g. driveway links).
- Consider reallocation of road space to improve walking and cycling modes where roadway space is well beyond the required capacity when road assets reach the end of their useful life.
- Investigate footpath improvements, particularly to sections with raised pavers due to tree roots
- Improve footpath width by maintaining overgrowing vegetation
- Repaint faded no standing lines on local streets

There are a number of urban design improvements specific to the sections of the study area (Unley, Goodwood and Wayville), and these are listed in each area in Sections 6.3, 7.3 and 8.3 respectively.

5.4 Traffic Network

This section considers the traffic management options appropriate for each of the streets within the study area. Whilst before traffic volumes and speeds were considered independently, in the option assessment each Street has been considered for potential options, potential impacts on that street and adjoining streets and the likely outcomes. An assessment for each street is set out in the respective section (Unley, Goodwood and Wayville), and these are listed in each area in Sections 6.4, 7.4 and 8.4 respectively.

5.5 Walking

A number of the options considered in conjunction with individual streets set out in the analysis in Sections 6.4, 7.4 and 8.4 will provide benefits to pedestrians and the general walking environment within the study area. Street specific measures are covered in Sections 6.5, 7.5 and 8.5 for each area within the study area respectively.

5.6 Cycling

As with walking options, there are a number of options identified on individual streets that would be of benefit to cyclists, as noted in Sections 6.4, 7.4 and 8.4 for the respective areas.

In addition to the street specific measures, there are also a number of other general options identified for improving the cycling environment and specific projects as noted in Sections 6.6, 7.6 and 8.6 for each area within the study area respectively.

5.7 Public Transport

Although much of the public transport network is the responsibility of DPTI, the City of Unley should be working with and advocating to DPTI for improvements, particularly as evidence suggests there have been reductions in patronage over recent years. Improvements will support existing travel demand and encourage modal shift and ensure that as additional development is implemented through the Inner Metro DPA, enhanced public transport options and capacity are available to avoid further pressure from increased traffic demand.

A number of public transport options have been identified that would be led by Unley and these are set out in Sections 6.7, 7.7 and 8.7 respectively.

5.8 Parking

There are a number of general options identified relating to parking covered in Sections 6.8, 7.8 and 8.8 for each area within the study area respectively.

6. Option Assessment – Unley

6.1 Introduction

The Unley section of the study area is bounded by Greenhill Road to the north, Unley Road to the east, Park Street to the south and King William Road to the west as shown on Figure 5.1 (in Section 5 above).

6.2 Link and Place Assessment

The assessment of the study area identified a number of existing or potential link and place status streets and locations within the study area.

6.2.1 Link Assessment

A review of the Unley section of the study area has identified the following key Link status classifications and opportunities:

- Unley Road
- King William Road
- Park Street
- Charles Walk as a pedestrian and cyclist link

6.2.2 Place Assessment

A review of the Unley section of the study area has identified the following key Place status classifications and opportunities:

- Sections of King William Road (notably between Arthur Street and Mitchell Street)
- Sections of Unley Road (particularly adjacent Unley Shopping Centre)
- Sections of streets surrounding North Unley Play Park (Young Street, Killicoat Street)
- Sections of streets surrounding Soldiers Memorial Gardens (Unley Road, Thomas Street)
- Sections of streets surrounding Morrie Harrell Playground (Ramage Street, Ash Avenue, Arthur Street)
- Sections of streets surrounding Boothby Court Park (Boothby Court)
- Charles Walk as a linear reserve

6.3 Urban Design

In addition to the areas around the identified places noted above, there are a number of urban design improvements that could be considered within the study area and the following have been identified as potential opportunities:

- Continue the use of 'Parklets' to create social and dining spaces in car parks on King William Road beyond the initial Parklet Program.
- Improve visibility of speed cushions on Opey Avenue and Park Street with repainting.

6.4 Traffic Network

This section considers the traffic management options appropriate for each of the streets within the study area. Whilst before traffic volumes and speeds were considered independently, in the option assessment each street has been considered for potential options, potential impacts on that street and adjoining streets and the likely outcomes. An assessment for each street is set out below.

6.4.1 Hughes Street

The options developed for Hughes Street relate to managing the speed and volume of traffic. Hughes Street is frequently used by drivers travelling between King William Road and Unley Road, as well as to and from Greenhill Road to the north. The identified options for Hughes Street are:

- Kerb build outs at Roberts Street and Palmerston Road and Salisbury Street intersection

The addition of traffic calming measures such as kerb build outs would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Hughes Street as part of a cut through.

Table 6.1 provides the option assessment matrix for the above options.

Table 6.1: Hughes Street Option Assessment Matrix

Option / Objective	Kerb build-outs
Equitable Parking	N
Integrated & Connected	N
Accessible & Pedestrian Friendly	✓
Alternative Travel	✓

6.4.2 Young Street

The options developed for Young Street relate to managing the speed and volume of traffic. Young Street is frequently used by drivers travelling between King William Road and Unley Road, as well as to and from Greenhill Road to the north. The identified options for Young Street are:

- Convert roundabout at Roberts Street to lower speed "radial" roundabout as part of bike route upgrade.
- Investigate options with DPTI to install traffic signals at intersection with Unley Road to include pedestrian phases to replace adjacent PAC.

Converting the existing roundabout at the intersection with Roberts Street to a lower speed "radial" roundabout would be expected to lower the speeds of vehicles on Young Street.

Amalgamating the existing PAC with signals at the intersection of Young Street and Unley Road would enable safer right turns (significant history of crashes involving right turn vehicles) while still providing a good pedestrian crossing route on Unley Road. A previous concept design has been prepared for this intersection and this is likely to remain the most appropriate scheme, although it would have some impact on the existing Unley Road footpaths.

Table 6.2 provides the option assessment matrix for the above options.

Table 6.2: Young Street Option Assessment Matrix

Option / Objective	Lower speed "radial" roundabout	Traffic Signals at intersection with Unley Road
Equitable Parking	N	N
Integrated & Connected	N	✓✓
Accessible & Pedestrian Friendly	N	✓
Alternative Travel	✓	✓

6.4.3 Roberts Street

The options developed for Roberts Street relate to managing the speed and volume of traffic. Roberts Street is frequently used by drivers travelling between King William Road and Unley Road to and from Greenhill Road to the north. The identified options for Roberts Street are:

- Kerb buildouts at Hughes Street intersection

The addition of traffic calming measures such as kerb build outs would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Roberts Street as part of a cut through.

Table 6.3 provides the option assessment matrix for the above options.

Table 6.3: Roberts Street Option Assessment Matrix

Option / Objective	Kerb build-outs
Equitable Parking	N
Integrated & Connected	N
Accessible & Pedestrian Friendly	✓
Alternative Travel	✓

6.4.4 Palmerston Road

The options developed for Palmerston Road relate to managing the speed and volume of traffic. Palmerston Road is frequently used by drivers travelling from Greenhill Road to King William Road. The identified options for Palmerston Road are:

- Kerb buildouts at Hughes Street intersection
- Raised Table at existing one-way restriction
- Provision of angle parking on the section between Park Lane and Greenhill Road

The addition of traffic calming measures such as kerb build outs would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Palmerston Road as part of a cut through.

The introduction of a raised table, which would be likely to include distinctive pavement treatment would enhance the profile of the restriction and potentially reduce the illegal northbound movements. It would also reduce traffic speeds.

The introduction of angle parking on the section of Palmerston Road north of Park Lane would provide an opportunity to increase the parking provision for the local businesses and potentially reduce the impact of overspill parking in to the residential areas further south. Additional design assessments will be required to examine the need for modifications to existing kerb lines, impact on trees and impact on crossover accesses.

Table 6.4 provides the option assessment matrix for the above options.

Table 6.4: Palmerston Road Option Assessment Matrix

Option / Objective	Kerb build-outs	Raised table at part road closure	Angle parking north of Park Lane
Equitable Parking	N	N	✓
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓	✓	N
Alternative Travel	✓	✓	N

6.4.5 Salisbury Street

The options developed for Salisbury Street relate to managing the speed and volume of traffic. The identified options for Salisbury Street are:

- Kerb buildouts at Hughes Street intersection
- Raised Table at existing one-way restriction
- Provision of angle parking on the section between Park Lane and Greenhill Road

The addition of traffic calming measures such as kerb build outs would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Salisbury Street part of a cut through.

As with Palmerston Road, the introduction of a raised table with distinctive pavement treatment would enhance the profile of the restriction, potentially reduce the illegal southbound movements and reduce traffic speeds.

Similarly, the introduction of angle parking on the section of Salisbury Street north of Park Lane would provide the same opportunities to increase parking provision as Palmerston Road and will require similar additional design assessments.

Table 6.5 provides the option assessment matrix for the above options.

Table 6.5: Salisbury Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Raised table at part road closure	Angle parking north of Park Lane
Equitable Parking	N	N	✓
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓	✓	N
Alternative Travel	✓	✓	N

6.4.6 Thomas Street

The options developed for Thomas Street relate to managing the speed and volume of traffic. Thomas Street is frequently used by drivers travelling from King William Road to/from Unley Road. The identified options for Thomas Street are:

- Stagger parking between north and south sides of Thomas Street
- Install raised intersection at Thomas Street / Mornington Road intersection

Currently no parking dashed yellow lines and signage are provided on the northern side of the carriageway in a large section where the road is quite narrow. Staggering parking controls along

either side of the street would assist in slowing vehicle speeds along the street by visually meandering the carriageway with the use of parked vehicles.

The raised table adjacent to the connecting path to Mornington Road would assist with speed management and enhance the presence of the existing signed cycle route. The raised table could be design to enable parking to continue on the south side of the street at this location.

Table 6.6 provides the option assessment matrix for the above option.

Table 6.6: Clifton Street Option Assessment Matrix

Option / Objective	Staggered Parking Controls	Raised table at Mornington Road connecting path
Equitable Parking	✓	N
Integrated & Connected	N	✓
Accessible & Pedestrian Friendly	✓	✓✓
Alternative Travel	✓	✓✓

6.4.7 Little Charles Street and Palmerston Place

The options developed for Little Charles Street and Palmerston Place relate to managing the speed and volume of traffic and improvement of the streets as bicycle routes. The identified options for Little Charles Street and Palmerston Place are:

- Investigate driveway link or shared street options and street lighting upgrades on Little Charles Street and Palmerston Place between Palmerston Road and Charles Street

Parking is not currently permitted on the section of Little Charles Street between Charles Street and Palmerston Road and thus there wold be no parking impact from any of the options. The route is seen as an important connection for local access but is also used by some rat-running traffic. Changing the nature of the street will retain the local connectivity and may deter some of the through traffic.

An option for a pedestrian and cyclist crossing at Charles Walk, providing priority for pedestrian and cyclists is considered as an option in the walking and cycling section and has also been identified in the 2015 Draft Walking and Cycling strategy. This would be likely to act as a further deterrent to through traffic.

Table 6.7 provides the option assessment matrix for the above options.

Table 6.7: Little Charles Street / Palmerston Place Option Assessment Matrix

Option / Objective	Driveway Links	Shared Street	Street Lighting Upgrades
Equitable Parking	N	N	N
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓	✓✓	✓
Alternative Travel	✓	✓✓	N

6.4.8 Beech Avenue

The identified options for Beech Avenue are:

- Investigate pedestrian/cyclist lighting provision as per Pitchers Lane
- Consider local traffic management options to improve safety for all road users around the bend

Table 6.8 provides the option assessment matrix for the above option.

Table 6.8: Beech Avenue Option Assessment Matrix

Option / Objective	Pedestrian/cyclist lighting provision	Localised Traffic Management
Equitable Parking	N	N
Integrated & Connected	N	N
Accessible & Pedestrian Friendly	✓	✓
Alternative Travel	✓	N

6.4.9 Opey Avenue

The identified options for Opey Avenue relate to supporting the bike route with monitoring vehicle speeds and potential future upgrades to further calm traffic speeds. The options identified for Opey Avenue are:

- Continue to monitor vehicle speeds in Opey Ave
- Raised intersection tables at Pitchers Lane and Russell Street to support existing bike route

As with the proposed raised table on Thomas Street, the design could continue to support parking on at least one side of the road, as well as maintaining access to properties.

Table 6.9 provides the option assessment matrix for the above option.

Table 6.9: Opey Avenue Option Assessment Matrix

Option / Objective	Raised intersection tables at Pitchers Lane and Russell Street
Equitable Parking	N
Integrated & Connected	N
Accessible & Pedestrian Friendly	✓
Alternative Travel	✓

6.4.10 Hart Avenue

Work with future developers on the proposed Cremorne Plaza site to develop traffic, transport and parking management plan to minimise local traffic impact on Hart Avenue should redevelopment of this site proceed in the future.

6.4.11 King William Road

Implement priority measures from previous masterplan:

- Relocation/addition of bike parking
- Parking improvements
- Reallocation of space at Park Street/Mitchell Street signals
- Footpath improvements
- Kerb buildouts where parking is restricted

6.4.12 Unley Road

The options identified for Unley Road are:

- Investigate opportunities to replace on-street parking on Unley Road with improved off-street parking provision, capacity and signage.
- Work with Unley Central developers to improve movement and access around shopping centre

6.5 Walking

A number of the options considered in conjunction with individual streets set out in the analysis in Section 6.4 will provide benefits to pedestrians and the general walking environment within the study area. This includes:

- Investigate formal pedestrian/cyclist crossing opportunities at Charles Walk/Little Charles Street.
- Investigate driveway link or shared street options and street lighting upgrades on Little Charles Street and Palmerston Place between Palmerston Road and Charles Street.
- Investigate options with DPTI to include pedestrian phases to replace adjacent PAC at intersection of Young Street with Unley Road.
- Investigate pedestrian/cyclist lighting provision on Beech Avenue as per Pitchers Lane, as well as localised traffic management at the bend to assist safety for all road users.
- Reduction of traffic speeds and potentially volumes with traffic calming treatments.

In addition to the street specific measures, there are also a number of other general options identified for improving the pedestrian environment and specific projects:

- Ensure there is a strategy for future upgrade and maintenance of footpaths.
- Where residual verge width is below 0.6/1.0m and around transport facilities (bus stops) use full width paving and tree pits where the verge is not managed/landscaped.
- Upgrade footpath widths to a minimum of 1.5m, with additional width based on use requirements as part of planned renewal.
- Where street trees limit or damage footpaths, seek to implement footpaths around the trees as build-outs for indented parking or road narrowings.
- Ensure there is a strategy for future upgrade and improvement to street lighting.
- Consider provision of build-outs and median refuges along King William Road to assist pedestrian permeability of the shopping precinct as per the King William Road Masterplan.

Table 6.10 provides the option assessment matrix for the above walking related options.

Table 6.10: Walking Option Assessment

Option / Objective	Upgrade & Maintenance Strategy	Full width paving	Minimum width (1.5m) footpath	Footpaths around trees	Street Lighting Strategy	Build outs and refuges on King William Rd
Equitable Parking	N	N	N	×	N	N/×
Integrated & Connected	✓	N	✓	✓	N	N
Accessible & Pedestrian Friendly	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Alternative Travel	✓	✓	✓	✓	✓	✓

6.6 Cycling

As with walking options, there are a number of options identified on individual streets that would be of benefit to cyclists, as noted below:

- Consider raised intersection tables at intersections of Opey Avenue with Pitchers Lane and Russell St to support bike route.
- Investigate formal pedestrian/cyclist crossing opportunities at Charles Walk/Little Charles Street.
- Upgrade and extend the existing signed bicycle route between Park Street and Charles Street to continue via Roberts Street to connect to existing routes in to the Parklands in accordance with the 2015 draft Walking and Cycling Plan.
- Investigate driveway link or shared street options and street lighting upgrades on Little Charles Street and Palmerston Place between Palmerston Road and Charles Street.
- Investigate pedestrian/cyclist lighting provision on Beech Avenue as per Pitchers Lane, as well as localised traffic management at the bend to assist safety for all road users.
- Young Street lower speed radial roundabout at Roberts Street as part of bike route.
- Reduction of traffic speeds and potentially volumes with traffic calming treatments.

In addition to the above options, the following options have also been identified that would be specifically for cyclists, and in some cases also providing benefits for pedestrians and assisting with reducing the impact of traffic.

- Review designation and implement upgrades of local bike direct network in accordance with the 2015 draft Walking and Cycling plan.
- Consider the potential for formal bike parking at tram stops.
- Investigate ongoing cycling route connections through to Northgate Street and Heywood Park in accordance with the 2015 draft Walking and Cycling Plan.

Table 6.11 provides the option assessment matrix for the above cycling related options.

Table 6.11: Cycling Option Assessment

Option Objective	Review and upgrade Local Bike Direct Network	Formal Bike Parking at Tram stops	Strengthening connections through to Northgate Street and Heywood Park
Equitable Parking	N	N	N
Integrated & Connected	✓✓	✓✓	✓
Accessible & Pedestrian Friendly	✓✓	✓	N
Alternative Travel	✓✓	✓✓	✓✓

6.7 Public Transport

Although much of the public transport network is the responsibility of DPTI, the City of Unley should be working with and advocating to DPTI for improvements, particularly in light of the significant recent reductions in patronage. Improvements will support existing travel demand and encourage modal shift and ensure that as additional development is implemented through the Inner Metro DPA, enhanced public transport options and capacity are available to avoid further pressure from increased traffic demand. A number of public transport options have been identified that would be led by Unley, including:

- Improve pedestrian link lighting
- Consider installation of bicycle parking at tram stops
- Advocate to AdelaideMetro for increased promotion of '2 section' tram tickets

Table 6.12 provides the option assessment matrix for the above options that would be led by Unley Council.

Table 6.12: Public Transport Option Assessment for City of Unley

Option / Objective	Review and upgrade access lighting	Formal Tram Bike Parking	Advocate to AdelaideMetro for 2 Section Tram Ticket Promotion
Equitable Parking	N	N	N
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓✓	✓	N
Alternative Travel	✓✓	✓✓	✓

Options that would require delivery through advocating to and working with DPTI are:

- increased frequencies of existing public transport;
- Review bus stop locations in relation to safe crossing provision for stops 1, 2 and 3 on Unley Road and stops 2, 3, 5 and 6 on Goodwood Road;
- pedestrian access improvements to existing bus stops on King William Road and Unley Road;
- Improvements to bus stop facilities;
- Improved Park and Ride options further south to reduce on street park and ride demand.

Table 6.13 provides the option assessment matrix for the above public transport related options that would require DPTI to lead.

Table 6.13: Public Transport Option Assessment in Conjunction with DPTI

Option / Objective	Train & tram capacity & frequency	Bus stop routes, locations, facility & frequency	Park & Ride improvements south
Equitable Parking	N	N	✓
Integrated & Connected	✓	✓	✓✓
Accessible & Pedestrian Friendly	✓✓	✓	✓
Alternative Travel	✓✓	✓✓	✓

6.8 Parking

Concerns over long term parking, particularly relating to commuters and associated with staff and customers of businesses on Unley Road and King William Road, were raised, as well as concerns relating to the lack of enforcement of existing parking restrictions. Furthermore, concerns were raised regarding vehicles being parked too close to intersections.

A limited number of options and actions have therefore been identified:

- Seek to engage with Unley Road and King William businesses to understand their staff parking provision and arrangements and assist with managing on-street demands. Recommendations of the King William Road masterplan relating to consolidating and improving (quality, quantity and visibility) of rear parking provision should be implemented and also considered for Unley Road.
- Monitor on-street parking locations for possible extension of the zones covered by existing time limited parking to prevent all-day parking.
- Review parking restriction enforcement regularity, particularly on streets closest to the tramline, Unley Road and King William Road.
- Review all signage and line marking in proximity to intersections to ensure that it is adequately and visibly marked to maintain sight distance and safe parking distances.

7. Option Assessment – Goodwood

7.1 Introduction

The Goodwood section of the study area is bounded by Glenelg Tram Line to the north, King William Road to the east, Mitchell Street to the south, and Goodwood Road to the west as shown on Figure 5.1 (in Section 5 above).

7.2 Link and Place Assessment

The assessment of the study area and consultation with the CRG identified and confirmed a number of existing or potential link and place status streets and locations within the study area.

7.2.1 Link Assessment

A review of the Goodwood section of the study area has identified the following key Link status classifications and opportunities:

- King William Road
- Goodwood Road (arterial)
- Mitchell Street
- Albert Street
- Mike Turtur Bikeway (incorporating Railway Terrace South)
- Lane between Bendall Avenue/Foundry Street
- Weller Street (as a Bicycle Boulevard)
- Simpson Parade (as part of the Bicycle Network)

7.2.2 Place Assessment

A review of the Goodwood section of the study area has identified the following key Place status classifications and opportunities:

- Sections of King William Road (notably between Arthur Street and Mitchell Street)
- Sections of Goodwood Road (notably between tram line and Victoria Street)
- Sections of streets surrounding Soutar Park (Albert Street, Arunga Close, Hardy Street, Florence Street)
- Section of Florence Street adjacent Florence Street Park
- Simpson Parade Reserve as a linear reserve (adjacent Simpson Parade)

7.3 Urban Design

In addition to the areas around the identified places noted above, there are a number of other urban design improvements that could be considered within the study area and the following have been identified as potential opportunities:

- Continue the use of 'Parklets' to create social and dining spaces in car parks on King William Road beyond the initial Parklet Program.
- Improve visibility of speed cushions on Mitchell Street and Albert Street with repainting.
- Upgrade the Young Street approaches to the tramline to indicate that Young Street continues on the other side of the tramline.

7.4 Traffic Network

This section considers the traffic management options appropriate for each of the streets within the study area. Whilst before traffic volumes and speeds were considered independently, in the option assessment each Street has been considered for potential options, potential impacts on that street and adjoining streets and the likely outcomes. An assessment for each street has been set out.

7.4.1 Albert Street

The options developed for Albert Street relate to managing the speed and volume of traffic. Albert Street is frequently used as part of a rat running route by drivers travelling between Goodwood Road and King William Road, in conjunction with other local streets. The identified options for Albert Street are:

- Intersection kerb buildouts at Weller Street and Hardy Street
- Raised intersections at Weller Street and Hardy Street
- Retain speed humps
- Pedestrian refuge adjacent Soutar Park
- Remove parking from one side of the street and stagger parking areas along street
- Review ongoing need for right turn AM peak ban from Albert Street onto Weller Street (turning to the north)
- Pavement bars at King William Road intersection

The addition of traffic calming measures such as kerb build outs and raised intersections would change the visual perception of the street and help reduce vehicle speed. Additional traffic calming measures may discourage the use of Albert Street as part of a rat run for vehicles between Goodwood Road (via local street network) and King William Street.

Overall the benefits from reduced traffic speed and some deterrence to using the route that arise from the presence of speed humps result in a preferred option for them to be retained with the addition of kerb build-outs around the intersections of Weller Street and Hardy Street and a pedestrian refuge at Soutar Park.

Staggered parking controls along the street would assist in slowing vehicle speeds along the street, as well as allowing for two vehicles to pass one another more frequently than currently occurs (as parking on both sides often restricts sections of Albert Street to effectively one-way width). The parking could either be restricted to one side only throughout the street or limited to one side only at certain locations to assist passing vehicles.

Reviewing the ongoing need for the right turn AM peak ban from Albert Street onto Weller Street (turning to the north) is seen as appropriate as this turn does not seem desirable to rat runners, and may be inconvenient to residents.

Pavement bars at the King William Road intersection will help define the carriageway and discourage corner cutting at this location. Discouraging corner cutting may also help reduce the speed of right turns into Albert Street.

Table 7.1 provides the option assessment matrix for the above options.

Table 7.1: Albert Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Raised intersection	Retain Speed Humps	Stagger Parking	Pedestrian Refuge	Removal of Right Turn Ban	Pavement bars
Equitable Parking	N	N	N	x	x	N	N
Integrated & Connected	N	N	N	✓	✓	✓	N
Accessible & Pedestrian Friendly	✓	✓	N	N	✓	N	N
Alternative Travel	✓	✓	N	N	✓	N	N

7.4.2 Weller Street

The options developed for Weller Street relate to managing the speed and volume of traffic. Weller Street is frequently used by drivers rat running through the area. The identified options for Weller Street are:

- Intersection kerb buildouts at Albert Street
- Raised intersection with Albert Street
- Full road closure immediately north of Ophir Street
- Install angled slow points, driveway links or road humps as an alternative to road closure

The addition of traffic calming measures such as kerb build outs and raised intersections would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Weller Street as part of a rat run for vehicles. It would also support the designation of the street as a key route within the local cycling network.

Full road closure of Weller Street immediately north of Ophir Street would likely discourage (or potentially shift) rat running from Weller Street. There would be connectivity and residential access issues associated with a full closure, and although this option was generally well supported by the Goodwood CRG, it would need to be investigated further. Alternative options to full road closure would be extensive traffic management treatments such as angled, single lane slow points, driveway links and road humps.

The advantage of a road closure over other measures is that it could be cost effectively trialled for an initial period (typically 6 months) through the installation of 2 bollards. If the closure is supported following the trial a more permanent design can then be developed to integrate with the street environment.

Table 7.2 provides the option assessment matrix for the above options.

Table 7.2: Weller Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Raised intersection	Road Closure	Traffic Management Measures
Equitable Parking	N	N	N	×
Integrated & Connected	N	N	×	×
Accessible & Pedestrian Friendly	✓	N	✓✓	✓
Alternative Travel	✓	✓	✓✓	✓

7.4.3 Hardy Street

The options developed for Hardy Street relate to managing the speed and volume of traffic. Hardy Street is frequently used by driver's rat running through the area. The identified options for Hardy Street are:

- Intersection kerb buildouts at Albert Street
- Raised intersection with Albert Street
- Full road closure immediately north of Ophir Street
- Install angled slow points, driveway links or road humps as an alternative to road closure
- Driveway link, kerb build outs or localised road narrowing on Hardy Street adjacent Soutar Park.

The addition of traffic calming measures such as kerb build outs, driveway links, localised road narrowing and raised intersections would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Hardy Street as part of a rat run for vehicles. Providing a driveway link, kerb buildouts or road narrowing adjacent Soutar Park will also assist pedestrian crossing adjacent the park (with a narrower road width to cross) as well as assisting traffic calming.

Full road closure of Hardy Street immediately north of Ophir Street would likely discourage (or potentially shift) rat running on Hardy Street. There would be connectivity and residential access issues associated with a full closure, and although this option was generally well supported by the Goodwood CRG, it would need to be investigated further. Alternative options to full road closure would be extensive traffic management treatments such as angled, single lane slow points, driveway links and road humps.

As discussed above for Weller Street, the advantage of a road closure over other measures is that it could be cost effectively trialled for an initial period and a more permanent design implemented later if the permanent closure is supported.

Table 7.3 provides the option assessment matrix for the above options.

Table 7.3: Hardy Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Raised intersection	Road Closure	Traffic Management Measures	Driveway Link	Localised Road Narrowing
Equitable Parking	N/×	N	N	×	×	×
Integrated & Connected	N	N	×	×	N	N
Accessible & Pedestrian Friendly	✓	N	✓	✓	✓	✓
Alternative Travel	✓	✓	✓	✓	✓	✓

7.4.4 Fox Street

The options developed for Fox Street relate to managing the speed and volume of traffic. The identified options for Fox Street are:

- Reverse give way priority at Owen Street and Gurr Street
- Slow points

Reversing give way priority at the intersection of Owen Street and Gurr Street would slow vehicles on Fox Street down as they would be required to give way to traffic on Owen and Gurr Streets

Slow points on Fox Street will provide traffic calming, encouraging lower speeds and discourage the use of Fox Street as part of a rat run for vehicles. This is likely to be of higher importance if the road closures on Weller Street and Hardy Street are implemented.

Table 7.4 provides the option assessment matrix for the above options.

Table 7.4: Fox Street Option Assessment Matrix

Option / Objective	Reverse Give Way Priority	Slow points
Equitable Parking	N	N
Integrated & Connected	N	N
Accessible & Pedestrian Friendly	N	✓
Alternative Travel	N	✓

7.4.5 Trevelyan Street

The options developed for Trevelyan Street relate to managing the speed and volume of traffic. Trevelyan Street is generally used by vehicles accessing the local area and by rat runners avoiding King William Road. The identified options for Trevelyan Street are:

- Introduction of raised single lane slow points with bicycle bypass
- Road humps / speed cushions

The introduction of traffic calming measures such as raised single lane slow points and road humps / speed cushions would change the visual perception of the wide straight street and help reduce vehicle speed. Traffic calming measures may discourage the use of Trevelyan Street as part of a rat run for vehicles. Providing bicycle bypasses to single lane slow points will assist cyclist safety through the traffic calming device and will not discourage cyclists from using Trevelyan Street. Road humps could be designed to taper to the existing kerb and gutter and therefore not result in any loss of on-street parking.

Table 7.5 provides the option assessment matrix for the above options.

Table 7.5: Trevelyan Street Option Assessment Matrix

Option / Objective	Raised single lane slow points with bicycle bypass	Road humps / speed cushions
Equitable Parking	×	N
Integrated & Connected	N	N
Accessible & Pedestrian Friendly	✓	✓
Alternative Travel	✓	✓

7.4.6 Ada Street / Lily Street Intersection

The options developed for the intersection of the Ada Street / Lily Street intersection relate to seeking to improve the safety of the intersection. The identified options for the intersection are:

- Intersection kerb buildouts
- Reverse Stop Sign priority
- Roundabout

Intersection kerb buildouts would help define the presence of the intersection, and direct drivers manoeuvring through the intersection. Reversing the stop sign priority would slow vehicles on Lily Street down as they would be required to give way to Ada Street.

The potential for a roundabout at the intersection should be considered, to reduce the risk of crashes at this intersection associated with right turns (with three crashes in the past 5 years recorded involving right turning vehicles). The roundabout would have to be designed to cater for residential rubbish collection vehicles and be small enough to reduce impact on adjacent properties and footpaths.

Table 7.6 provides the option assessment matrix for the above options.

Table 7.6: Ada Street / Lily Street Option Assessment Matrix

Option / Objective	Kerb buildouts	Reverse Stop Signs	Roundabout
Equitable Parking	N	N	N
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓	✓	✓
Alternative Travel	✓	✓	✓

7.4.7 Clifton Street

The options developed for Clifton Street relate to managing the speed and volume of traffic by altering parking controls. Clifton Street is often used as a cut through as part of a rat running route. The identified options for Clifton Street are:

- Stagger 'no parking' parking controls onto either side of the street

Currently no standing lines and signage are provided on the southern side of the carriageway, as parking on both sides continuously would create a very narrow road environment. Staggering parking controls along alternate sides of the street would assist in slowing vehicle speeds along the street by visually meandering the carriageway with the use of parked vehicles.

Table 7.7 provides the option assessment matrix for the above option.

Table 7.7: Clifton Street Option Assessment Matrix

Option / Objective	Staggered Parking Controls
Equitable Parking	✓
Integrated & Connected	N
Accessible & Pedestrian Friendly	✓
Alternative Travel	✓

7.4.8 Kneebone Street / Boffa Street

The traffic conditions of Kneebone Street and Boffa Street should continue to be monitored following the implementation of other recommendations.

7.4.9 Simpson Parade

The options identified for Simpson Parade relate to the formal extension of the east-west bike route. This has been identified in the draft Walking and Cycling Plan 2015.

7.4.10 Mitchell Street

No changes are recommended for Mitchell Street. The existing speed humps and turning restrictions should be maintained as appropriate and traffic speeds and volumes should continue to be monitored with the implementation of other local traffic calming measures.

7.4.11 Other Local Streets

The following are general recommendations for other local streets in the Goodwood section of the study area:

- Introduction of yellow no standing line marking near intersections
- Implement planned paid parking trial on Railway Terrace South

No other specific measures have been recommended for other local streets.

Traffic conditions should continue to be monitored following implementation of other recommended treatments.

7.4.12 King William Road

Implement priority measures from previous masterplan

- Relocation/addition of bike parking
- Parking improvements
- Reallocation of space at Park Street/Mitchell Street signals
- Footpath improvements
- Kerb buildouts where parking is restricted
- Improved crossing facilities

7.4.13 Goodwood Road

Review and prioritise recommendations from pending masterplan

- Entry threshold treatments

7.5 Walking

A number of the options considered in conjunction with individual streets set out in the analysis in Section 7.4 will provide benefits to pedestrians and the general walking environment within the study area. This includes:

- Provision of kerb buildouts on Albert Street and Hardy Street
- Pedestrian refuge adjacent Soutar Park on Albert Street
- Reduction of traffic speeds and potentially volumes with traffic calming treatments.

In addition to the street specific measures, there are also a number of other general options identified for improving the pedestrian environment and specific projects:

- Ensure there is a strategy for future upgrade and maintenance of footpaths;
- Where residual verge width is below 0.6/1.0m & around transport facilities (bus stops) use full width paving and tree pits where the verge is not managed/landscaped;
- Upgrade footpath widths to a minimum of 1.5m, with additional width based on use requirements as part of planned renewal;
- Where street trees limit or damage footpaths, seek to implement footpaths around the trees as build-outs for indented parking or road narrowings;
- Ensure there is a strategy for future upgrade and improvement to street lighting;
- Consider provision of build-outs and median refuges along King William Road to assist pedestrian permeability of the shopping precinct as per the King William Road Masterplan;

Table 7.8 provides the option assessment matrix for the above walking related options.

Table 7.8: Walking Option Assessment

Option / Objective	Upgrade & Maintenance Strategy	Full width paving	Minimum width (1.5m) footpath	Footpaths around trees	Street Lighting Strategy	Build outs and refuges on King William Rd
Equitable Parking	N	N	N	×	N	N/×
Integrated & Connected	✓	N	✓	✓	N	N
Accessible & Pedestrian Friendly	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Alternative Travel	✓	✓	✓	✓	✓	✓

7.6 Cycling

As with walking options, there are a number of options identified on individual streets that would be of benefit to cyclists, as noted:

- Bicycle bypasses as part of traffic calming measures (e.g. single lane slow points, speed cushions,
- Reduction of traffic speeds and potentially volumes with traffic calming treatments.

In addition to the above options, the following options have also been identified that would be specifically for cyclists, and in some cases also providing benefits for pedestrians and assisting with reducing the impact of traffic.

- Review designation of local bike direct network;
- Consider the potential for formal bike parking at tram stops;

- Development of Weller Street as a bicycle boulevard as identified in the 2015 draft Walking and Cycling Plan to link to the proposed improvements to the south via Wood Street which are to be implemented in 2016/7 as part of the Walking and Cycling Plan;
- Review designation and implement upgrades of local bike direct network in accordance with the 2015 draft Walking and Cycling plan;
- Investigate treatment options at the intersection of Railway Terrace South / Musgrave Street / Mike Turtur Bikeway to slow cyclists, provide better sight distance and reduce pedestrian/cycle/vehicle conflicts at intersection.

There are several options that could be considered to improve the intersection of Railway Terrace South / Musgrave Street and the ongoing continuity of the Mike Turtur Bikeway. With the proposed implementation of a pedestrian/bicycle overpass at Goodwood Railway Station, Railway Terrace South is considered likely to become the limiting factor in attracting additional cyclists to the overall route. These options should be considered in conjunction;

- Short term: improve Musgrave Street intersection with Bikeway with line marking and modification of landscaping to improve the transition of cyclists onto Railway Terrace South (north side), increase driver awareness of the likely location and presence of cyclists and improve the separation between the bikeway and adjoining residential crossover.
- Short to medium term: make Railway Terrace South one-way (northeast bound) to better access parking and remove the potential conflict between cyclists exiting the Mike Turtur Bikeway and vehicles travelling onto Railway Terrace South from Musgrave Street.
- Medium to long term: Extend shared path along south side of tramline between Musgrave Street and Goodwood Road. This would require further investigation of boundaries (particularly for the fence line adjacent the tramline) and existing trees. This would need to be implemented in conjunction with modifications to the parking on Railway Terrace South with the final parallel/angle format dependent on the final design solution and provision of one-way or two-way traffic flow.

Table 7.9 provides the option assessment matrix for the above cycling related options.

Table 7.9: Cycling Option Assessment

Option / Objective	Review Local Bike Direct Network	Formal Bike Parking at Tram stops	Strengthening connections to/from Weller Street	Pathway Treatments at Railway Tce Sth / Musgrave St
Equitable Parking	N	N	N	×
Integrated & Connected	✓	✓✓	✓	✓✓
Accessible & Pedestrian Friendly	✓	✓	N	✓✓
Alternative Travel	✓	✓✓	✓✓	✓✓

7.7 Public Transport

Although much of the public transport network is the responsibility of DPTI, the City of Unley should be working with and advocating to DPTI for improvements, particularly in light of the significant recent reductions in patronage. Improvements will support existing travel demand and encourage modal shift and ensure that as additional development is implemented through the Inner Metro DPA, enhanced public transport options and capacity are available to avoid further pressure from increased traffic demand. A number of public transport options have been identified that would be led by Unley, including:

- Improve pedestrian link lighting
- Consider installation of bicycle parking at tram stops
- Advocate to Adelaide Metro for increased promotion of '2 section' tram tickets

Table 7.10 provides the option assessment matrix for the above options that would be led by Unley Council.

Table 7.10: Public Transport Option Assessment for City of Unley

Option / Objective	Review and upgrade access lighting	Formal Tram Bike Parking	Advocate to AdelaideMetro for 2 Section Tram Ticket Promotion
Equitable Parking	N	N	N
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓	✓	N
Alternative Travel	✓	✓✓	✓

Options that would require delivery through advocating to and working with DPTI are:

- a pedestrian maze tram line crossing near Goodwood Road Tram Stop for people that park further north east to provide better access to the available parking and to the tram stop in general.
- increased frequencies of existing public transport;
- pedestrian access improvements to existing bus stops on Goodwood Road and King William Road;
- Improvements to bus stop facilities.

Table 7.11 provides the option assessment matrix for the above public transport related options that would require DPTI to lead.

Table 7.11: Public Transport Option Assessment in Conjunction with DPTI

Option / Objective	Additional Pedestrian Maze	Train & tram capacity & frequency	Bus stop routes, locations, facility & frequency
Equitable Parking	✓	N	N
Integrated & Connected	✓	✓	✓
Accessible & Pedestrian Friendly	✓	✓✓	✓
Alternative Travel	✓	✓✓	✓✓

7.8 Parking

Concerns over long term parking, particularly relating to tram commuters and associated with staff and customers of businesses on Goodwood Road and King William Road, were raised, as well as concerns relating to the lack of enforcement of existing parking restrictions. Furthermore, concerns were raised regarding vehicles being parked too close to intersections.

A limited number of options and actions have therefore been identified:

- Seek to engage with Goodwood Road and King William businesses to understand their staff parking provision and arrangements and assist with managing on-street demands. Recommendations of the King William Road masterplan relating to consolidating and improving (quality, quantity and visibility) of rear parking provision should be implemented and also considered for Goodwood Road.
- Implement the paid parking trial on Railway Terrace South.

- Monitor on-street parking locations for possible extension of the zones covered by existing time limited parking to prevent all-day parking.
- Review parking restriction enforcement regularity, particularly on streets closest to the tramline, Goodwood Road and King William Road.
- Review all signage and line marking in proximity to intersections to ensure that it is adequately and visibly marked to maintain sight distance and safe parking distances.
- Repaint faded no standing lines on local streets, particularly Gilbert Street and Arunga Close
- Investigate parking changes associated with options on Railway Terrace South to create width for Mike Turtur Bikeway extension.

8. Option Assessment – Wayville

8.1 Introduction

The Wayville section of the study area is bounded by Greenhill Road to the north, Glenelg Tram Line to the east and south, and Goodwood Road to the west as shown on Figure 5.1 (in Section 5 above).

8.2 Link and Place Assessment

The assessment of the study area and consultation with the CRG identified and confirmed a number of existing or potential link and place status streets and locations within the study area.

8.2.1 Link Assessment

A review of the Wayville section of the study area has identified the following key Link status classifications and opportunities:

- Greenhill Road (arterial)
- Goodwood Road (arterial)
- Mike Turtur Bikeway
- Joslin Street
- Bike Direct streets that form a link parallel to Mike Turtur (Sections of Parsons Street, Joslin Street, LeHunte Street, Clark Street, Young Street, Bartley Crescent)

8.2.2 Place Assessment

A review of the Wayville section of the study area has identified the following key Place status classifications and opportunities:

- Sections of streets surrounding Wayville Reserve (LeHunte Street)
- Sections of Goodwood Road
- Goodwood Road Tram Stop
- Greenhill Road Tram Stop
- Adelaide Showgrounds (to west of study area)

8.3 Urban Design

There are a number of urban design improvements that could be considered within the study area and the following have been identified as potential opportunities:

- Improve footpath width by maintaining overgrowing vegetation, particularly on Clark Street and Joslin Street.
- Upgrade the Young Street approaches to the tramline to indicate that Young Street continues on the other side of the tramline.

8.4 Traffic Network

This section considers the traffic management options appropriate for each of the streets within the study area. Whilst before traffic volumes and speeds were considered independently, in the option assessment each Street has been considered for potential options, potential impacts on that street and adjoining streets and the likely outcomes. An assessment for each street is set out.

8.4.1 Young Street

The options developed for Young Street relate to managing the speed and volume of traffic. Young Street is frequently used by drivers trying to avoid the intersection of Greenhill Road / Goodwood Road. The identified options for Young Street are:

- Consider a driveway link or kerb build outs/slow points/road humps between Goodwood Road and Joslin Street initially.
- Monitor speeds on Young Street between Joslin Street and Clark Street with the implementation of other calming measures.
- Provide signage at the tramline to indicate that Young Street continues on the other side of the tramline.

The addition of traffic calming measures such as kerb build outs, slow points and road humps would change the visual perception of a wide straight street and help reduce vehicle speed. Traffic calming measure may discourage the use of Young Street as part of a rat run between Goodwood Road and Greenhill Road.

Table 8.1 provides the option assessment matrix for the above options.

Table 8.1: Young Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Driveway links	Slow Points	Road Humps	Young St Continuation Signage
Equitable Parking	N/x	x	x	N	N
Integrated & Connected	N	N	N	N	N/✓
Accessible & Pedestrian Friendly	✓	✓	✓	✓	N
Alternative Travel	✓	✓	✓	✓	N

8.4.2 LeHunte Street

The options developed for LeHunte Street relate to managing the speed and volume of traffic. LeHunte Street is frequently used by drivers trying to avoid the intersection of Greenhill Road / Goodwood Road. The identified options for LeHunte Street are:

- Consider driveway link or kerb buildouts adjacent Wayville Reserve;
- Consider slow points/road humps between Goodwood Rd and Joslin Street initially;
- Monitor speeds on LeHunte Street between Joslin Street and Clark Street with the implementation of other calming measures.

The addition of traffic calming measures such as kerb build outs, driveway links, slow points and road humps would change the visual perception of a wide straight street and help reduce vehicle speed. Traffic calming measure may discourage the use of LeHunte Street as part of a rat run between Goodwood Road and Greenhill Road.

A driveway link or kerb buildouts adjacent Wayville Reserve will provide the opportunity to increase the visibility of Wayville Reserve. Narrowing the carriageway width adjacent the reserve will also assist pedestrians crossing LeHunte Street to access the reserve.

Table 8.2 provides the option assessment matrix for the above options.

Table 8.2: LeHunte Street Option Assessment Matrix

Option / Objective	Driveway Link	Kerb build-outs	Slow Points	Road Humps
Equitable Parking	x	N/x	x	N
Integrated & Connected	N	N	N	N
Accessible & Pedestrian Friendly	✓	✓	✓	✓
Alternative Travel	✓	✓	✓	✓

8.4.3 Joslin Street

The options developed for Joslin Street relate to managing the speed and volume of traffic. Joslin Street is frequently used by drivers trying to avoid the intersection of Greenhill Road / Goodwood Road. The identified options for Joslin Street are:

- Consider landscaped kerb build outs on Joslin Street at intersections with Davenport Lane and Terrace;
- Consider roundabout at Davenport Terrace;
- Reverse priority of controls at Davenport Terrace (likely to require additional controls on Davenport Terrace).

Landscaped kerb build outs at the intersection of Joslin Street with Davenport Terrace and Davenport Lane would change the visual perception of a wide straight street and help reduce vehicle speed. Furthermore, kerb buildouts would reduce the crossing distance for pedestrians looking to cross Joslin Street at this location.

A roundabout at the intersection with Davenport Terrace would reduce speeds on Joslin Street as a physical divergence from the straight wide carriageway. Whilst roundabouts are not generally seen to be of assistance to pedestrians and cyclists, the reduced vehicle speeds that they create will assist in making the street safer for pedestrians and cyclists. The introduction of a new roundabout (at Davenport Terrace) in conjunction with the existing roundabouts would provide traffic control measures with the recommended spacing to achieve appropriate speeds.

Reversing the priority of the Joslin Street / Davenport Terrace intersection would similarly result in a decrease in speeds on Joslin Street. However, this would open Davenport Terrace up with potential increase in speeds through this section by removing the requirement to give way.

Traffic calming measures may discourage the use of Joslin Street as part of a rat run between Goodwood Road and Greenhill Road.

Table 8.3 provides the option assessment matrix for the above options.

Table 8.3: Joslin Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Roundabout	Reverse Traffic Controls
Equitable Parking	N/x	N	N
Integrated & Connected	N	N	N
Accessible & Pedestrian Friendly	✓	✓	✓
Alternative Travel	✓	✓	✓

8.4.4 Clark Street

The options developed for Clark Street relate to managing the speed and volume of traffic. Clark Street is frequently used by drivers trying to avoid the intersection of Greenhill Road / Goodwood Road. The identified options for Clark Street are:

- Consider roundabout at Davenport Terrace;
- Reverse priority of controls at Davenport Terrace (likely to require additional controls on Davenport Terrace);
- Monitor need for additional controls between Greenhill Road and Rose Terrace.

A roundabout at the intersection with Davenport Terrace would reduce speeds on Clark Street as a physical divergence from the straight wide carriageway. Whilst roundabouts are not generally seen to be of assistance to pedestrians and cyclists, the reduced vehicle speeds that they create will assist in making the street safer for pedestrians and cyclists. The introduction of a new roundabout (at Davenport Terrace) in conjunction with the existing roundabouts would provide traffic control measures with the recommended spacing to achieve appropriate speeds.

Reversing the priority of the Clark Street / Davenport Terrace intersection would similarly result in a decrease in speeds on Clark Street. However this would open Davenport Terrace up with potential increase in speeds through this section by removing the requirement to give way.

Table 8.4 provides the option assessment matrix for the above options.

Table 8.4: Clark Street Option Assessment Matrix

Option / Objective	Roundabout	Reverse Traffic Controls
Equitable Parking	N	N
Integrated & Connected	N	N
Accessible & Pedestrian Friendly	✓	✓
Alternative Travel	✓	✓

8.4.5 Rose Terrace

The options developed for Rose Terrace generally relate to improving the safety around Annesley College. Several of these options will have the benefit of assisting speed and volume management. The identified options for Rose Terrace are:

- Investigate planted central median treatment. Initially Goodwood Road to Joslin Street and Clark Street to Bartley Terrace sections. Monitor section between Joslin Street and Clark Street and extend if required.
- Investigate options for pedestrian refuge crossings to improve pedestrian safety and assist with vehicle speed management.

- Improve school zone and crossing signage visibility adjacent Annesley College. Consider the potential to upgrade school crossing to increase visibility (e.g. flashing lights).
- Investigate restricting parking adjacent Annesley College (north side) to be short term parking in school pickup and drop off times.

A planted central median treatment would provide the opportunity to restrict U-turns adjacent the school, as vehicles are frequently observed performing U-turns and 3 point turns adjacent the school causing a safety concern. Furthermore, a central median would give assistance to pedestrians crossing Rose Terrace, allowing a two stage crossing of the wide street. The pedestrian crossing assistance could also be achieved with some refuge crossings, although this may remove some parking subject to design considerations related to the overall width of the roadway.

Existing school zone and crossing signage visibility adjacent Annesley College is poor. Improving the visibility of the school zone and crossing may remind drivers to slow down through the area, particularly at school times.

Restricting parking adjacent Annesley College to shorter term parking in pickup and drop off times would increase parking turnover during school pickup and drop off times.

Table 8.5 provides the option assessment matrix for the above options.

Table 8.5: Rose Terrace Option Assessment Matrix

Option / Objective	Planted Central Median	Pedestrian Refuge Crossings	School Zone Signage Improvements	School Crossing Upgrade	Short Term Parking Restrictions
Equitable Parking	N	x	N	N	✓
Integrated & Connected	N/x	N	N	N	N
Accessible & Pedestrian Friendly	✓	✓	✓	✓	N
Alternative Travel	N/✓	✓	N/✓	✓	N

8.4.6 Parsons Street

The options developed for Parsons Street relate to managing the speed and volume of traffic. Parsons Street is frequently used by drivers trying to avoid the intersection of Greenhill Road / Goodwood Road. The identified options for Parsons Street are:

- Consider a driveway link, kerb build outs, slow points or road humps between Goodwood Road and Joslin Street.
- Consider right turn ban to/from Goodwood Road during peak periods.

The addition of traffic calming measures such as kerb build outs, driveway links, slow points and road humps would change the visual perception of a wide straight street and help reduce vehicle speed. Traffic calming measure may discourage the use of Parsons Street as part of a rat run between Goodwood Road and Greenhill Road.

Right turn bans during peak periods to/from Parsons Street will help alleviate the risk of crashes occurring at this intersection (with 12 right angle and 6 right turn crashes recorded in the last 5 year period) by restricting the number of vehicles turning right at this intersection in peak periods. Removing vehicles stopped to turn right onto Parsons Street from Goodwood Road may also assist reducing rear end crashes at this intersection, with the majority of the 10 rear end crashes in the last 5 years involved northbound vehicles.

Table 8.6 provides the option assessment matrix for the above options.

Table 8.6: Parsons Street Option Assessment Matrix

Option / Objective	Kerb build-outs	Driveway Link	Slow Points	Road Humps	Right Turn Ban
Equitable Parking	N/x	x	x	N	N
Integrated & Connected	N	N	N	N	x
Accessible & Pedestrian Friendly	✓	✓	✓	✓	N
Alternative Travel	✓	✓	✓	✓	N

8.4.7 Bartley Crescent

The options developed for Bartley Crescent relate to improving traffic circulation around Annesley College during school drop-off and pick-up periods and discouraging the use of Bartley Crescent as a cut-through route during peak periods. The identified options for Bartley Crescent are:

- Consider allowing left turn exit onto Greenhill Road in place of left turn entry;
- Implement planned paid parking trials on Bartley Crescent and Railway Terrace South.

Replacing left turn entry from Greenhill Road onto Bartley Crescent with left turn exit onto Greenhill Road will remove rat runners (south westbound) from the street and will make it easier for Annesley College parents to leave the area after school pickup and drop off. Currently Annesley College parents generally perform a U-turn or 3 point turn on Rose Terrace to exit the area, due to the lack of exit from Bartley Crescent onto Greenhill Road.

Table 8.7 provides the option assessment matrix for the above options.

Table 8.7: Bartley Crescent Option Assessment Matrix

Option / Objective	Left Turn to Greenhill Road	Paid Parking Scheme
Equitable Parking	N	✓
Integrated & Connected	✓	N
Accessible & Pedestrian Friendly	N	N
Alternative Travel	N	N

8.4.8 Moresby Street

The options developed for Bartley Crescent relate to improving the pedestrian access to Wayville Tram Stop. The identified options for Bartley Crescent are as:

- Investigate formal shared street treatment to improve pedestrian access to the Wayville Tram Stop.

Subject to support from residents, the City of Unley and DPTI, Moresby Street could be designated as a shared zone, using practices adopted in NSW where suitable local streets with low traffic volumes and speeds are designated as 10 km/h shared zones with only minor infrastructure changes. This would permit pedestrians to legally walk within the existing roadway area and provide pedestrians and cyclists with priority over vehicles. Given the existing low volumes and speeds on Moresby Street this would improve pedestrian access to the Wayville Tram Stop, particularly as Moresby Street currently has poor sub-standard width footpaths.

In the medium to longer term, Moresby Street could be redesigned as a single surface street, shared by all transport modes.

Table 8.8: Moresby Street Option Assessment Matrix

Option / Objective	Shared Street
Equitable Parking	N
Integrated & Connected	N
Accessible & Pedestrian Friendly	✓✓
Alternative Travel	✓✓

8.4.9 Other Local Streets

No specific measures have been recommended for other specific streets in the Wayville section of the study area as they already have treatments, do not suffer from through traffic or inappropriate traffic speeds or would potentially benefit from measures proposed on other streets.

General local street recommendations are as follows and apply to multiple streets in the area:

- Introduction of yellow no standing line marking near intersections;
- Implement planned paid parking trial;
- Consider increased enforcement of on-street parking controls, particularly those streets close to Greenhill Road and tram stops.

Traffic conditions should continue to be monitored following implementation of other recommended treatments.

8.5 Walking

A number of the options considered in conjunction with individual streets set out in the analysis in Section 8.4 will provide benefits to pedestrians and the general walking environment within the study area. This includes:

- Provision of kerb buildouts on Rose Terrace, LeHunte Street, Joslin Street, Parsons Street;
- Formal shared street treatment on Moresby Street;
- Reduction of traffic speeds and potentially volumes with traffic calming treatments.

In addition to the street specific measures, there are also a number of other general options identified for improving the pedestrian environment and specific projects:

- Ensure there is a strategy for future upgrade and maintenance of footpaths;
- Where residual verge width is below 0.6/1.0m & around transport facilities (bus stops) use full width paving and tree pits where the verge is not managed/landscaped;
- Upgrade footpath widths to a minimum of 1.5m, with additional width based on use requirements as part of planned renewal;
- Where street trees limit or damage footpaths, seek to implement footpaths around the trees as build-outs for indented parking or road narrowings;
- Ensure there is a strategy for future upgrade and improvement to street lighting;
- Advocate for ongoing path connections through Parklands to connect upgraded Greenhill Rd crossings.

Table 8.9 provides the option assessment matrix for the above walking related options.

Table 8.9: Walking Option Assessment

Option / Objective	Upgrade & Maintenance Strategy	Full width paving	Minimum width (1.5m) footpath	Footpaths around trees	Street Lighting Strategy	Parkland Connections North
Equitable Parking	N	N	N	×	N	N
Integrated & Connected	✓	N	✓	✓	N	✓✓
Accessible & Pedestrian Friendly	✓	✓✓	✓✓	✓✓	✓✓	✓✓
Alternative Travel	✓	✓	✓	✓	✓	✓✓

8.6 Cycling

As with walking options, there are a number of options identified on individual streets that would be of benefit to cyclists, as noted:

- Formal shared street treatment on Moresby Street
- Reduction of traffic speeds and potentially volumes with traffic calming treatments.

In addition to the above options, the following options have also been identified that would be specifically for cyclists, and in some cases also providing benefits for pedestrians and assisting with reducing the impact of traffic.

- Review designation and implement upgrades of local bike direct network in accordance with the 2015 draft Walking and Cycling plan.
- Consider the potential for formal bike parking at tram stops.
- Consider advisory treatments on the BikeDirect route parallel to the Mike Turtur/tramline (if deemed still appropriate in local bike direct network review).
- Consider bicycle advisory treatments on length of Joslin Street and Clark Street to connect to new Greenhill Road crossings (and Mike Turtur over the tramline to the south) in accordance with its designation as a low volume bikeway in the draft 2015 Walking and Cycling Plan.
- Advocate for ongoing path connections through Parklands to connect upgraded Greenhill Rd crossings.

Table 8.10 provides the option assessment matrix for the above cycling related options.

Table 8.10: Cycling Option Assessment

Option / Objective	Review Local Bike Direct Network	Formal Tram Bike Parking	Advisory Treatments	Parkland Connections North
Equitable Parking	N	N	N	N
Integrated & Connected	✓	✓✓	✓	✓✓
Accessible & Pedestrian Friendly	✓	✓	N	✓✓
Alternative Travel	✓	✓✓	✓	✓✓

8.7 Public Transport

Although much of the public transport network is the responsibility of DPTI, the City of Unley should be working with and advocating to DPTI for improvements, particularly in light of the significant recent reductions in patronage. Improvements will support existing travel demand and encourage modal shift and ensure that as additional development is implemented through the Inner Metro DPA, enhanced public transport options and capacity are available to avoid further pressure from increased traffic demand. A number of public transport options have been identified that would be led by Unley, including:

- Improve pedestrian link lighting
- Consider installation of bicycle parking at tram stops
- Improve pedestrian path link between Moresby Street/Wayville Tram Stop and Parsons/Joslin Street alongside tramline
- Advocate to Adelaide Metro for increased promotion of '2 section' tram tickets.

Table 8.11 provides the option assessment matrix for the above options that would be led by Unley Council.

Table 8.11: Public Transport Option Assessment for City of Unley

Option / Objective	Review and upgrade access lighting	Formal Tram Bike Parking	Pedestrian Path Improvements at Wayville Tram Stop	Advocate to AdelaideMetro for 2 Section Tram Ticket Promotion
Equitable Parking	N	N	N	N
Integrated & Connected	N	N	✓	N
Accessible & Pedestrian Friendly	✓	✓	✓✓	N
Alternative Travel	✓	✓✓	✓✓	✓

Options that would require delivery through advocating to and working with DPTI are:

- a pedestrian maze tram line crossing near Goodwood Road Tram Stop for people that park further north east to provide better access to the available parking and to the tram stop in general;
- increased frequencies of existing public transport, particularly Greenhill Road bus services;
- pedestrian access improvements to existing bus stops on Goodwood Road and Greenhill Road;
- Improvements to bus stop facilities;
- Improved Park and Ride options further south.

Table 8.12 provides the option assessment matrix for the above public transport related options that would require DPTI to lead.

Table 8.12: Public Transport Option Assessment in Conjunction with DPTI

Option / Objective	Additional Pedestrian Maze	Train & tram capacity & frequency	Bus stop routes, locations, facility & frequency	Park & Ride improvements south
Equitable Parking	✓	N	N	✓
Integrated & Connected	✓	✓	✓	N
Accessible & Pedestrian Friendly	✓	✓✓	✓	N
Alternative Travel	✓	✓✓	✓✓	✓

8.8 Parking

Much of the study area is already covered by time limited parking and those locations where there are not time limits were not observed with significant on-street parking that would not be related to residents. However, concerns over long term parking, particularly relating to tram commuters and staff of businesses on Greenhill Road, were raised, as well as concerns relating to the lack of enforcement of existing parking restrictions. Furthermore, concerns were raised regarding vehicles being parked too close to intersections. Residents generally expressed concerns of parking associated with increasing use of the showgrounds, including the Royal Adelaide Show (for which temporary parking restrictions are rolled out across Wayville).

A limited number of options and actions have therefore been identified:

- Seek to engage with Greenhill Road businesses to understand their staff parking provision and arrangements and assist with managing on-street demands.
- Monitor on-street parking locations for possible extension of the zones covered by existing time limited parking to prevent all-day parking.
- Review parking restriction enforcement regularity, particularly on streets closest to Greenhill Road and the tramline.
- Review all signage and line marking in proximity to intersections to ensure that it is adequately and visibly marked to maintain sight distance and safe parking distances.

9. Draft Recommendations

9.1 Local Network Infrastructure

Draft recommendations were developed for upgrades to the local street network infrastructure in each of the three suburbs within the study area based on the option assessment. The recommendations took into account the issues that each of the options would address, and within the recommendations a suggested priority timescale for implementation was identified, with highest priority generally given to those options that address safety concerns, and recognising that the overall package would have been delivered over a number of years.

The draft recommendations are summarised in tables 9.1 to 9.3 for each of the three suburbs.

Table 9.1: Draft Recommendations for Unley

Location	Recommendation	Priority
Hughes St/Palmerston Rd	Install kerb build-outs at intersection	Medium
Hughes St/Roberts St	Install kerb build-outs at intersection	Medium
Hughes St/Salisbury St	Install kerb build-outs at intersection	Medium
Thomas St/Mornington Rd	Install raised intersection table	Medium (subject to bike plan priorities)
Salisbury Street	Install raised table as part of no entry threshold	Medium to Low
Palmerston Road	Install raised table as part of no entry threshold	Medium to Low
Salisbury Street	Seek to install angle parking north of Park Terrace	Low
Palmerston Road	Seek to install angle parking north of Park Terrace	Low
Various	North-south bicycle route upgrade	Medium (subject to bike plan priorities)
Young Street	Investigate options for traffic signals at Unley Road intersection	Medium
Little Charles Street	Formalise as a shared/single surface street	Low or on asset renewal
Palmerston Place	Formalise as a shared/single surface street	Low or on asset renewal

Table 9.2: Draft Recommendations for Wayville

Location	Recommendation	Priority
Parsons Street	Restrict right turns from Goodwood Road in peak periods	High
LeHunte Street	Install driveway link adjacent Wayville Reserve	High
Young Street/Short Street	Install modified t-junction and driveway entry treatment at intersection	High
Rose Terrace/Short Street	Install modified t-junction and driveway entry treatment at intersection	High
Joslin St/Davenport Tce	Install roundabout at intersection	Medium
Clark St/Davenport Tce	Install roundabout at intersection	Medium
Rose Terrace	Raised median treatment between Clark St & Bartley Tce	Medium
Bartley Terrace	Reverse direction of travel to exit only to Greenhill Road	Medium
Joslin Street	Install bicycle advisory treatments	Medium to Low (subject to bike plan priorities)
Clark Street	Install bicycle advisory treatments	Medium to Low (subject to bike plan priorities)
Moresby Street	Formalise as a shared/single surface street	Low or on asset renewal

Table 9.3: Draft Recommendations for Goodwood

Location	Recommendation	Priority
Hardy Street	Road closure north of Ophir St	High
Weller Street	Road closure north of Ophir St	High
Fox Street	Driveway entry treatments at both ends	High
Albert Street	Install build outs at Hardy St & Weller St intersections	Medium
Ada Street	Reverse intersection priority at Florence St & Lily St intersections	Medium
Musgrave Street	Improve connection from Mike Turtur bikeway to Railway Tce South	High
Railway Terrace South	Investigate and implement continuing shared path adjacent the tram line	Medium to Low
Albert Street	Entry threshold treatment at Unley Road intersection	Medium
Various	Entry threshold treatments at local street intersections with Goodwood Road as part of masterplan	Medium (related to masterplan timing)
Weller Street	Bicycle Boulevard treatment	Medium to Low (subject to bike plan priorities)
Simpson Parade	Bicycle Boulevard or shared path treatment	Medium to Low (subject to bike plan priorities)
Albert Street	Pedestrian refuge adjacent Soutar Park	Medium to Low

9.2 Wider Recommendations

In addition to the suburb specific recommendations for the local street network, there are also wider recommendations that cover the whole study area and in some cases beyond. The recommendations are summarised in Table 9.4.

Table 9.4: Draft Walking, Cycling and Public Transport Recommendations

Mode	Recommended Measure
Walking	Footpath Upgrade & Maintenance Strategy
	Full width paving where narrow verges or with high pedestrian activity
	Minimum width footpath (1.5m)
	Footpaths around trees
Cycling	Review and upgrade bike direct designation in accordance with 2015 draft Walking and Cycling Plan
	Tram stop bike parking
	Musgrave St/Mike Turtur bikeway intersection upgrade
	Continuation of Mike Turtur bikeway between Musgrave Street and Goodwood Road
Public Transport	Bartley Terrace tram stop parking
	Review and upgrade bus stops for DDA
	Access lighting
DPTI Public Transport	Additional pedestrian maze at Goodwood Road
	Train & Tram capacity & frequency improvements
	Review of bus stop locations in relation to crossing opportunities
	Advocate for improved park and ride at stations/stops further south on tram/train lines to reduce local on-street park and ride demand

10. Community Consultation

10.1 Introduction

Following the endorsement of the Draft Concept Plan and recommendations, the City of Unley completed a community consultation on the draft document. A total of 460 responses were received to the consultation, with 217 respondents supporting the draft plan, 194 respondents opposed to the draft plan and 49 not indicating a preference to the draft plan. Many of those opposed to the plan were however likely to be opposed based on single or a limited number of issues, rather than the overall principle of the plan.

10.2 Road Closures

Prior to the community consultation, Council had endorsed a recommendation to trial 6 month road closures on Hardy Street and Weller Street. This recommendation was included as part of the consultation package. Whilst there was a high proportion of support for the closures amongst residents of Hardy Street (8 out of 11 respondents), along Weller Street and within the wider area, the majority of residents did not support the closures (108 opposed out of 189 respondents).

As a result of the community response, the recommendations for the road closures have been removed from the final plan. However, some form of traffic management treatment is recommended for future consideration on both streets and a number of potential options were identified as part of the option assessment in sections 7.4.2 and 7.4.3. For Weller Street, this is likely to be as part of the proposed bicycle boulevard, whilst Hardy Street would require complementary treatment to ensure and traffic displaced from Weller Street does not impact on Hardy Street.

10.3 Other Considerations

Within Unley there were 147 respondents, with 86 respondents supporting the plan, 41 respondents opposing the plan and 20 not expressing a preference. Respondents indicated strong support for the proposed parking controls on Mary Street. Residents of Beech Avenue raised concerns regarding traffic passing through the bend in the street, even though traffic volumes are very low (less than 100 daily). The recommendations for improved lighting in Beech Avenue could be complemented by some form of traffic management to improve road safety for all users of the street, and this is to be considered further by Council.

Within the Goodwood suburb, 207 responses were received, with 81 respondents supporting the plan, 108 opposing the plan and 18 not indicating a preference. Aside from the consideration of the road closures there was general support for the plan. Concern was however expressed over the impact of parking on the safety of Albert Street at the King William Road intersection and parking restrictions in this location are to be considered further by Council and have been added as a recommendation.

In Wayville, 79 responses were received, with 35 respondents supporting the plan, 35 respondents opposing the plan and 9 not indicating a preference. There were two main issues on which respondents who opposed the plan commented, which were converting Bartley Terrace to exit only and installing a median along Rose Terrace.

As a result of the comments, Bartley Terrace has been changed to a left-in and left-out recommendation on to Greenhill Road. This is anticipated to assist with removing some of the u-turns that take place within Rose Terrace, although it may result in some additional traffic in Rose Terrace, which may exacerbate the speed concerns. The pedestrian crossing safety issues would also remain. The recommendation for the median has therefore been changed to a recommendation to investigate options for pedestrian crossing refuges to assist pedestrians and vehicle speed management.

11. Final Recommendations

11.1 Local Network Infrastructure

The draft recommendations have been amended following the community consultation such that the upgrades to the local street network infrastructure in each of the three suburbs are based on the option assessment and community consultation responses. The final recommendations have taken account of the issues that each of the options would address and the community responses. The suggested priority timescale for implementation has been identified, with highest priority generally given to those options that address safety concerns.

The overall package of the local network improvements would be expected to take up to 10 years for full delivery, taking account of available budgets, external funding opportunities and competing demands across the whole of the City of Unley. Some of the projects, including the more significant long term projects that would involve DPTI could have a longer timescale related to the overall 30 year plan for Greater Adelaide. The proposed priority level and timescale for each of the measures will be reviewed further following the Community consultation on the Draft Concept Plan.

The final recommendations are summarised in tables and included in Appendix B for each of the three suburbs.

11.2 Wider Recommendations

In addition to the suburb specific recommendations for the local street network, there are also wider recommendations that cover the whole study area and in some cases beyond. The recommendations are summarised in Table 11.1.

Table 11.1: Walking, Cycling and Public Transport Options

Mode	Recommended Measure
Walking	Footpath Upgrade & Maintenance Strategy
	Full width paving where narrow verges and with high pedestrian activity
	Minimum width footpath (1.5m)
	Footpaths around trees
Cycling	Review and upgrade bike direct designation in accordance with 2015 draft Walking and Cycling Plan
	Tram stop bike parking
	Musgrave St/Mike Turtur bikeway intersection upgrade
	Continuation of Mike Turtur bikeway between Musgrave Street and Goodwood Road
Public Transport	Bartley Terrace tram stop parking
	Review and upgrade bus stops for DDA
	Access lighting
DPTI Public Transport	Additional pedestrian maze at Goodwood Road
	Train & Tram capacity & frequency improvements
	Review of bus stop locations in relation to crossing opportunities
	Advocate for improved park and ride at stations/stops further south to reduce local on-street park and ride demand

12. References

30 Year Plan for Greater Adelaide, 2010

AdelaideMetro's Park 'n' Ride Guide, May 2014

The City of Unley 4 Year Plan 2013-2016; A Community of Possibilities

City of Unley Draft Village Living and Desirable Neighbourhoods Development Plan Amendment (DPA), 2014

The City of Unley Pedestrian and Bicycle Plan, 2005

City of Unley Super Tuesday Bike Commuter Survey, May 2014

Healthy by Design SA, 2013

Inner Metro Rim Structure Plan, 2013

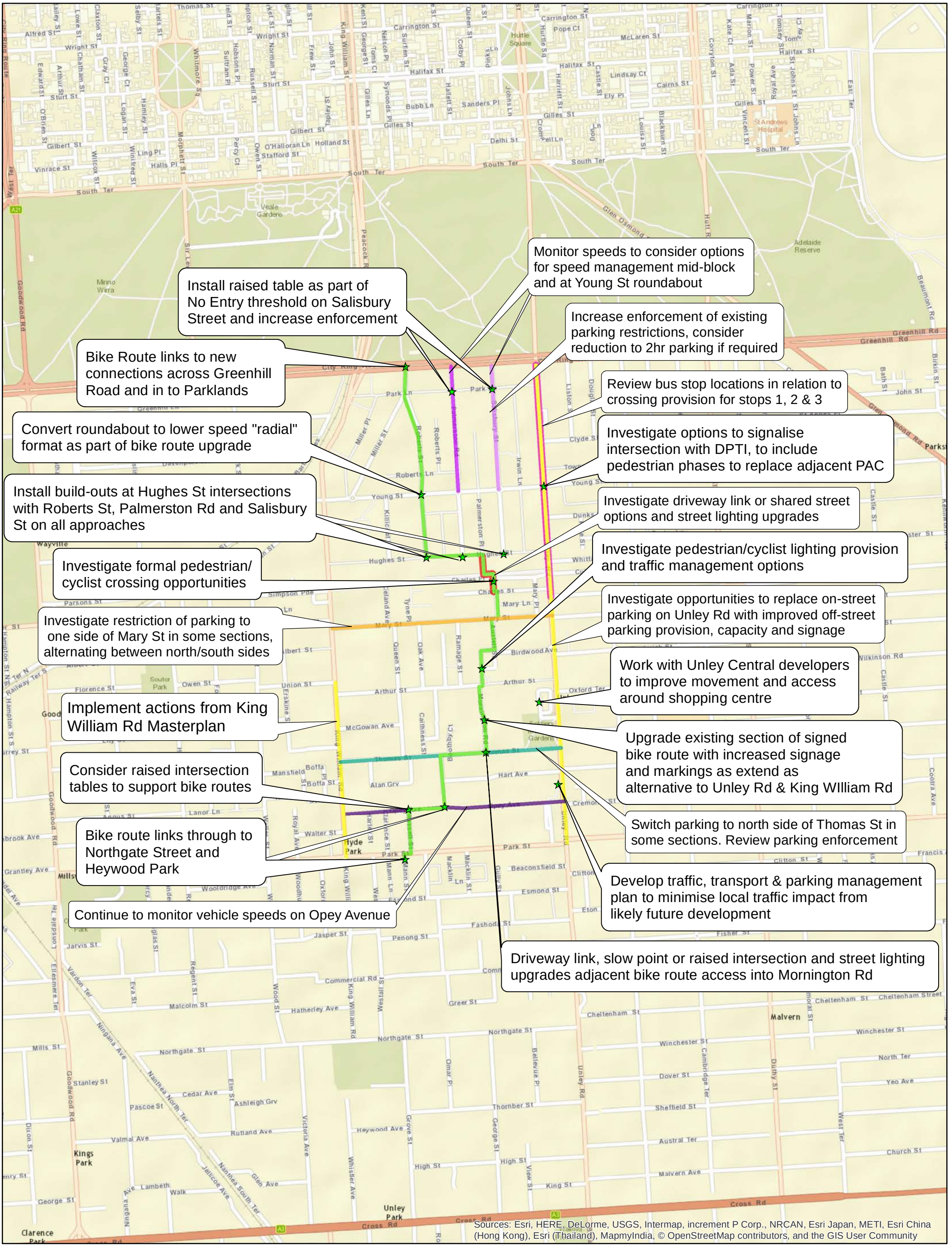
Streets for People: A Compendium for South Australian Practice, 2012

Unley Integrated Transport Strategy, 2002

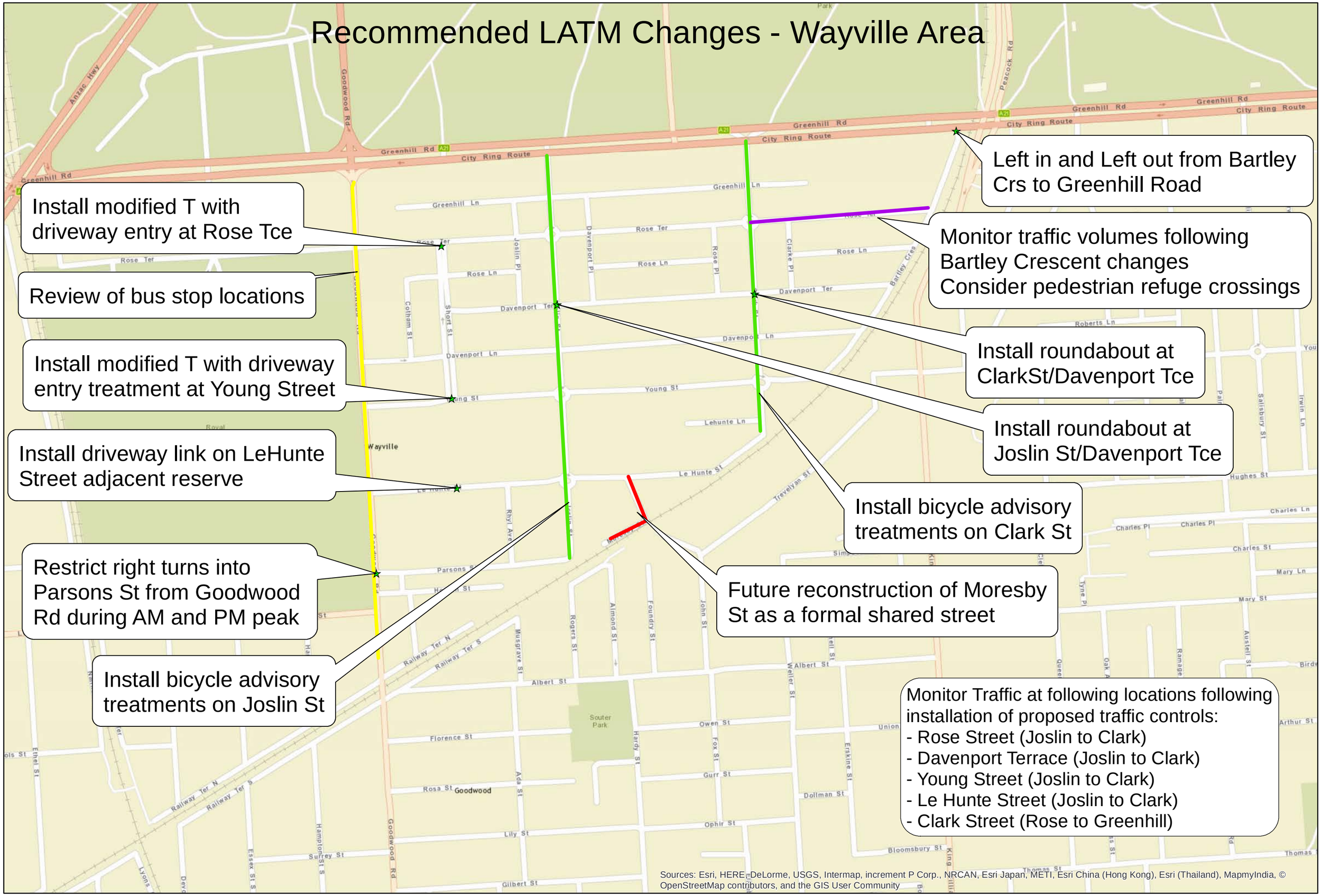
Appendix A

Precinct Upgrade Plans

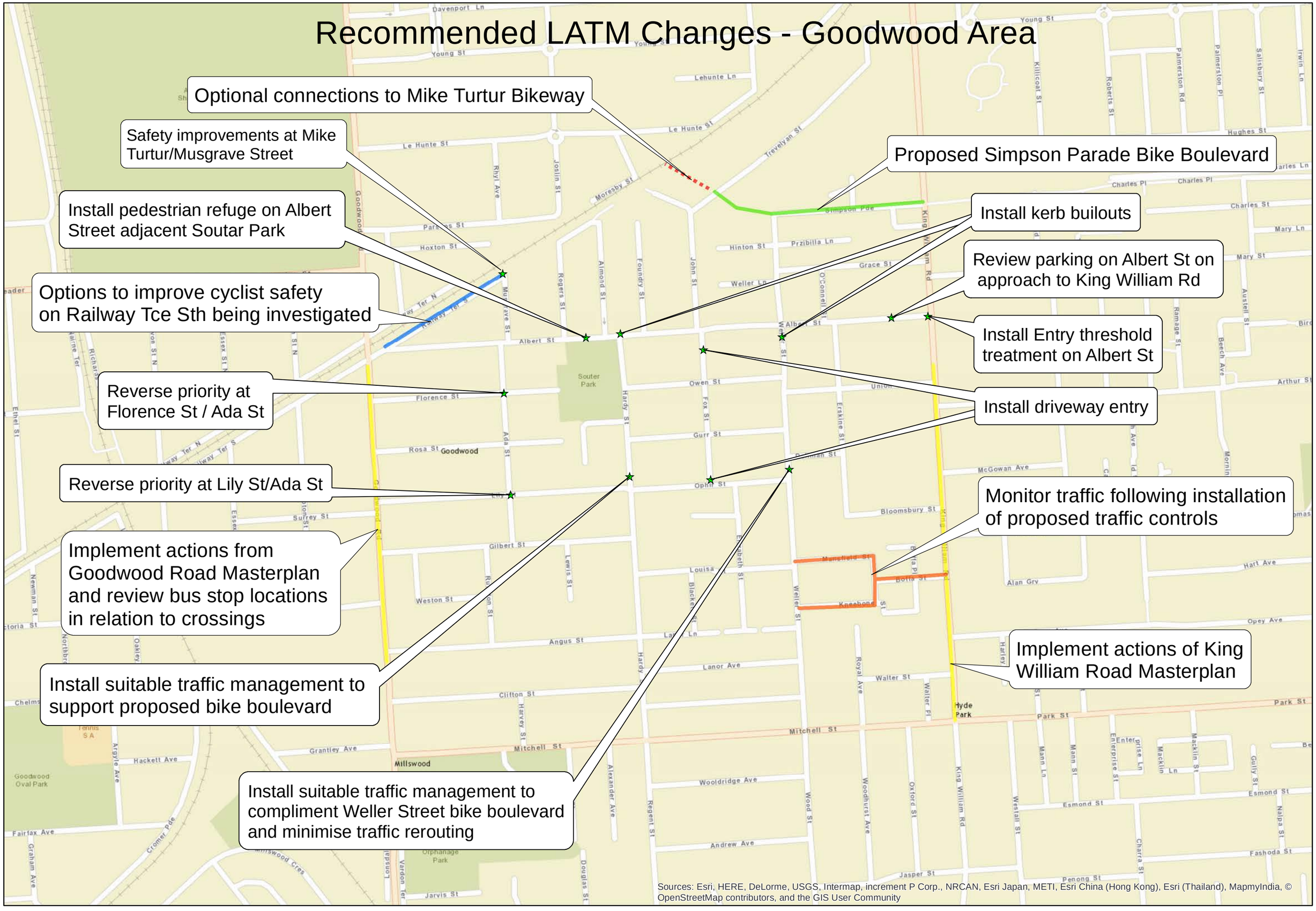
Recommended LATM Changes - Unley Area



Recommended LATM Changes - Wayville Area



Recommended LATM Changes - Goodwood Area



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Appendix B

Precinct Summary Tables

Precinct - Unley (Show on the Map)					
Recommendation	Priority	Estimated Cost*	Justification / Advantages	Consequences	Alternative/s Treatments (if any)
Install kerb build outs at Hughes Street / Palmerston Road intersection	Medium (3-5 yrs)	Low	Control vehicle speeds Improve pedestrian safety	N/A	N/A
Install kerb build outs at Hughes Street / Roberts Street intersection	Medium (3-5 yrs)	Low	Control vehicle speeds Improve pedestrian safety	N/A	N/A
Install kerb build outs at Hughes Street / Salisbury Street intersection	Medium (3-5 yrs)	Low	Control vehicle speeds Improve pedestrian safety	N/A	N/A
Install raised intersection at Thomas Street / Mornington Road intersection	Medium (3-5 yrs) or in line with bicycle plan priorities	Medium to High	Control vehicle speeds near bike access to Mornington Road	N/A	Install driveway link instead of raised intersection
Install raised table as part of No Entry thresholds on Salisbury Street and Palmerston Road	Medium to Low (5-10 yrs)	Medium	Control vehicle speeds Increase awarensess of control measures	N/A	N/A
Install angled parking on Salisbury Street and Palmerston Road north of Park Terrace	Low (within 10 yrs) or as part of a road renewal project	Medium to High	Increase parking provision near Greenhill Road businesses	May require kerb and gutter relocation to achieve suitable design standards	N/A
North-South Bicycle Route Upgrade	Medium (3-5 yrs) or in line with bicycle plan priorities	Medium to High	Improve cyclist safety	N/A	N/A
Investigate traffic signals at Young Street / Unley Road intersection to incorporate existing pedestrian signals	Medium (3-5 yrs)	High	Provide safe controlled access to the precinct	Likely to result in a reduced footpath width and impact on width of on-street bicycle lanes.	N/A
Upgrade Little Charles Street and Palmerston Place to shared streets	Low (within 10 yrs) or as part of road renewal project. Crossing upgrade may form part of bicycle plan priorities	High	Provide safe access for pedestrians and cyclists	N/A	Install driveway link on Little Charles Street and Palmerston Place. Crossing upgrade for Keswick Creek shared path as per bicycle plan

*Low Cost < $25,000, Medium Cost $25,000-$75,000, High Cost > $75,000

Precinct - Wayville (Show on the Map)					
Recommendation	Priority	Estimated Cost*	Justification / Advantages	Consequences	Alternative/s Treatments (if any)
Restrict right turns into Parsons Street from Goodwood Road during the AM and PM peak.	High (1-2 yrs)	Low	Reduce crash risk at Goodwood Road / Parsons Street intersection Discourage rat running through precinct	Access to some properties and businesses in Parsons Street and Hoxton Street will be limited during peak periods	Install driveway link or angled slow points along Parsons Street
Install driveway link on LeHunte street adjacent Wayville Reserve	High (1-2yrs) In conjunction with right turn ban into Parsons Street	Medium to High	Discourage rat running through precinct Manage vehicle speeds	Loss of some on-street parking	Install angled slow points along LeHunte Street
Install modified T-junction with driveway entry treatment at Young Street / Short Street junction	High (1-2 yrs) In conjunction with recommendations above	Medium	Discourage rat running through precinct Manage vehicle speeds	Could result in the loss of some on-street parking	Install driveway link or angled slow points along Young Street
Install modified T-junction with driveway entry treatment at Rose Street / Short Street junction	High (1-2yrs) In conjunction with recommendations above	Medium	Discourage rat running through precinct Manage vehicle speeds	Could result in the loss of some on-street parking	Install driveway link / angled slow points or raised central median treatment between Goodwood Road and Joslin Street
Install roundabout at Joslin Street / Davenport Terrace intersection	Medium (within 5yrs)	Medium to High	Discourage rat running through precinct Manage vehicle speeds	N/A	
Install roundabout at Clark Street / Davenport Terrace intersection	Medium (within 5 yrs)	Medium to High	Discourage rat running through precinct Manage vehicle speeds	N/A	
Permit left turn entry and exit movements at the Bartley Cresent / Greenhill Road intersection	Medium (within 5 yrs)	Low	Improve circulation of traffic during school drop-off and pick-up times Reduce need for u-turns on Rose Terrace near school Discouarge rate running through the precint via Bartley Crescent	Could result in minor increase in traffic (primarily local access traffic)	Permit entry and exit movements at the Bartley Cresent / Greenhill Road intersection but install a part road closure at Rose Terrace to prevent southbound movements along Bartley Crescent.
Install bicycle advisory treatments on Joslin Street and Clark Street	Medium to low (5-10 yrs) or in accordance with bicycle plan priorities	Low	Improve awareness of cyclists on these routes Improve wayfinding for cyclists through the precinct	N/A	N/A
Formalise Moresby Street as a shared street	Low (within 10 yrs) or when road is due for renewal	High	Improve pedestrian safety near tram stop Encourage public transport use	N/A	N/A

*Low Cost < $25,000, Medium Cost $25,000-$75,000, High Cost > $75,000

Precinct - Goodwood (Show on the Map)					
Recommendation	Priority	Estimated Cost*	Justification / Advantages	Consequences	Alternative/s Treatments (if any)
Install suitable traffic management (angled slow points, driveway links or road humps) on Hardy Street and Weller Street	High (1-2 yrs) both road treatments to be installed concurrently	Low to Medium	Discourage rat running through precinct Manage vehicle speeds Facilitate Weller Street becoming a bike boulevard	Potenital loss of on-street parking depending on treatment	
Install driveway entry treatments at northern and southern ends of Fox Street	High (1-2 yrs) in conjunction with road closures	Medium	Prevent drivers using Fox Street to bypass proposed road closures	Some loss of on-street parking adjacent to driveway entry treatments	Install angled slow points, centrally located driveway link or road humps along Fox Street Install road closure at southern end of Fox Street
Install kerb buildouts at Hardy Street / Albert Street intersection and Weller Street / Albert Street intersection	Medium (within 5 yrs) subject to outcome of proposed road closures	Low to Medium	Improve sight distance at intersections Assist in preventing crashes Improve pedestrian crossing opportunities	N/A	Raised table intersection treatments subject to outcome of road closures
Reverse traffic control priority at Florence Street / Ada Street intersection and Lily Street / Ada Street intersection	Medium (within 5 yrs)	Low	Break up through movements along Lily Street and Ada Street at more appropriate locations Manage vehicle speeds along Lily Street and Ada Street Assist in discouraging rat running through precinct	N/A	Install slow points or road humps along Ada Street and Lily Street
Improve connection between Mike Turtur and Railway Terrace South across Musgrave Street	High (1-2 yrs)	Low	Improve cyclists safety and awareness	Possible loss of up to 2 on-street parking spaces subject to detailed design	N/A
Investigate and implement continung shared use path along Railway Tce South adjacent the tram line	Medium to Low (within 10yrs)	High	Improve cyclists safety and separate cyclist and vehicular traffic	Possible loss of on-street parking or change in traffic conditions subject to detailed design	N/A
Install entry threshold treatment at entrance to Albert Street from Unley Road	Medium (within 5yrs)	Low to Medium	Control vehicle speeds on entry to Albert Street and improve conditions for pedestrians	N/A	N/A
Install entry threshold treatments at local road entrances from Goodwood Road in accordance with Goodwood Road master plan	Medium to Low (within 10yrs) or in accordance with Goodwood Road master plan priorities	Medium to High (subject to final number of treatments)	Control vehicles speeds on entry to local roads and improve conditions for pedestrians	N/A	N/A
Implement bike boulevards on Weller Street and Simpson Parade	Medium to Low (within 10yrs) or in accordance with bicycle plan priorities	Medium to High (subject to detailed design)	Provide direct cycling connections through the precinct Better connect strategic cycling routes through the precinct Provide safe alternative north-south cycling route to King William Road	N/A	N/A
Install pedestrian refuge on Albert Street adjacent Soutar Park	Medium to Low (within 10 yrs)	Low	Improve pedestrian safety Improve connections to Soutar Park and Wayville Tram Stop	Possible loss of on-street parking subject to final location of refuge	N/A
Review bus stop locations on Goodwood Road in relation to existing and proposed future crossings	Low (within 10 yrs) unless completed as part of wider Goodwood Road or public transport review project	Low	Improve access to public transport and improve pedestrian safety	Possible need to alter on-street parking to accommodate new bus stop locations	N/A

*Low Cost < $25,000, Medium Cost $25,000-$75,000, High Cost > $75,000

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1st June 2016

Have your say on our

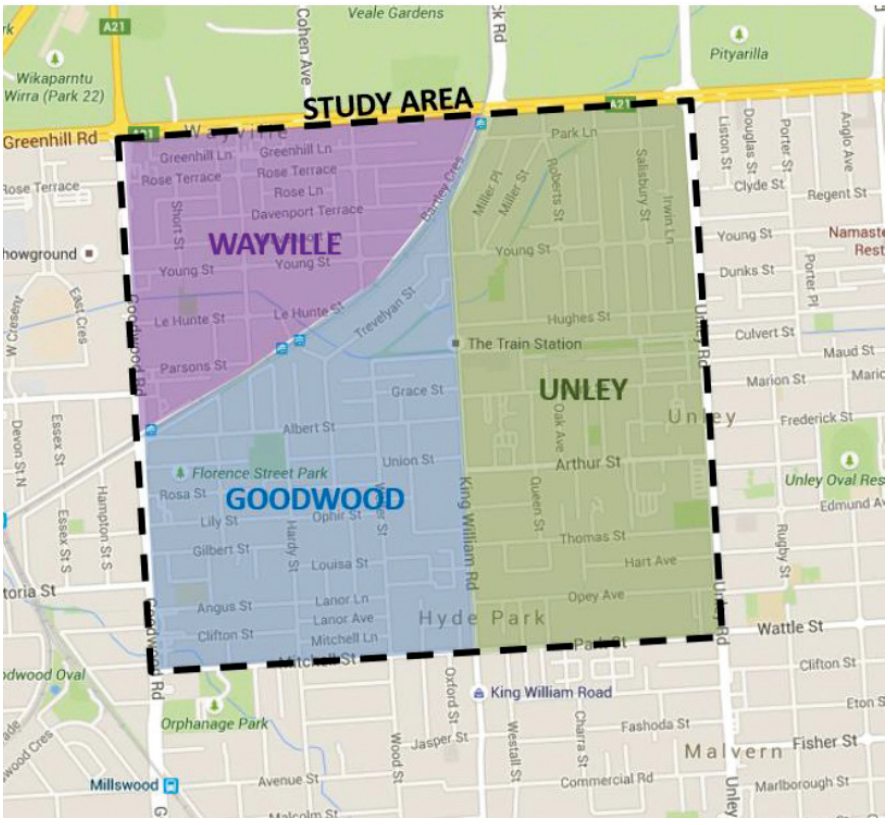
Local Area Traffic Management Study

The City of Unley is seeking your views on the

Area 1- Local Area Traffic Management (LATM) Draft Plan

ABOUT THE STUDY

I refer to Council's initial community engagement in 2015, regarding the Local Area Traffic Management (LATM) study for the areas of Goodwood/Unley/Wayville/Millswood/Hyde Park bounded by Greenhill Road, Unley Road, Park/Mitchell Streets and Goodwood Road. The map of the study area is shown below and the area is mainly comprised of three precincts called Goodwood, Unley and Wayville.



The initial community engagement resulted in over 500 written responses and a number of 'face to face' and telephonic conversations with members of the community. Your feedback from the initial community engagement identified the following key areas of concern:

- Non-local traffic 'rat-running' through the area
- On street parking issues due to all day and commuter parking congestion
- Traffic speeds, traffic volume and traffic safety issues.

As a result, the Council reviewed traffic conditions in this area as part of the LATM study. This includes vehicle speeds and volumes, parking conditions, pedestrian and cyclist issues and any specific hazardous locations.

A draft LATM plan has been created based on community feedback, traffic data analysis, and expert opinion and site observations. The Draft LATM plan provides options for proposed changes to alleviate traffic and parking issues in the area. Attached concepts show the recommended draft LATM plan for all three precincts – Goodwood, Unley and Wayville. The draft LATM plan has been endorsed by Council for community engagement.

Please refer to the attached concepts and LATM study report on Council's Your Say Unley website for further information. The plan includes key treatments like (but not limited to) trial of road closures, installation of roundabouts, driveway links, improvements to cycle path connections and part time turning restrictions in various streets of the study area. Your views are important. Your feedback will assist in finalisation of the draft LATM plan.

There are a number of ways you can participate:

1. **Your Say Unley** – log on to yoursay.unley.sa.gov.au and provide your feedback online.
2. **By completing the attached feedback** sheet and returning it to us by **22 June 2016**
3. **Email your feedback on** pobox1@unley.sa.gov.au or phone 8372 5193.

If you would like further information please contact the Traffic Management Department on 8372 5193.

Yours sincerely

Satyen Gandhi
Manager Transportation and Traffic

DO YOU HAVE FEEDBACK ON THE LOCAL AREA TRAFFIC MANAGEMENT STUDY?

Traffic, Parking and Road Safety

Consultation opens
Wednesday 1 June 2016
and closes
Wednesday 22 June 2016

HAVE YOUR SAY

Have your say online at
yoursay.unley.sa.gov.au

Please complete and return in the enclosed reply paid envelope by Wednesday 22 June 2016

Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Draft Local Area Traffic Management Plan – GOODWOOD, UNLEY and WAYVILLE Questionnaire

Name: ……

Address (essential): ……

……

Telephone number: ……

Mobile number: ……

Email: ……

Please tick a box:

- ☐ **I/ We support the attached draft LATM plan**
- ☐ **I/We do not support the attached draft LATM plan for Goodwood Unley and Wayville**

Please provide your reasons for support or objection to the draft LATM plan

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Do you have additional comments on the plan?

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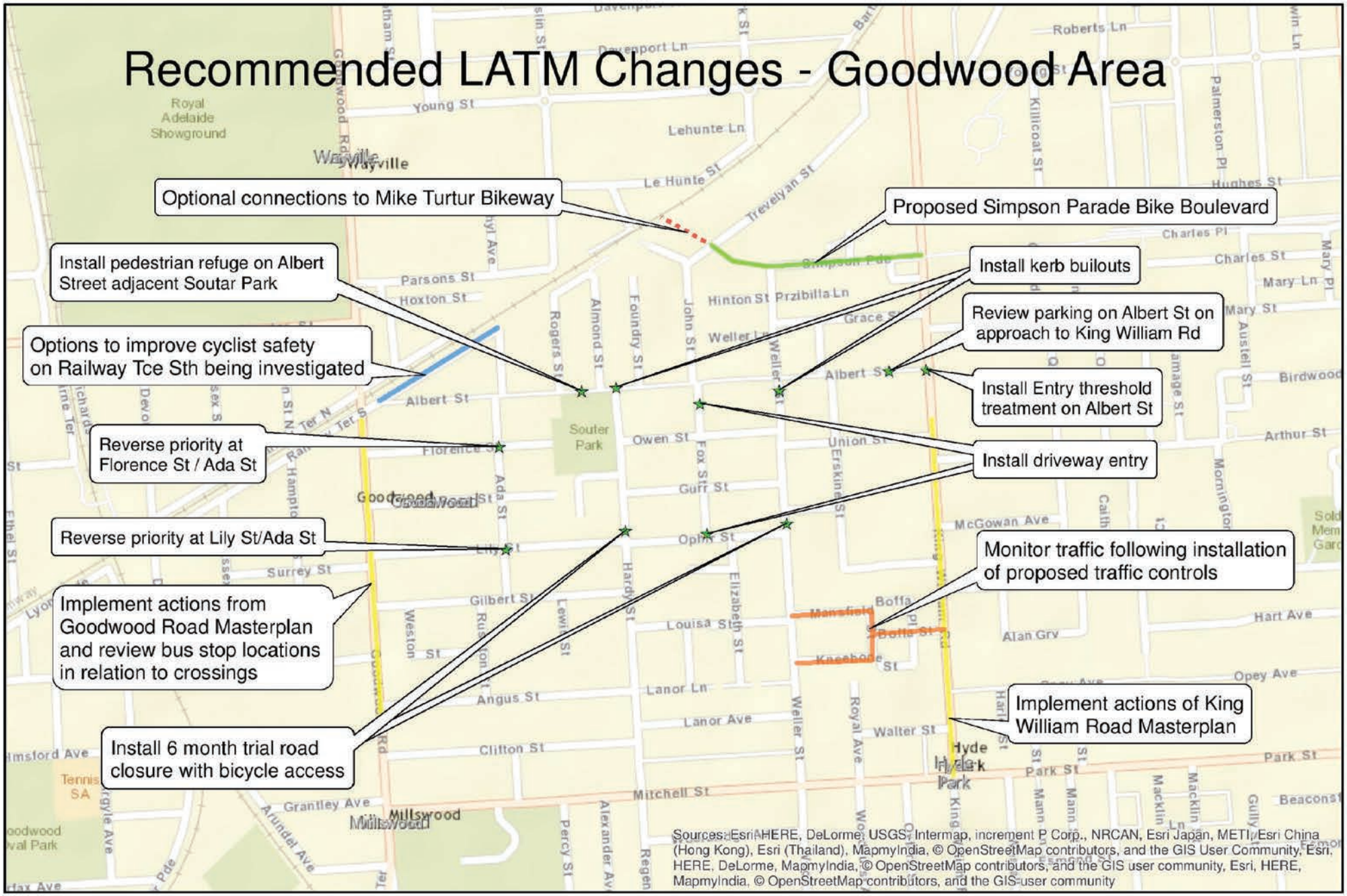
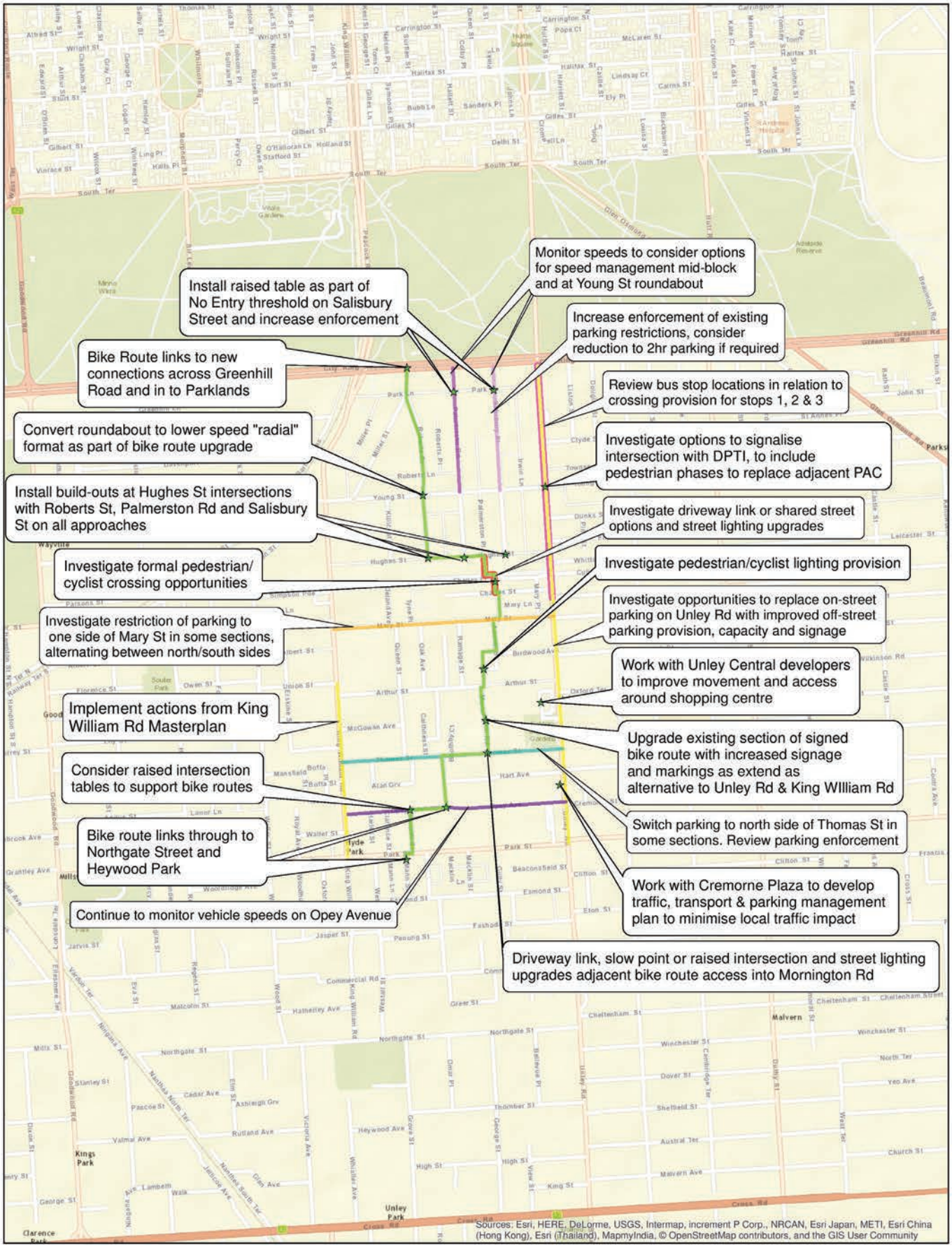
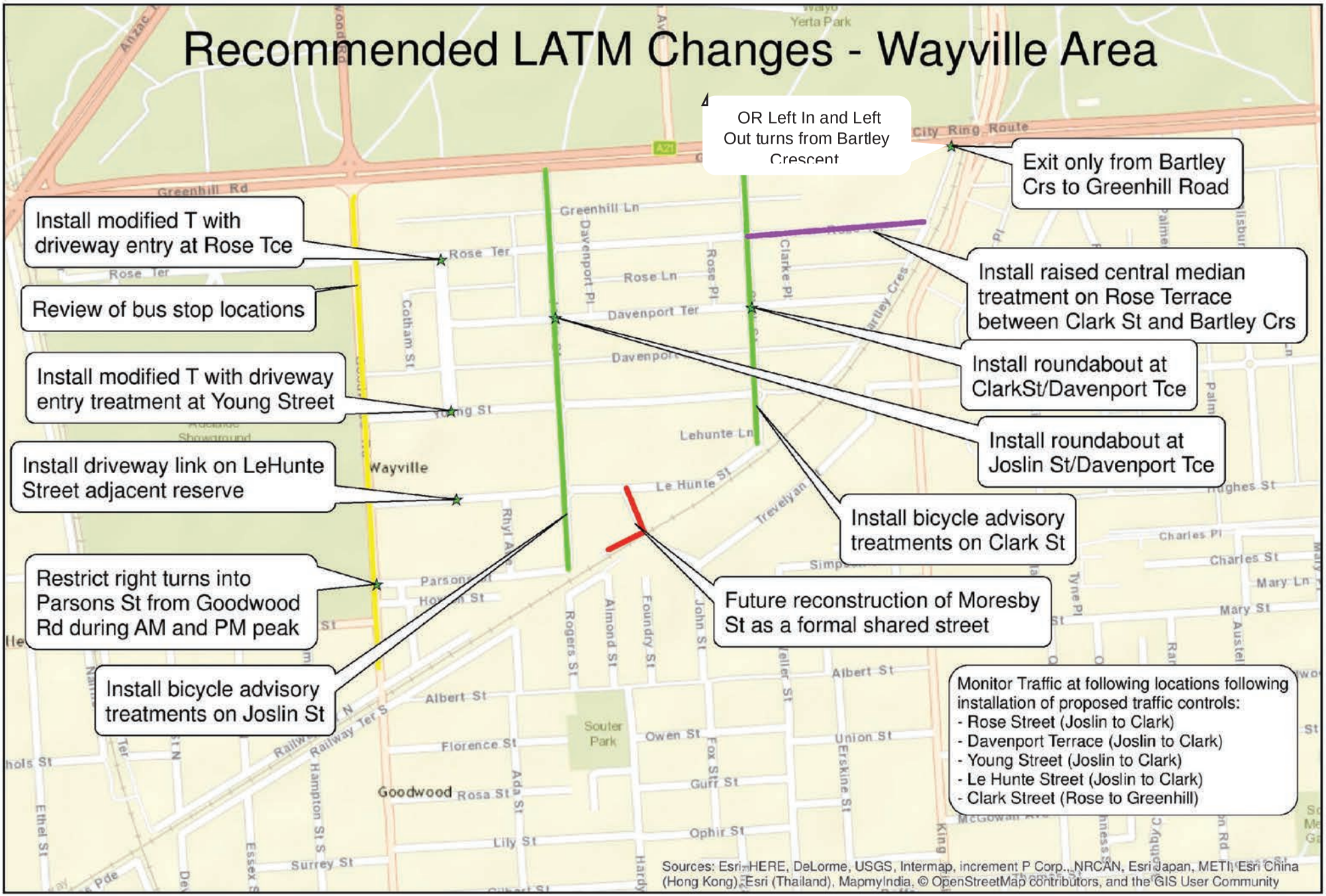
Recommended LATM Changes - Goodwood Area



Recommended LATM Changes - Unley Area



Recommended LATM Changes - Wayville Area



Precinct	Key themes from community feedback	LATM plan response
Goodwood	Support for changes to Albert Street near King William Road to reduce parking and traffic congestion	Included in LATM as recommendation to amend the parking controls to alleviate safety and traffic issues
	General support for measures to reduce rat running through the area	Noted and included in the LATM plan
	Some support for trial of road closures on Hardy and Weller Streets	Noted. However, significant opposition from the majority of respondents, for the proposed trial of road closures
	High number of objections to trial of road closures on Hardy and Weller Streets due to: - Impact on residents' access to their properties and surrounding areas - Diverting additional traffic to other streets, in particular Kneebone, Boffa, Ada, Fox Streets - Forcing residents to make potentially unsafe right-turns on arterial roads - Potential impact on emergency vehicles	Recommendations updated – the Plan is amended to NOT proceed with the proposed trials of the road closures
	Questioning whether there is an actual problem and whether it even requires addressing	Noted
	Questioning whether there is more of a need to address the root cause – capacity on King William Road and Goodwood Road	Noted and will be working with DPTI to alleviate the issues on Arterial Roads. Recommendation for King William Road, is to implement the Master plan
Unley	General comments of support (without going into further details)	Noted
	Strong support for parking changes in Mary Street, particularly west of Cleland Avenue	Included in LATM as high priority
	Support for Unley/Young Street traffic signals	Noted and would be considered with DPTI. High costs involved. It will be subject to further analysis before making final recommendation on the matter.
	Opposition from businesses regarding parking changes in Salisbury Street time limit parking	Noted
	Opposition to build-outs on Hughes Street – most respondents from the street consider unnecessary	Noted, the improvements are required to improve the sightlines and improve the safety of the intersections. Recommendation to proceed with the works
	Objections to changes to parking in Mary Street as it would impact residents and lead to increased traffic speeds	The concerns are noted. The parking amendments should not have the increase in speeds. Changes in parking would impact residents' daily parking practices; the local residents will have option of obtaining parking permits as per the Residential Parking Policy.
Wayville	General support for addressing rat running and reducing vehicle speeds through the area	Noted and actions recommended as high priority, to reduce the speeds and traffic volume in the area.
	Support for Parsons Street right turn ban during peak times, but some concerns over impact on residents and surrounding streets	Noted and action recommended as high priority.
	Strong opposition to 'exit only' at Bartley/Greenhill Road. Preference for it to remain as is, or left-in/left-out option.	The proposal is amended to reflect community feedback. The recommendation is to have 'left in/left out' only movements at the intersection.
	Concerns over on-street parking	Further parking monitoring to occur as part of the pay for use parking project and will be reviewed as appropriate.
	Objection to central median on Rose Terrace	Noted and removed from the plan
Other (and also common for all three precincts)	Misunderstanding of the concepts and difficulty understanding what is being proposed (use of jargon)	Taken on board and future community engagement will be developed accordingly
	General positive comments regarding cycling infrastructure and Simpson Parade link to Mike Turtur Bikeway	Noted and actions recommended to improve the cycling infrastructure. The recommendations are also in alignment with the Walking and Cycling Plan

The table below shows historic traffic volume and speeds for Weller and Hardy Streets:

Weller Street (between Lanor and Kneebone Streets)

Year	Average Daily Traffic	Mean speeds (km/hr)	85th%ile Speeds (km/hr)	AM Peak Volume	PM Peak Volume
1996	2118	40.6	53.5	291	345
2006	2695	39.45	46	421	445
2010	2082	36.3	43.6	210	247
2010	2468	36.6	43.6	249	299
2010	2371	31.3	40	365	258
2010	2365	32.4	40.3	259	310
2011	2200	37	44.3	239	296
2011	2376	36.2	42.8	238	301
2013	2263	36.9	43.9	231	277
2014	2283	36.4	43.2	363	294
2015	2533	44.26	43.6	300	267

Hardy Street (between Gurr and Ophir Streets):

Year	Average Daily Traffic	Mean Speeds (km/hr)	85th%ile Speeds	AM Peak Volume	PM Peak Volume
1996	1417	42.5	55.2	173	151
2000	1525	39.4	46.8	196	163
2000	1350	42	50	158	130
2001	1624	37.6	44.6	219	176
2009	1574	35.1	44.6	215	186
2009	1574	35.8	46.1	198	163
2010	1585	38.8	46.1	202	183
2010	1558	40.3	47.9	170	180
2010	1537	39.6	47.2	213	188
2013	1474	38.7	46.4	200	190
2014	1476	39.1	46.1	234	151
2015	1531	37.5	43.9	217	155
2015	1554	37.4	43.2	210	178

As the data shows, there have been minor increases in overall traffic volumes in last 20 years.

DECISION REPORT

REPORT TITLE:	ISSUE OF NEW LICENCE TO B&M GLASS – PORTION OF CHARLES WALK
ITEM NUMBER:	587
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	ALANA FABER
JOB TITLE:	PROPERTY SERVICES CO-ORDINATOR

1. EXECUTIVE SUMMARY

The purpose of this report is to seek Council's approval for Administration to proceed with issuing a new 5 year licence agreement to B&M Building Pty Ltd (Trading as B&M Glass) subject to the outcomes of Public Consultation.

B&M Glass have had a licence agreement for the use of a portion of Charles Walk, Unley (Drainage Reserve and Shared path) that have allowed them rear access to their property since 2006. Prior to this, access by B&M Glass was undertaken via a dirt track along the southern side of the Council drainage reserve for approximately 37 years.

B&M Glass have requested a new licence be issued under the same terms and conditions as the existing licence for a further 5 years.

Due to the requested usage by B&M Glass over the drainage reserve differing from the Councils Land Management Plan for the Charles Walk Drainage Reserve, the issuing of a further licence agreement must be approved by Council.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.

2. Council Administration undertake public consultation in accordance with Council's Community Engagement and Public Consultation Policy, regarding issuing a new licence to B & M Glass.

If no objections are received during the public consultation process regarding the issuing of the licence to B&M Glass, Administration proceed to issue a new licence to B&M Glass for a period of 5 years with the terms of the licence to be substantially the same as the licence issued in 2006. The Licence Fee however, be adjusted to the minimum rental fee of $750 per annum (plus GST) in accordance with Council's Property Management Policy.

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1. RELEVANT CORE STRATEGIES/POLICIES

Organisational Excellence – 5.3 Good Governance and Legislative Framework
Organisational Excellence – 5.5 A Financially Sustainable Approach to Business and Planning Activity
Councils Property Management Policy

2. BACKGROUND

B&M Glass have a licence agreement with Council (in holding over mode) across a portion of Charles Walk (Council Drainage Reserve and Shared Bike/Walkway) to gain rear access to their property at 82-84 Charles Street, Unley.

Council issued the original licence to B&M Glass in 2006 whilst undertaking a project to turn the drainage reserve (now known as Charles Walk) into the shared use bike/walkway as we know it today.

Before this work commenced Council received correspondence from B&M Glass that they had used a dirt track on the southern side of this drainage reserve for approximately 37 years to gain rear access to their property (82-84 Charles Street). They also indicated that if Council were now going to disallow them on-going rear vehicular access, they would lodge a legal claim through the courts for an easement (right of way) over this land.

Through legal advice and many discussions, it was decided by Council (Council Meeting 22 May 2006) that a Licence would be issued to B&M Glass for a 3 year period, however it would need to go out to public consultation before the licence was signed due to the issuing of the licence contradicting the approved usage of the drainage reserve in accordance with the Council's Community Land Management Plan.

B&M Glass had requested a 5 year licence but settled with Council offering 3 years. Correspondence from Council Administration to B&M Glass at that time gives the reason for the 5 year licence request from B&M Glass on the basis that they wanted sufficient time to modify their site so they would not require rear access once this licence expired.
(Please note a condition for B&M Glass to modify their site owned by them at 82-84 Charles Street was never documented in the licence agreement)

A Deed Poll "in principle agreement" was signed and sealed by B&M Glass based on the decision of the Council Meeting 22 May 2006 before the period of the public consultation occurred.

Clause 4 of the Deed Poll states –

"If the Council determines to enter into the licence, the Licensee hereby agrees to forever release and discharge the Council from any claim for an easement by prescription or otherwise over any portion of the Council Land and to forever

release and discharge from the Council from any obligation or liability with respect to such claim."

See Attachment 1 for a copy of the Deed Poll signed and sealed by B&M Glass in 2006 (Attachment 1 to Item 587/16).

Attachment 1

A Report went back to Council on 25 September 2006 with the recommendation, after public consultation had been completed, to enter into a 3 year licence as per the terms and conditions of the Deed Poll that had been previously signed – this was approved and subsequently a licence was signed by both parties.

See Attachment 2 for a copy of the initial licence entered into by Council and B&M Glass in 2006 (Attachment 2 to Item 587/16).

Attachment 2

After the initial licence expired in 2009, B&M Glass continued to utilise the rear access until 2012 when Council issued an extension of the licence for a further 3 years with the extension expiring in August 2015.

The expiry of the current licence in August 2015 saw Council's Administration liaising with B&M Glass regarding the issuing of a new licence with B&M Glass formally requesting a further 5 year licence to continue this rear access across Charles Walk. (Attachment 3 to Item 587/16).

Attachment 3

Due to approval from Council being needed for the issuing of this licence, extensive research was needed to be undertaken to find out why this licence was issued in the first place.

After reading the historical information, Councils Administration undertook the following:

- Further discussion with B&M Glass in regards to clarifying details of this issue. When asked if reconfiguration works had been undertaken to their property during the time of the licence with Council, B&M Glass responded that it was never their intention to undertake works to their site and that they had always intended to continue to ask Council for an extension to the initial licence for on-going rear access.

- Information received from Council's Traffic Management Department and Parking and Rangers Unit regarding this rear access. No incidents had been reported on Charles Lane and the shared path with B&M Glass vehicles crossing.

Therefore should the issuing of a new licence to B&M Glass be endorsed, B&M Glass can continue to use the rear access across the Charles Lane

walk/bikeway without causing any disruption to the residential traffic on Charles Street, Unley.

3. ANALYSIS OF OPTIONS

Option 1 – Council Administration undertake public consultation in accordance with Councils Community Engagement and Public Consultation Policy, regarding issuing a new licence to B&M Glass.

If no objections are received during public consultation regarding the issuing of the licence to B&M Glass, Administration proceed to issue a new licence to B&M Glass for a period of 5 years with the terms of the licence to be substantially the same as the licence issued in 2006. The Licence Fee however be adjusted to the minimum rental fee of $750 per annum (plus GST) in accordance with Council's Property Management Policy

This option notes that since the initial licence was issued, an extension of the initial licence and on-going usage of this access has continued.

Advice received from Councils Traffic Management Unit and Parking and Rangers Unit state that no incidents have been noted due to this access, therefore Council administration see no reason not to issue a further licence.

However, if a further licence agreement is to be issued to B&M Glass, an adjustment needs to be made to the Licence Fee to bring the agreement in line with Council's current Property Management Policy with the minimum licence fee in accordance with this policy being $750 per annum (plus GST).

Option 2 – Not proceed to issue a further licence to B&M Glass

The initial licence issued in 2006 by Council to B&M Glass was that it be issued only for 3 years (with no further right of renewal) with the intent being so that B&M Glass had time to modify their property at 82-84 Charles Street, Unley so long term rear access would not be required over the Council shared bike/walkway.

Therefore Council should not be obliged to issue a new licence to B&M Glass.

However through administrations discussions with B&M Glass, they dispute the intent for entering into the initial licence and there are no conditions on any of the licence agreements issued by Council for B&M Glass to modify their site at 82-84 Charles Street, Unley.

If Council were to decide to not issue a further licence agreement the following should be considered:

- Could B&M Glass issue a claim for a right of way over the Council drainage reserve seeing as they have been using the drainage reserve now for some 47 years? (37 years without formal Council approval)
- What would be the impact on local residential traffic on Charles Street, Unley if B&M Glass did not have rear access over Charles Walk any further and the trucks from B&M Glass only had access via Charles Street?

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 Financial/budget

- If Council agrees to the recommended option an income of $750 per annum (plus gst) will be received

5.2 Legislative/Risk Management

- In accordance with the Local Government Act 1999 – Section 202(1) and Council's Property Management Policy if access across the Council land is to continue by B&M Glass, a licence needs to be issued to adequately manage the Council land

5.3 Staffing/Work Plans

- No additional staff will be required to implement the outcomes of this report

5.4 Stakeholder Engagement

- Council's Traffic Management Unit and Parking and Rangers Unit were consulted in regards to the access across the shared bike/walkway. They both advised that they were not aware of any incidents being reported to them during the course of this licence in regards to the rear access by B&M Glass across the shared bike/walkway.

- If Council makes the decision to issue a further licence to B&M Glass before the licence is issued community consultation in accordance with Councils Community Engagement and Public Consultation Policy will be required.

If no objections are received in regards to issuing a new licence during this consultation period, Council Administration can proceed to issue the necessary licence agreement to B&M Glass.

6. ATTACHMENTS

1. Deed Poll signed and sealed by B&M Glass in 2006
2. Initial Licence issued in 2006
3. Letter from B&M Glass requesting a further licence

7. REPORT AUTHORISERS

Name	Title
John Devine	General Manager Assets and Environment

Street
25 JAN 201 Class.

B. & M. BUILDING PTY LTD
Licensee

In favour of

THE CORPORATION OF THE CITY OF UNLEY

DEED POLL

THIS DEED POLL is made the day of 2006

BY: **B. & M. BUILDING PTY LTD** ACN 35 007 661 707 of 84 Charles Street, Unley SA 5061 (together with its administrators and successors and which in this Deed is called "the Licensee").

In favour of: **THE CORPORATION OF THE CITY OF UNLEY** of 181 Unley Road, Unley SA 5061 (together with its successors and assigns and which in this Deed is called "the Council").

BACKGROUND:

A. The Council is the registered proprietor of the whole of the Council Land comprised in Certificate of Title Volume 5874 Folio 44 upon which is situated a drainage reserve ("the Council Land").

B. The Licensee is registered as proprietor of (inter alia) the whole of the Land comprised in Certificates of Title Volume 5268 Folios 116, 117 and 118 being land abutting the Council Land (the "Licensee's Land").

C. The Licensee has claimed, (which claim the Council has denied) that the Licensee has an easement right by prescription over portion of the Council Land.

D. The parties have negotiated a compromise position on the terms and conditions set out in this deed.

E. In order to carryout the terms and conditions the Council must comply with the Council's Community Consultation Policy (as published on the Council's website) and the provisions of section 202 of the *Local Government Act 1999*.

THE PARTIES AGREE AS FOLLOWS:

1. **INTERPRETATION**

1.1 **Background**

The background set out above forms part of this Deed and the parties agree that the background is true and accurate.

1.2 **Definitions**

In the interpretation of this Deed unless the contrary intention appears or unless the context otherwise requires, the following expressions have the following meanings:

1.2.1 **"Licence Agreement"** means the proposed Licence Agreement annexed to this deed as Annexure 1.

1.3 **General**

Unless the contrary intention appears:

1.3.1 Words denoting the singular number only shall include the plural number and vice versa.

1.3.2 Reference to any gender shall include every other gender and words denoting individuals shall include corporations and vice versa.

1.3.3 Reference to any Act of Parliament, Statute or Regulation shall include any amendment currently in force at the relevant time and any Act of Parliament, Statute or Regulation enacted or passed in substitution therefor.

1.3.4 Headings are for convenience of reference only and do not affect the interpretation or construction of this Deed.

1.3.5 A requirement in this Deed for liaison and consultation is a requirement for full and frank exchange and discussion and includes a requirement where necessary and appropriate, for full disclosure of relevant information and material.

2. ACKNOWLEDGEMENTS

The Licensee acknowledges:

2.1 That the Council proposes to undertake public consultation pursuant to its Public Consultation Policy and as required, pursuant to section 202 of the *Local Government Act 1999*;

2.2 That the Council is required to consider the views expressed during the public consultation before a decision is made;

2.3 That the Council has agreed to consider whether to grant the Licensee a licence over the Land on the terms and conditions set out in the licence attached as Annexure 1; and

2.4 That nothing in this deed can in any way influence the Council in determining its position as to whether to grant such a licence.

3. GRANT OF LICENCE

The Licensee hereby agrees that should the Council determine to enter into the licence Agreement with the Licensee, that the Licensee will in turn accept the licence and to take all steps and execute all documents in order to give effect to the licence.

4. RELEASE

If the Council determines to enter into the licence, the Licensee hereby agrees to forever release and discharge the Council from any claim for an easement by prescription or otherwise over any portion of the Council Land and to forever release and discharge from the Council from any obligation or liability with respect to such claim.

5. COSTS

Unless and except as specified otherwise herein, the Licensee will bear its own costs and expenses incurred in connection with negotiating, agreeing and stamping this Deed and of all other transfers and instruments to be prepared, executed and stamped hereunder.

6. NOTICES

Any notice required or permitted to be given or served under this Deed must be in writing and will, without prejudice to any other form of service, be treated as being duly given or served if it is:

6.1 left at the recipient party's address;

6.2 sent by pre-paid mail to the recipient party's address (in which case it will be deemed to have been given three (3) days after the date on which it was posted); or

6.3 transmitted by facsimile to the recipient party's address.

For the purposes of this clause, a reference to an address means the party's principal and current business address which in the absence of notice to the contrary is deemed to be the address stated herein.

7. GENERAL

7.1 The failure, delay, relaxation, or indulgence on the part of the Council in exercising any power or right conferred upon that party by this Deed does not operate as a waiver of that power or right, nor does any single exercise of any power or right preclude any other or further exercise of it or the exercise of any other right or power under this Deed.

7.2 This Deed constitutes the sole and entire agreement between the parties and no warranties, representations, guarantees or other terms or conditions of whatsoever nature not contained and recorded herein shall be of any force.

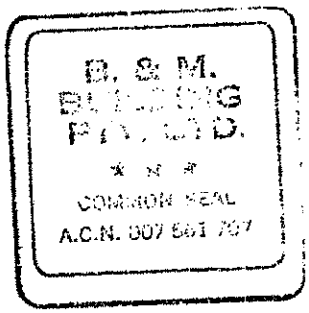
7.3 If any provision of this Deed is invalid and not enforceable in accordance with its terms, all other provisions which are self-sustaining and capable of enforcement without regard to the invalid provisions shall be and continue to be valid and enforceable in accordance with their terms.

EXECUTED as a Deed Poll.

THE COMMON SEAL of **B. & M. BUILDING PTY LTD** was hereunto affixed in the presence of:

.....
Director

.....
Secretary



ANNEXURE 1

THE CORPORATION OF THE CITY OF UNLEY
Council

and

B. & M. BUILDING PTY LTD
Licensee

LICENCE AGREEMENT

TABLE OF CONTENTS

THIS AGREEMENT is made the day of 2006

BETWEEN: **THE CORPORATION OF THE CITY OF UNLEY** of 181 Unley Road, Unley SA 5061 (together with its successors and assigns and which in this Licence is called "the Council")

AND: **B. & M. BUILDING PTY LTD ABN 35 007 661 707** of 84 Charles Street, Unley SA 5061 (together with its administrators and successors and which in this Licence is called "the Licensee")

BACKGROUND:

A. The Council is the registered proprietor of the whole of the Council Land comprised in Certificate of Title Volume 5874 Folio 44 upon which is situated a drainage reserve ("the Council Land").

B. The Licensee is registered as proprietor of (inter alia) the whole of the Land comprised in Certificates of Title Volume 5268 Folios 116, 117 and 118 being land abutting the Council Land (the "Licensee's Land").

C. The Licensee has requested a non-exclusive licence to use that part of the Council Land depicted in the plan contained in Annexure "A" for the purposes of access from the Licensee's Land, over the Council's Land to Charles Lane ("the Licensed Area").

D. The Council has undertaken public consultation in accordance with Section 202 of the Local Government Act 1999 and has resolved to grant the Licensee a licence to use the Licensed Area.

E. The Licensee and the Council wish to record the terms of their agreement in this Licence.

AND THE PARTIES AGREE as follows:

1. **ACKNOWLEDGMENT OF BACKGROUND**

The preceding statements are accurate and form part of this Licence.

2. **GRANT OF LICENCE**

2.1 The Council grants the Licensee, and the Licensee accepts, a non-exclusive licence of the Licensed Area for the term set out in Item 1 of Schedule 1 (the "Term") and during the times of use specified in Item 5 of Schedule 1 (the "Times of Use") commencing on the date set out in Item 2 of Schedule 1 (the "Commencement Date") and upon all the following terms and conditions.

2.2 The Licensee acknowledges that the licence is for a fixed Term with no right of renewal. Six months prior to the expiry of the Term the Licensee may apply to the Council upon extension of the Term. The Council is entitled to decide in its

absolute and unfettered discretion on receipt of such application whether or not to extend the licence for a further term and the term of any extension.

2.3 The Licence may be terminated at any time prior to the expiry of the Term where:-

2.3.1 the Licensee ceases to operate the business of glass merchant and glazing from the Licensee's Land, or

2.3.2 the issued shares in the Licensee and/or the control of the Licensee is transferred, assigned or otherwise dealt with in favour of a third party.

2.4 In this clause 2, the term "control" means that there is a change in ownership of more than 40% of the issued capital of the business or that there is a change in the majority of the directors in the Licensee from those who are directors or shareholders at the date of this Agreement.

3. THE LICENSEE'S OBLIGATIONS

3.1 Licence Fee

The Licensee will pay the licence fee set out in Item 3 of Schedule 1 to the Council at the times and in the manner specified in Item 3 of Schedule 1.

3.2 Use of Licensed Area

The Licensee agrees not to use or allow the Licensed Area to be used for any purpose or activity other than that set out in Item 4 of Schedule 1.

3.3 Legislation

The Licensee will comply (at its own cost and expense in all things) with the provisions of all acts, regulations, by-laws and all directions and orders of any local government or semi-government authority in relation to the Licensed Area, including without limitation:

3.3.1 all requirements in relation to occupational health and safety, public health, fire safety and safety generally;

3.3.2 the general environmental duty under Section 25 of the *Environment Protection Act 1993* and with all other requirements relating to the protection of the environment;

3.3.3 any directions given by the Council regarding health, safety or environmental protection; and

3.3.4 the provisions of the *Occupational Health, Safety and Welfare Act 1986, Public and Environmental Health Act 1987, Environment Protection Act 1993, Development Act 1993* and the Regulations, Policies and Codes of Practice (if any) under them.

3.4 **Contribution to Council's Works**

The Licensee shall, upon receipt of evidence of payout, reimburse the Council one half of the cost of carrying out the Council's Works as defined in clause 4.3.1, but limited to a maximum contribution of $2,500.00.

3.5 **Signs**

The Licensee must not put up, attach or erect any signs on the Licensed Area unless it has received the Council's prior written consent and such signs comply with all relevant acts, regulations, by-laws and all directions and orders of any local government or semi-government authority.

3.6 **Offences**

The Licensee must not carry on any activity or do anything or fail to do something which is or may become an offence under any act, regulation or by-law.

3.7 **Assignment**

The Licensee is not permitted to transfer, assign, sub-licence or otherwise give up its rights under this lease or use this Licence as a security for a loan.

3.8 **Surrender**

3.8.1 Upon the expiration or earlier termination of the Term, the Licensee will peacefully and quietly surrender and give up possession of the Licensed Area and all improvements located upon the Licensed Area.

3.8.2 The Licensee must leave the Licensed Area in good order and condition.

3.8.3 The Council may request the Licensee to remove all the Licensee's fixtures and fittings and in doing so cause no damage to the Licensed Area. The Licensee will be responsible for repairing at its own cost any damage caused in removing its fixtures and fittings.

3.8.4 Any reasonable costs incurred by the Council in repairing any damage caused by the Licensee in surrendering the Licensed Area may be recovered by the Council from the Licensee.

3.9 **Indemnification**

The Licensee will indemnify and hold the Council harmless from and against all actions, claims, demands, losses, damages, costs and expenses for which the Council is or may be, or becomes liable in respect of, or arising from:

3.9.1 loss, damage or injury from any cause whatsoever to property, or persons, caused or contributed to by the use of the Licensed Area by the Licensee;

3.9.2 loss, damage or injury from any cause whatsoever to property or persons inside or outside the Licensed Area caused or contributed to by the neglect or default of the Licensee; or

3.9.3 loss, damage or injury from any cause whatsoever to property or persons inside or outside the Licensed Area, caused or contributed to by the Licensee's neglect or failure to observe or perform any of its obligations contained in this Licence.

3.10 **Public Liability Insurance**

3.10.1 The Licensee must take out and during the Term continue to maintain a public risk insurance policy (the "Policy").

3.10.2 The Policy will be in respect of injury, loss or damage occurring on the Licensed Area and it will note the Council's rights and interest as proprietor of the Licensed Area and also the indemnities provided by the Licensee in favour of the Council.

3.10.3 The cover will be for a minimum amount of **TWENTY MILLION DOLLARS** ($20,000,000.00) per claim or any other amount which the Council advises the Licensee.

3.10.4 On the Commencement Date and on each anniversary of that date during the Term the Licensee must provide the Council with a copy of the Policy and a receipt acknowledging payment of the annual premium.

3.11 **Breach of Insurance Conditions**

The Licensee and the Council are not to do anything or fail to do something which has the effect of invalidating any insurance policy taken out in relation to the Licensed Area or increasing the rate or amount of the premium.

3.12 **Release**

3.12.1 The Licensee agrees to occupy, use and keep the Licensed Area at the Licensee's risk.

3.12.2 The Licensee agrees to release the Council and its agents, servants, employees and contractors from all claims and demands of every kind resulting from any accident, damage or injury occurring on the Licensed Area except if such accident, damage or injury is caused by any wilful or negligent act or omission of the Council or its agents, servants, employees or contractors.

3.12.3 The Licensee agrees that the Council will have no responsibility or liability for any loss or damage to the Licensee's fixtures, fittings or personal property.

5.2.2 the Licensee commits any breach of this Licence which is either not capable of being completely put right, or is not put right within twenty-eight (28) days from the date of the Council's notice to the Licensee, identifying the breach and requiring it to be put right

then the Council will be entitled to terminate this Licence and may enter into possession of the Licensed Area. The right to terminate the Licence and enter into possession will not reduce or otherwise affect the Council's rights to take any other action for any of the Licensee's breaches.

5.3 **Default Interest**

5.3.1 The Council will be entitled to charge the Licensee interest at an annual rate equivalent to the index rate published from time to time by the Council's bank plus three percent (3%) calculated and adjusted daily.

5.3.2 Interest will accrue on any moneys due but unpaid by the Licensee, calculated from the due date for payment until the money has been paid to the Council in full.

5.4 **Council's Works**

The Council and any persons authorised by the Council may at any time during the Term upon the provision of one month's written notice and in consultation with the Licensee carry out any building additions and/or alterations to the Licensed Area (however not altering the size, location and amenities of the Licensed Area). The Council will use its best endeavours to cause as little disturbance as possible to the Licensee.

5.5 **Resumption**

If after the Council receives notice of any proposed resumption or acquisition of the Licensed Area by any Government (meaning Federal State or Local) or any other authority, or if the control of the Licensed Area is otherwise taken away from the Council, the Council will be entitled to terminate this Licence. Neither party will be permitted to bring any claim for compensation against the other except for any previous breaches of this Licence.

5.6 **Holding Over**

If the Licensee remains in occupation of the Licensed Area, with the consent of the Council, after the expiry or sooner determination of this Licence, then the Licensee shall be holding over on a monthly licence upon the terms of this Licence (or such of them as are applicable to a monthly licence) and such monthly licence may be terminated by either party on not less than three (3) month's written notice given at any time.

5.7 **Waiver**

The failure or omission by the Council to take any action for breach of any of the terms of this Licence will not stop the Council from taking action in relation to any other breaches of the same or any other term or condition of the Licence.

5.8 **Notice**

Any notice which is required to be given by either party must be given by delivering it or posting it to the other party at the address appearing in the Schedule or other place previously nominated. Notices to the Council must be addressed to the Chief Executive Officer or such other party as the Council may notify the Licensee in writing from time to time.

5.9 **Severance**

If any provision or obligation of this Licence is invalid, unlawful or not applicable, then it will be deleted from the Licence without affecting any other of the parties' obligations under this Licence.

5.10 **Entire Agreement**

The terms contained in this Licence comprise the whole of the agreement between the parties. It is expressly agreed and declared by the parties that no further or other terms exist between them with respect to the Licensed Area or the Licence.

5.11 **Costs**

5.11.1 The Licensee will pay the stamp duty assessed on this Licence together with all costs incurred by the Council as a result of the Licensee's breach or threatened breach of this Licence.

5.11.2 The Licensee will pay half of the Council's reasonable costs incurred in preparing this Licence.

5.12 **GST**

5.12.1 All monies payable by the Licensee to the Council pursuant to this Licence ("Licence Monies") do not include any GST.

5.12.2 When paying the Licence Monies to the Council, the Licensee shall also pay an amount on account of GST equal to the Licence Monies multiplied by the current GST rate ("GST Amount").

5.12.3 Upon receipt of the Licence Monies and the GST Amount, the Council shall provide the Licensee with a tax invoice in a form compliant with the *A New Tax System (Goods and Services Tax) Act 1999* ("the GST Act").

5.12.4 For the purposes of this Clause, "GST" has the same meaning as that term in Section 195-1 of the GST Act.

5.13 **Interpretation**

In this Licence, unless the context otherwise requires:

5.13.1 reference to any legislation includes subordinate legislation and all amending or substituting legislation;

5.13.2 words in the singular are capable of including the plural and vice versa and words importing one gender are to be read as including the other genders where appropriate;

5.13.3 any reference to a natural person will also apply to a body corporate and vice versa:

5.13.4 any reference to the Term of this Licence means the initial term specified in Item 1 of Schedule 1, together with any period during which the Licensee holds over or remains in occupation or possession of the Licensed Area;

5.13.5 all moneys payable by the Licensee to the Council under this Licence will be recoverable as a debt;

5.13.6 any consents must be obtained in writing and before any work, alteration or activity is undertaken;

5.13.7 the "Council" includes its employees, servants, agents and contractors;

5.13.8 the Licensee includes its employees servants, agents, customers, contractors and invitees.

The parties acknowledge the preceding clauses by their execution of this Licence.

THE COMMON SEAL of **THE CORPORATION OF THE CITY OF UNLEY** was affixed in accordance with a resolution of the Council in the presence of:)

.....
Mayor

.....
Chief Executive Officer

THE COMMON SEAL of **B. & M. BUILDING PTY LTD** was affixed in the presence of:)

B. & M. BUILDING PTY. LTD.
★ ☆ ★
COMMON SEAL
A.C.N. 007 661 707

.....
Director

.....
Secretary

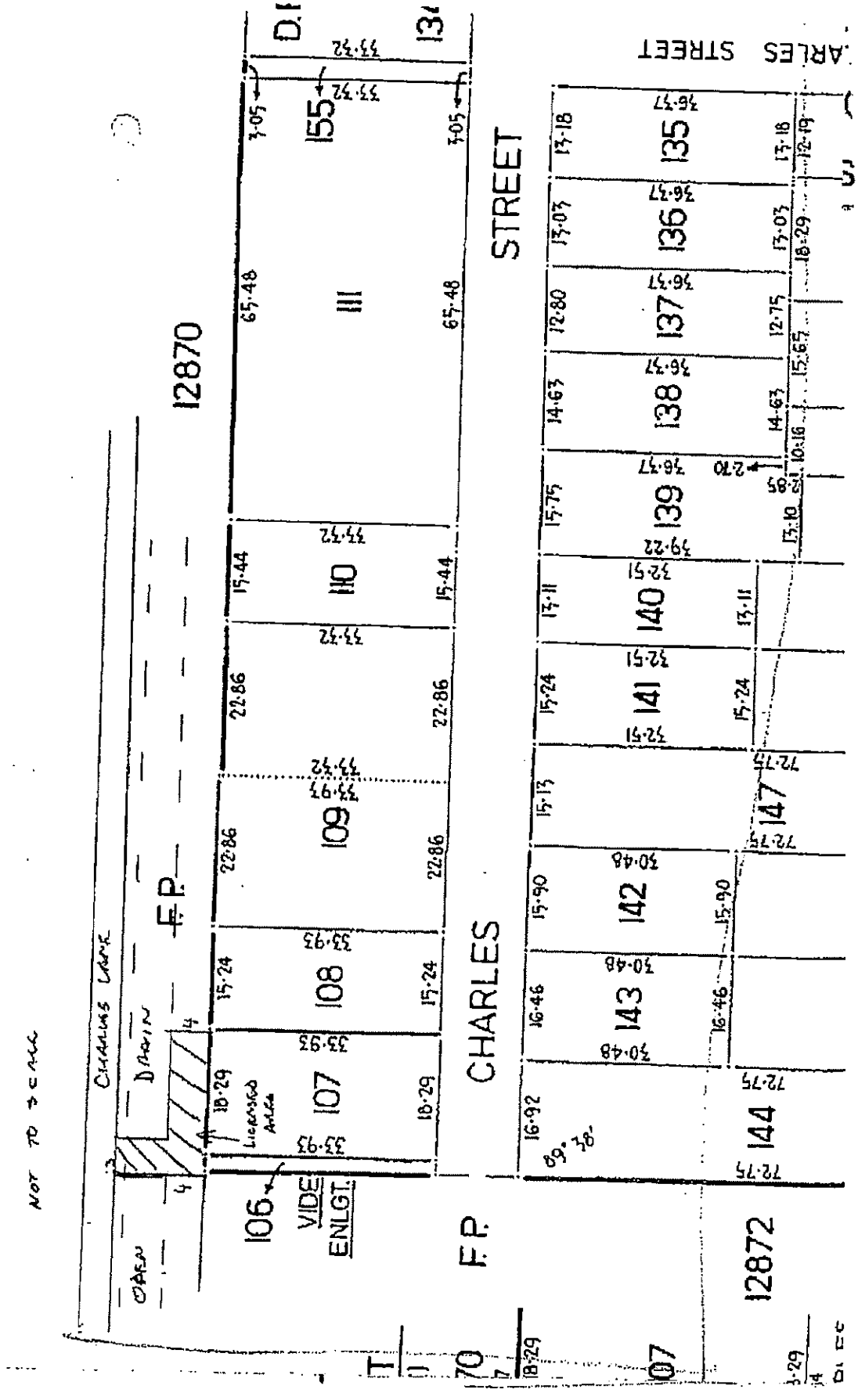
SCHEDULE 1

Item Schedule

ITEM 1 The Term	Three (3) years commencing on the Commencement Date
ITEM 2 Commencement Date	25 SEPTEMBER 2006
ITEM 3 Licence Fee and Time of Payment	One dollar ($1) per annum (including GST) payable.
ITEM 4 Use of Licensed Area	The permitted use of the Licensed Area is to enable vehicles associated with the Licensee's glass merchant and glazing business to gain access to and egress from the Licensee's Land via Charles Lane and for ancillary purposes such as standing, parking and manoeuvring. The vehicles must not exceed 4.5 tonnes tare (check) weight.
ITEM 5 Times of Use	(i) Monday – Friday between the hours of 7.00am and 5.00pm

ANNEXURE "A"

Licensed Area


CHARLES STREET
ARLES STREET
12870
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F.P.
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ENLGT.
Licensed Area
NOT TO SCALE

DW 3357829

B&M GLASS
50 YEARS EST. 1965
ABN 24 008 110 754 ACN 008 110 754 LIC. No. R55470

82 Charles Street, Unley SA 5061
PO Box 436, Melrose Park SA 5039
t 08 8271 0111 f 08 8272 0104
enquiries@bandmglass.com.au

31/05/2016

Unley Council
PO Box 1
Unley SA 5061

Attention – Alana Faber
Property Services Co-Ordinator
City of Unley

Re: B & M Building - license to use Charles Lane.

Dear Alana,

Thank you for your letter dated 27/05/2016.

B & M Building request a new license be granted to cover the next 5 years.

Yours Sincerely

Marc Kovacic
Director
B& M Building Pty Ltd

16.92.1

Subject -	PROPERTY SIGNIFICANT AGREEMENT
Property/Street	CHARLES LANE UNLEY
Application No	DRAINAGE RESERVE
Doc. No.	Class. ACCNL
For Info/Action	31 MAY 2016 A FABER

INFORMATION REPORT

REPORT TITLE:	QUARTERLY PERFORMANCE REPORT
ITEM NUMBER:	588
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	RUTH BOX
JOB TITLE:	EXECUTIVE ASSISTANT – CORPORATE SERVICES

EXECUTIVE SUMMARY

The report provides Council with a quarterly performance report which provides data analysis and reports on strategic planning, service delivery activity and financial performance across the whole of the organisation. The report assists to keep Elected Members informed and support strategic decision making, continuous improvement and strategic governance.

RECOMMENDATION

That:

1. The report be received.

1. RELEVANCE TO CORE STRATEGIES/POLICY

5. Organisational Excellence
    5.3 Good governance and legislative framework
    5.4 An environment of continuous improvement and innovation
    5.6 Enabling information systems and robust reporting

2. DISCUSSION

The City of Unley has developed a 4 Year Plan which informs its Annual Business Plan and budget processes, and guides Council and the community in relation to priorities and strategies, including the longer term vision outlined in the Community Plan 2033.

A quarterly corporate report mechanism has been developed to provide Council with prudent and strategic information that will support and inform its decision making.

The report ensures Council is demonstrating on going and improved public accountability and provides evidence and opportunities to drive and support continuous improvement.

The report provides Council with a performance report on a quarterly basis.

This report covers the period from 1 April 2016 to 30 June 2016. Council has previously collected data for the 2013/14 and 2014/15 financial years and can make comparisons with previous years.

In going forward, it is proposed to change the nature of the Corporate Performance Report so that it becomes more strategic and monitors the progress of Council's activities and projects against the four year plan, rather than on operational activities.

The current Community Plan and 4 Year Plan will be reviewed later this calendar year and will provide an opportunity for Members to reassess and focus on priority areas for the next 4 years.

The new format of the report will be developed following this activity.

City of Unley Quarterly Corporate Performance Report

4th Quarter (April – June 2016)

Contents

CEO UPDATE

This section provides a summary of key actions undertaken by the CEO over the last three months and also provides a brief update on progress against specific projects.

2015/16 Key Performance Indicators

1. Leadership

Achieve an 80% satisfaction rating in the annual 360 feedback process, if conducted.
The CEO performance Review Panel met in March 2016 and decided that there was no need to conduct a 360 feedback survey for the current financial year. It was decided to undertake one in the first half of 2017 as part of the 2016/17 performance review process.

Action plans developed and implemented across the whole organisation to improve the cultural gaps identified in the 2015 survey.
Economic Development and Planning – all team action plans have been completed and plans are underway to engage those individual functional specialist positions into formulation of a divisional level action plan.

Assets and Environment – team action plans have been completed.
Community – all team action plans completed.
Business Support and Improvement – all team action plans completed.
Culture and Customer Experience – all team action plans completed.
Governance – all team action plans completed.

A cross functional working group has also been established to investigate strategies and actions to address the leading causal factors in the organisation. One area that we will focus on is strengthening our “customer service focus” across the organisation.

2. Governance

The LG Association Mutual Liability Scheme audit to be equal or above SA Metro Average.
The LGAMLS have advised that in 2016, the Risk Review scoring methodology will change significantly with details to be confirmed at the LGAMLS board meeting and formal communications to follow. The changes proposed are as outlined below:

In recognising the increasing statutory obligations for Local Government to show good governance via the application of risk management, the method by which Council is to be assessed or scored will be refined to better reflect the successful application of our Risk Policy and accompanying framework.

The scoring method against categories will provide a more accurate method of assessing a Council’s maturing business risk profile with the categories being more aligned to Council’s Strategic Plan and Goals. The changes however will have a significant effect on the scoring process and therefore cannot be compared to previous years. This change in

methodology will be reported to the Audit and Risk Committee to ensure that there is no perception that Council's Risk Management has taken a downturn.

The ten Functions that are to be represented in the Profile Review for 2016 will be as follows:

Governance/Finance/People	**Operations/Services/Functions**
Reputation & Integrity	Environment/Vegetation/Trees
Strategic Risk & Governance	Emergency Management
Procurement, Contract Management Systems	Community Land Recreation/Leisure
Volunteers/Vulnerable Groups/Committees	Services
Workers Health & Safety	Road and Footpath Management
	Use by other parties – facilities/land

3. Financial Management

Identify $400,000 - $750,000 in operational savings or productivity increases without a reduction in services to be implemented in the 2016/17 year.
The 2016/17 budget process has been prepared, and on-going operational savings have been identified as part of that process. In addition to the dollar savings made, there have also been productivity improvements made without a reduction in services. These are summarised below:

Financial savings identified as part of 2016-17 Budget:

- A reduction in Employee costs due to a number of vacant positions that will not be filled and a reduction in required staff that were identified as part of the Street Cleansing Workshop Reviews. $360k.
- Reduction in Council's contribution to Brown Hill Keswick Creek Administration $28k
- Reduction in operating costs for the our Community Centres as a result of implementing the recommendations from the service review: $128k
- Reduction in power costs $71k, hard rubbish $20k, legal costs $12k, printing and stationery and insurance $11k.

Achieve end of year actual budget result within the range of + or – 1% of revised budged as approved by Council.
Council's operating result is currently favourable (end of May) to the budget by $456k, with minor variances in relation to projects (Operating and Capital) largely due to timing.

Council's carry-forward of projects are estimated to be $1.8m, which impacts Council's final borrowing position. The estimated borrowings are likely to be in the order of $11.7m at the end of the financial year.

Continue to identify and implement income generation opportunities
Paid parking has been introduced in Wayville early 2016 and indications are that it is working well. An Agreement is also being negotiated to expiate parking offences in the Unley Shopping Centre. A review of the Centennial Park Future Upkeep Fund has been completed.

4. Strategic/Annual Business Plan

Funding models for major projects are submitted to Council for consideration
This work was undertaken as part of two budget workshops and briefings with an external facilitator.

The funding opportunities discussed included:

- Refinement of the replacement costs versus depreciation funding to close the gap
- Defining Council's level of service to identify potential areas of over servicing (and hence potential funds)
- Reallocation of smaller project funding towards major projects. This is a strategy that will only work for a few years as we need to be careful not to create a backlog of work required elsewhere
- Greater discipline by Members and staff around identifying and prioritising projects for funding during the budget cycle
- Seeking alternative sources of revenue other than rates. This could include pay for use services as well as grant funding
- Sale of "lazy" assets
- Establishment of a specific rate tied to projects.

Of the above seven options, work has commenced on all except the last option as Members indicated they did not want to pursue this option.

Goodwood Road Power lines Streetscape Stage 1
SAPN engaged SEM Civil as contractor for the undergrounding works. Works commenced on 27 January 2016.

Works include PLEC stages 1 and 2, i.e. works cover the area from tram line to Surrey Street (Stage 1) and the continuation to Victoria Street (Stage 2)

Construction includes civil (trenching and conduit laying), cabling and removal of stobie poles. Easements for all relevant sites receiving SAPN infrastructure have been agreed to by land owners, including Goodwood community centre site, as per Council report Sept 2015.

Council has completed its preparatory work such as removal of road side furniture and art work

Property owners and other stakeholders, including the Retailers' Association continue to be engaged and kept informed about progress

These undergrounding works should be completed by August/September 2016. Delays have been caused by SAPN's procurement processes of Civil contractors pushing out the original commencement date of the undergrounding works and the civil works being more complex than anticipated.

Council has been briefed on the design of the streetscape upgrade and final design details have subsequently been completed. Schematic plans of the streetscape improvement are being prepared to display in the Goodwood Community Centre and the Civic Centre.

Unley Central Redevelopment: development deed completed
Development Deed signed under seal by CEO and Mayor on 22 February 2016. There are a number of milestones in the deed and the Council will be provided with update reports during the year.

Asset Management system implemented
A new interfaced information system with associated maintenance programs went live on 27 January 2016, including the key asset groups being placed on a new GIS system.

All outdoor teams are now using mobile tablets and weekly work plans to plan work in a more effective manner.

Formal cyclic maintenance programs have been introduced for a number of assets, such as open space reserves, buildings, and street cleansing.

Discussions regarding Level of Service are to be continued with Elected Members, in July and August, as this is an important topic in terms of customer expectations, and funding resourcing.

Develop policy and identify sites of strategic importance to the city and instigate actions to enable consideration of purchase of properties.

A workshop was conducted with the Strategic Property Acquisition Group on 24 March 2016, to develop a framework for assessment of strategic property purchases. The draft framework was presented at a meeting on 1 June and accepted by the Group.

5. Innovation and Change

The Service Review program for 2015-16 is well underway and the following is a summary of the progress at the end of quarter three.

Community Centres
The community centre usage data collection analysis is now complete and the findings were presented to Council via a Memo on 17 March.

Finance
The draft report has been received suggesting a number of areas to focus on. This review will be completed by mid-June.

HR
The HR operating model has been reviewed with a revised structure currently being implemented. The new structure is expected to be fully implemented by July 2016.

Community Transport
Stage Two of the review is in progress and on track for completion by the end of June.

Depot Workshop
This review is complete and the findings were provided to Council in March. Short term savings have been realised and included in the 2016/17 budget.

Traffic/Regulatory Services
The efficiency review is underway with recommendations being finalised.

Three other services/ processes
The CEO has initiated project briefs to be undertaken in the following areas:

- Traffic and Parking - processes have been mapped and analysis on improvements commenced. This project is on track and will be completed by the end of June.
- Customer Service - Activity analysis and benchmarking has commenced. Internal engagement has been completed and a number of models identified. This project is not expected to be completed until September 2016.
- Assets and Infrastructure Administration – Due to the implementation of the Asset Management system early 2016, it was agreed to postpone this review until 2016/17

6. Relationships with Stakeholders

Actively contribute to the CEO and Mayor/CEO meetings of ERA.
The ERA CEO's meet on a monthly basis and mayors / CEO's on a bi monthly basis to discuss ERA initiatives of importance. The ERA Strategic Plan has been submitted to all member councils for endorsement. This will provide the future focus of ERA for the next five years and in particular, there are a number of initiatives to be implemented in the next 24 months.

7. Community

Develop strategies for improving the services identified as in need of improvement from the Community Survey: traffic management, car parking, footpaths and footpath sweeping.

Appointment of consultants for update of Unley Integrated Transport Strategy has commenced.

The standard of engagement was also flagged by the community as a process requiring improvement. Our Community Engagement Toolkit has been in place since July 2014, and staff competency training has been completed. An internal survey to ascertain further opportunities for improvement was recently undertaken, with initial recommendations to be considered by the Executive for implementation.

Quarterly Financial Report

Quarter ended June 2016

	Actual YTD $'000s	Budget YTD $'000s	YTD Variance Fav/(Unfav) $'000s	Carry Forwards $'000s	Variance Adjusted for Carry Forwards $'000s
Operating Income	44,641	44,497	145	-	145
Operating Expenditure	39,675	40,969	1,294	60	1,234
Funding Surplus before Projects	**4,967**	**3,528**	**1,439**	**60**	**1,379**
Net expenditure – Operating projects	1,821	1,891	70	162	(91)
Operating Surplus before Capital	**3,146**	**1,637**	**1,509**	**222**	**1,287**
Net expenditure – Capital projects	8,038	11,181	3,142	1,973	1,170
Net Lending for the Financial Year			**4,652**	**2,195**	**2,457**

Comments

The City of Unley's preliminary 2015-16 Operating Surplus before Capital is $3.1m which is $1.5m above budget. Further, after Council's capital financial performance is taken into account, the net lending result is favourable to budget by $2.457m after allowing for the impact of proposed carry forwards of $2.195m where expenditure is still required in 2016-17.

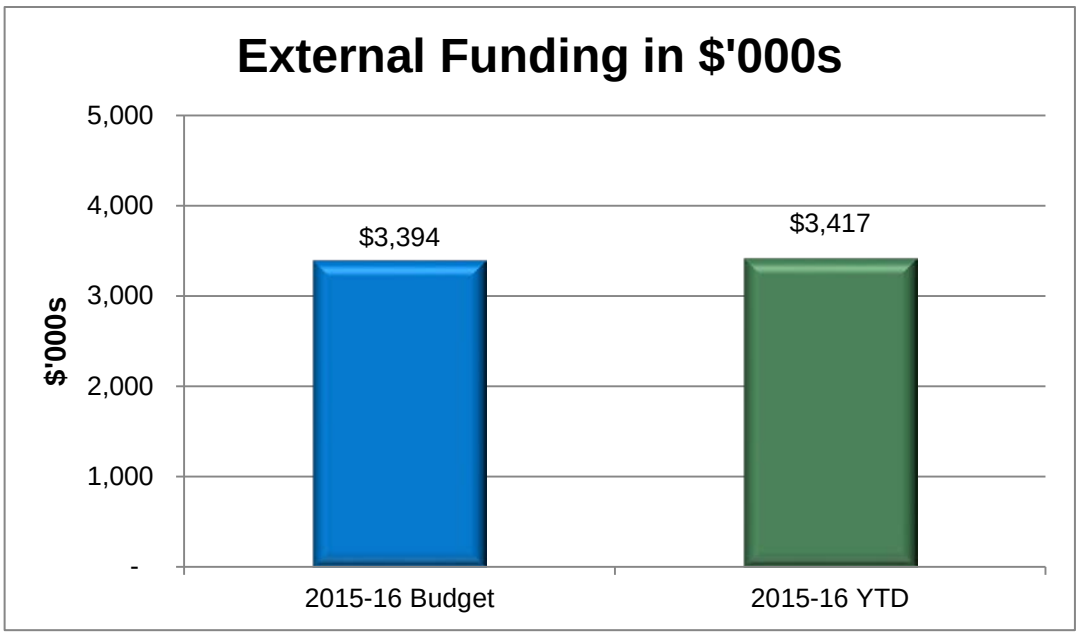
ON TRACK TO MEET BUDGET

ON TRACK DEBT RECOVERY

ON TRACK CASH FLOW

ON TRACK COMMUNITY LOAN REPAYMENTS

External Funding Grants and Subsidies 2015-16



	2015-16 Actuals $'000s	2015-16 YTD Budget $'000s	Variance $'000s	2015-16 Annual Budget $'000s
Grants – Health and Ageing	1,446	1,442	4	1,442
Grants – Financial Assistance	397	397	-	397
Grants – Library Board	282	278	4	278
Grants – Local Roads	151	151	-	151
Grants – Roads to Recovery	776	776	-	776
Grants - Other	4	-	4	-
Operating Grants - Total	**3,057**	**3,044**	**13**	**3,044**
Capital Grants - Replacement	-	-	-	-
Capital Grants – New	360	350	10	350
Capital Grants - Total	**360**	**350**	**10**	**350**
Total Grants and Subsidies	**3,417**	**3,394**	**23**	**3,394**

Comments

As part of Budget Review 3 adopted by Council in May 2016 the total Grants and Subsidies Budget was reduced from $3.425m to $3.394m as a result of the following:

- Increase in the Operating Grants Budget by $15k to reflect grant funding for an Age Friendly Retail – Pilot Project received from the Department of Health and Ageing (State Government)
- Decrease in the Capital Grants budget by $46k reflecting the removal of the Duthy/Fisher St project given the significant costs involved in moving underground services.

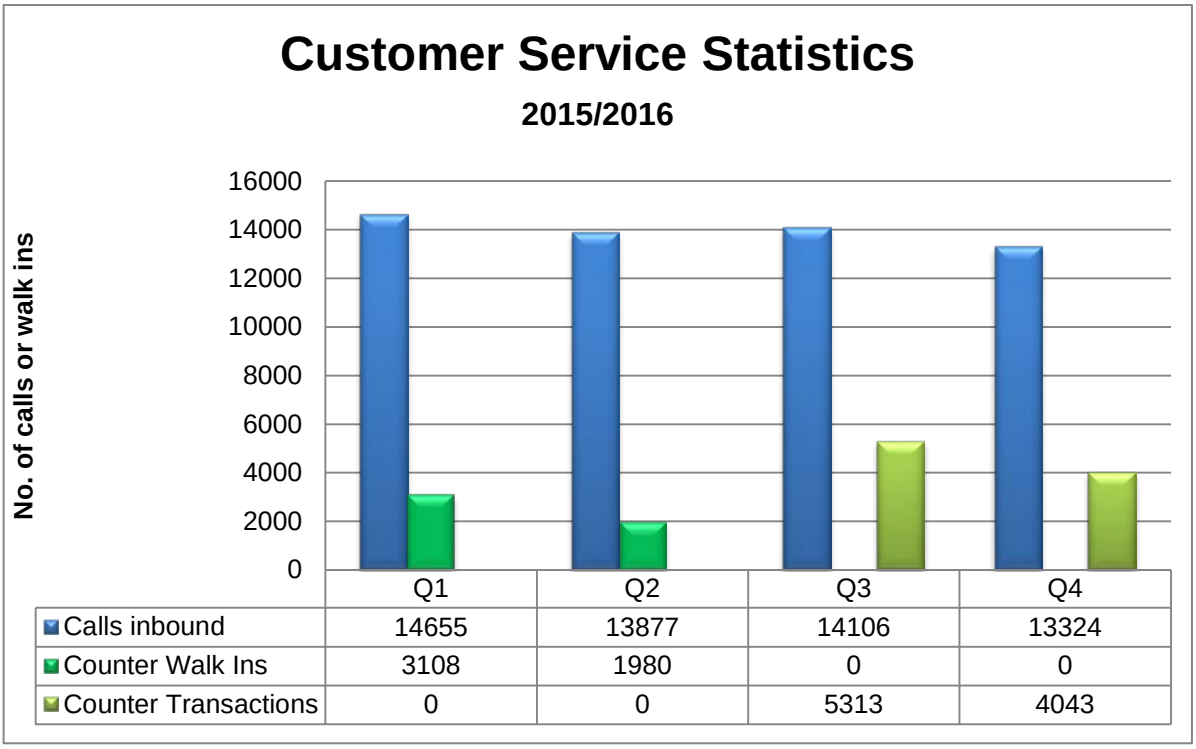
As shown above, Council is favourable to budget by $23k to the end of June 2016.

In terms of the favourable variance, a slightly better result than budget was achieved for Community Centres and Library funding as well as an additional grant of $4k for two council electric assist bicycles and accessories.

For New Capital Grants, Council received an unbudgeted amount of $30k from the NRM Board for Leader Street Design. This was offset by a reduction of $20k from the amount budgeted for the Water Sensitive Urban Design Project, being National Landcare funding received from the EPA. The expenditure on this project was reduced accordingly.

The above figures will be subject to audit which will include an assessment of the accounting for the Stormwater Management Authority's contribution to Ridge Park Dam for the Brown Hill Keswick Creek.

Customer Service



	Q1	Q2	Q3	Q4
Calls inbound	14655	13877	14106	13324
Counter Walk Ins	3108	1980	0	0
Counter Transactions	0	0	5313	4043

Comments

Calls Inbound:

Call volumes decreased significantly compared to Q3 (782 less calls), however remained very consistent with the same time last year (Q3 2015 received 13329 calls). This decrease between quarters can be mainly attributed to a spike in calls in February of Quarter 2, relating to the paid parking trial in Railway Terrace South and associated media.

May received the highest call volume for the quarter (4,554 calls answered) which can be accredited to phone rate payments (due on 1 June) and severe weather related calls.

Counter Transactions:

Continuing on with the new reporting method, transaction volumes significantly decreased (a reduction of 24%)from the previous quarter. The two highest receipting transactions were “rates” payments (1,235 transactions) and “miscellaneous receipting” (666 transactions) covering items such as searches, bin caddies and temporary parking permits.

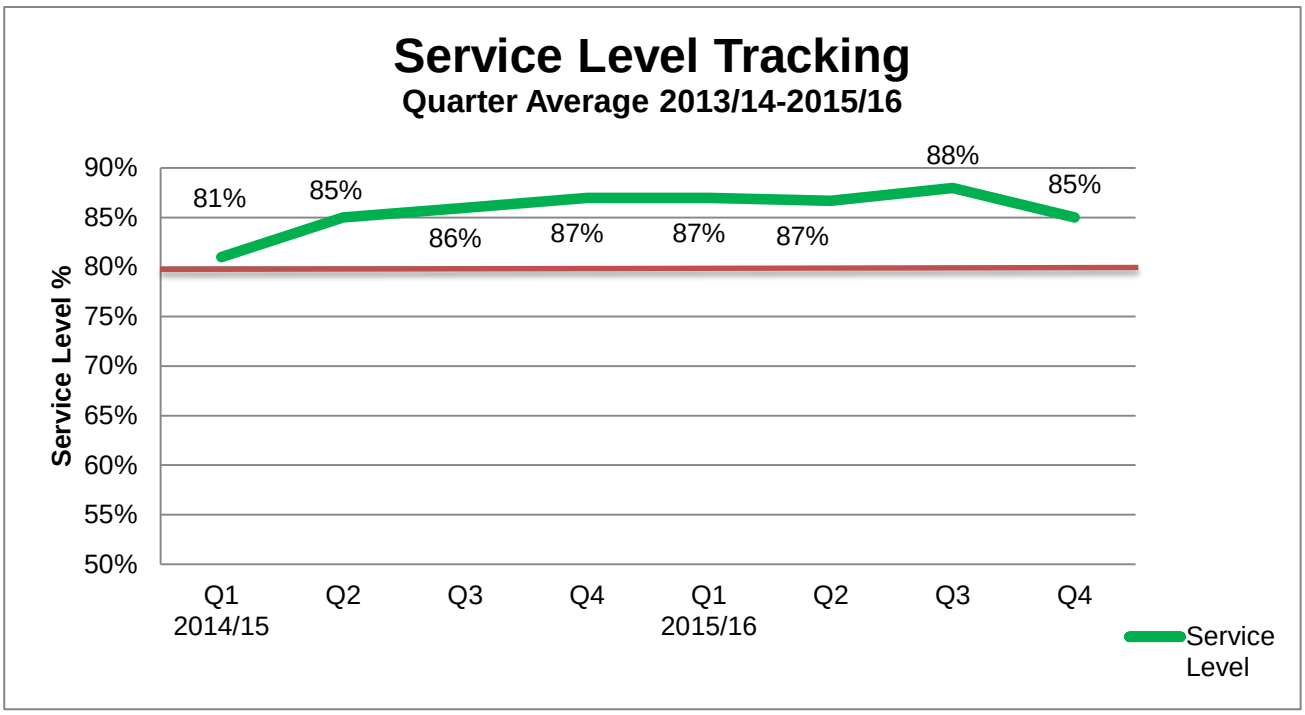
The front counter staff also assisted 677 customers with requests for information only including JP availability, referring non-council enquiries to the right agencies, and general information about council services.

As this is a new reporting figure we are not yet able to compare results to determine regular patterns.

Note: Change in measurement of Counter Transactions vs Counter Traffic

The former measurement of counter traffic was not meaningful, as it did not recognise the significant variations from one service encounter to the next. The current method of tracking gives us a more informed and valid data set about the actual work that takes place at the front counter.

Service Level Tracking



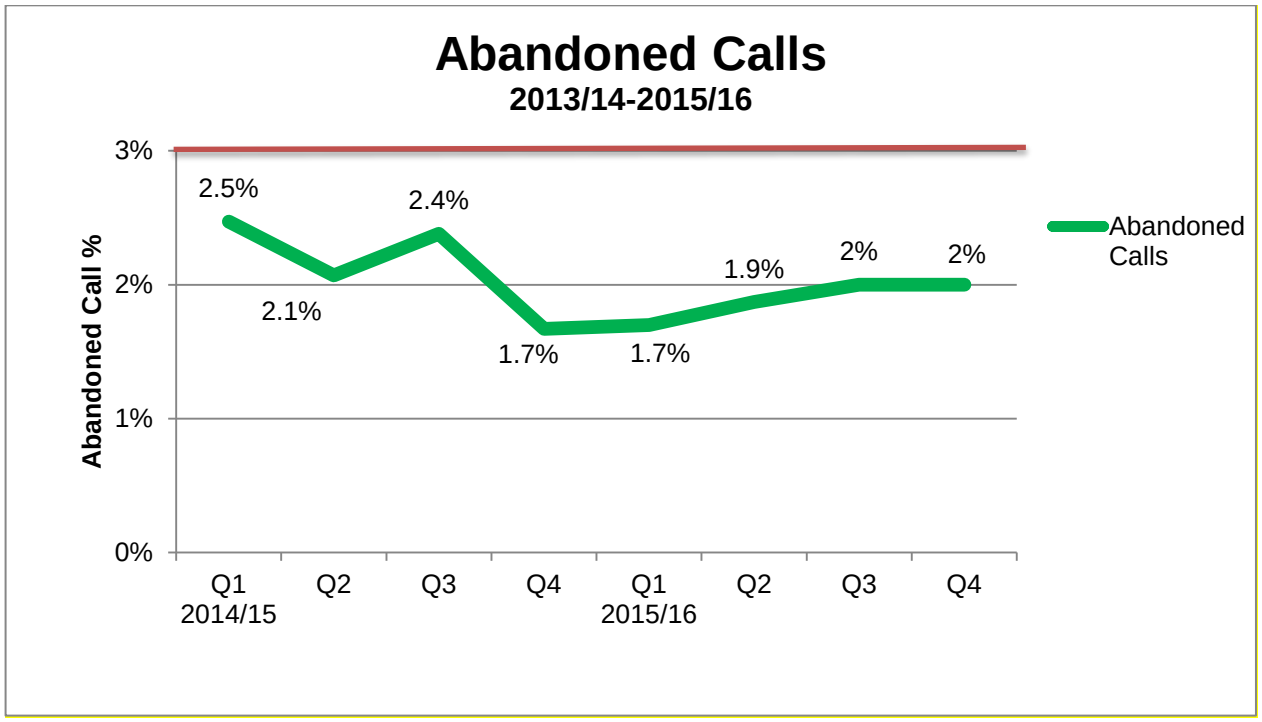
Comments

Service Level Tracking Target: To answer 80% of all incoming calls within 30 seconds. June service level decreased slightly compared to previous months and was the lowest to date for the financial year.

This can be attributed to staffing challenges this quarter, arising from unexpected and extended sick leave combined with pre-approved annual leave and Long service leave.

Further to this, service levels were low mid-month of June due to internet outages triggering an influx of callers wanting to pay their rates online via the customer service centre.

Abandoned Call Level Tracking



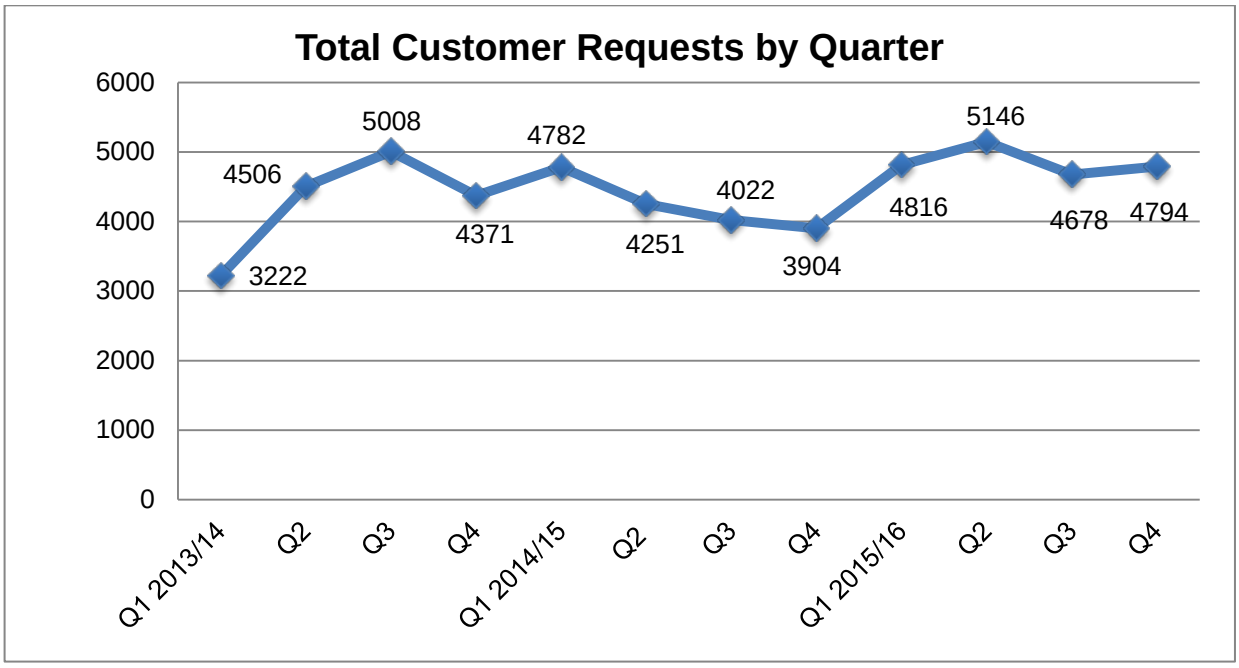
Comments

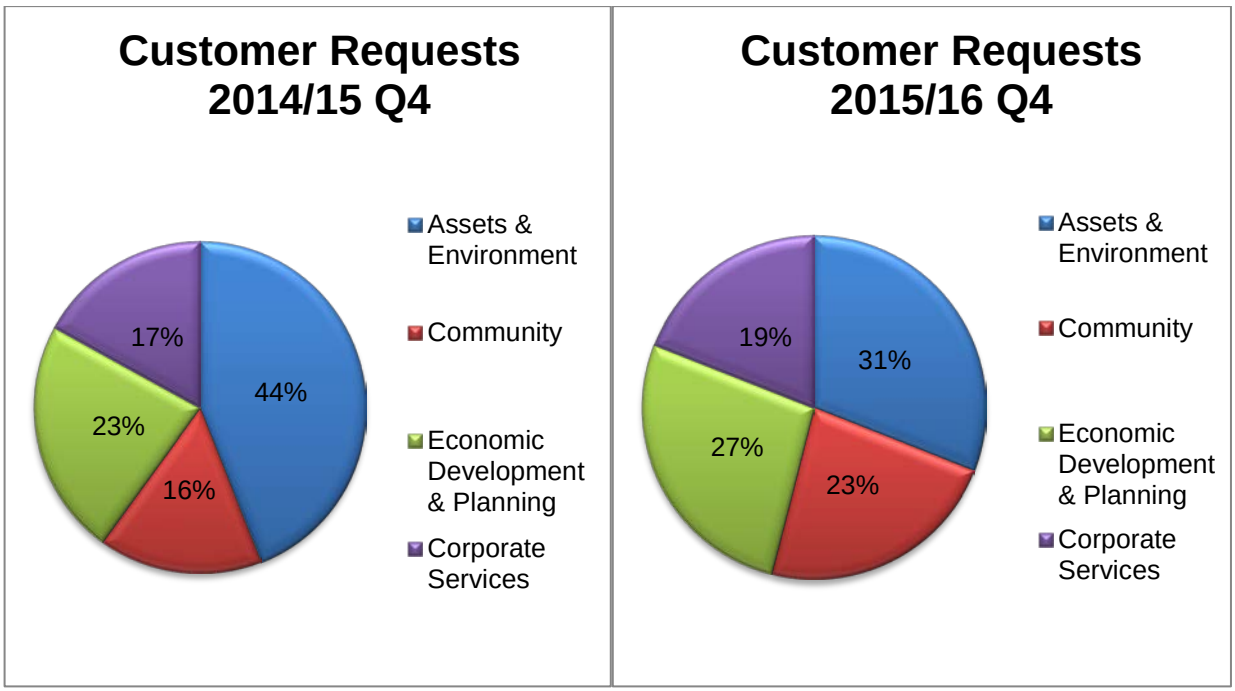
Abandoned Calls Target: No greater than 3%

The abandoned call rate has remained consistently below the maximum target rate for the financial year.

The abandoned call rate did however depreciate this quarter compared to Q3 which is attributable to the same factors that caused the decrease of service level, including staff shortages as a result of sick leave, annual leave and long service leave.

Customer Requests





Comments

- Total Customer Requests for Service for the current quarter were 4,794
- 85% (4,065) of customer requests for service were either closed out or not yet due for completion compared with 94.3% (3,681) in 2014/15 Quarter 4.
  - o Each department monitors and manages its own service levels.

Comparison with Same Quarter Last Year

- 2015/16 Quarter 4 customer requests for service totaled 4,794 which is 890 more than 2014/15 Quarter 4.

These are requests lodged in the CRS system via Customer Services, Dataworks and on-line for services by Council (topics include roads/footpaths, trees or waste collection).

2015/16 Quarter 4 – Top Five Received Customer Requests

Customer Request Type	Number
Change of ownership	418
Expiation Notice Reviews	388
Consultation Feedback for Traffic	332
Change customer details and address	261
Query on existing DA	201

2014/15 Quarter 4 – Top Five Received Customer Requests

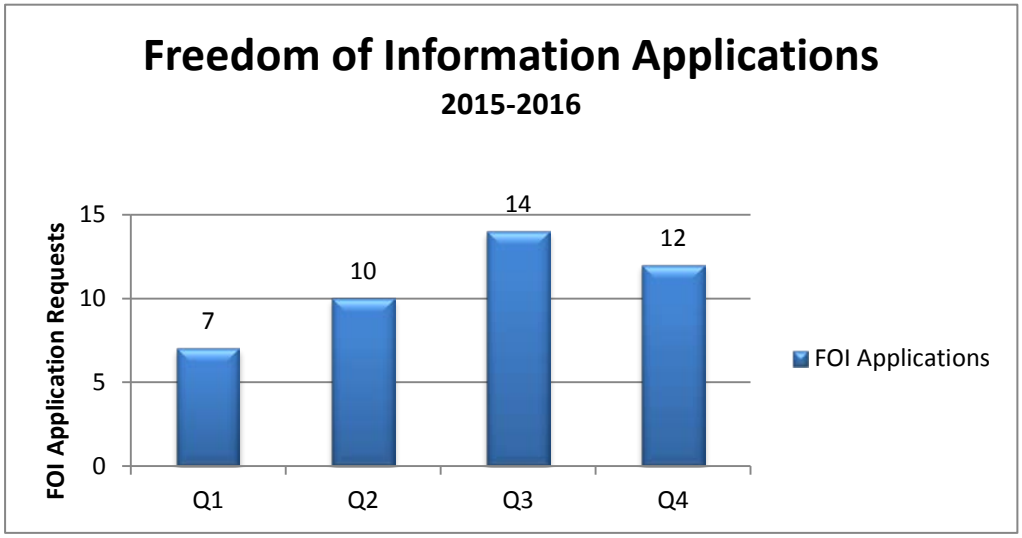
Customer Request Type	Number
Query on existing DA	306
Council Property Maintenance (Internal and External)*	299
Change of ownership	274
Change customer details and address	237
Footpath Repair/Maintenance	202

* Council Property Maintenance, which has appeared each month in the top five, was divided into internally and externally sourced requests on 1 June 2015.

2015/16 Quarter 4 – Internal versus External Maintenance Requests

Customer Request Type	Number
Council Property Maintenance - Internal	117
Council Property Maintenance - External	13

Freedom of Information Applications

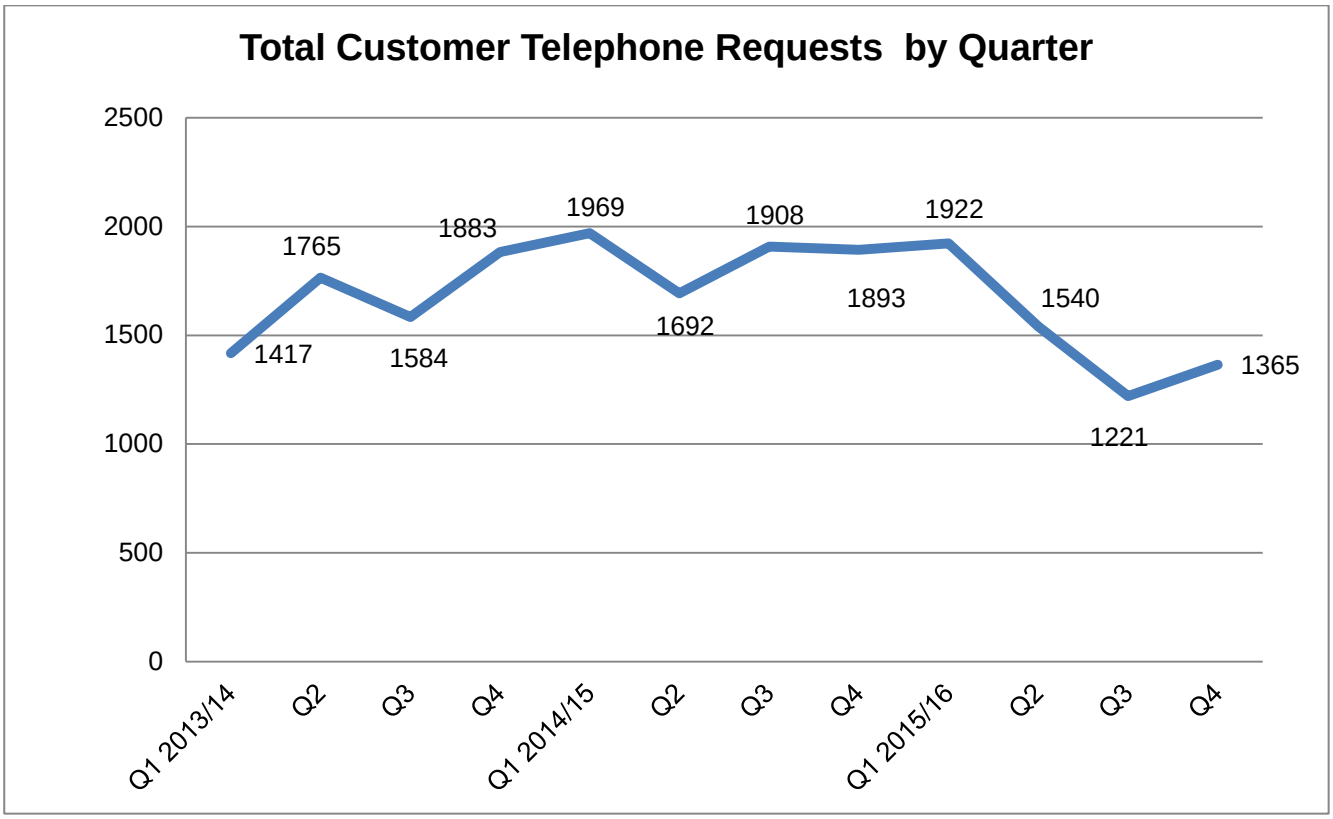


Comments

For the 2015-16 year 43 Freedom of Information applications were received in total. One was cancelled, with the fee refunded as it was not a Freedom of Information request. Of these 39 were development related with the remaining four being general requests with one being withdrawn by the applicant.

All 12 applications received this quarter were Development applications

Customer Telephone Requests

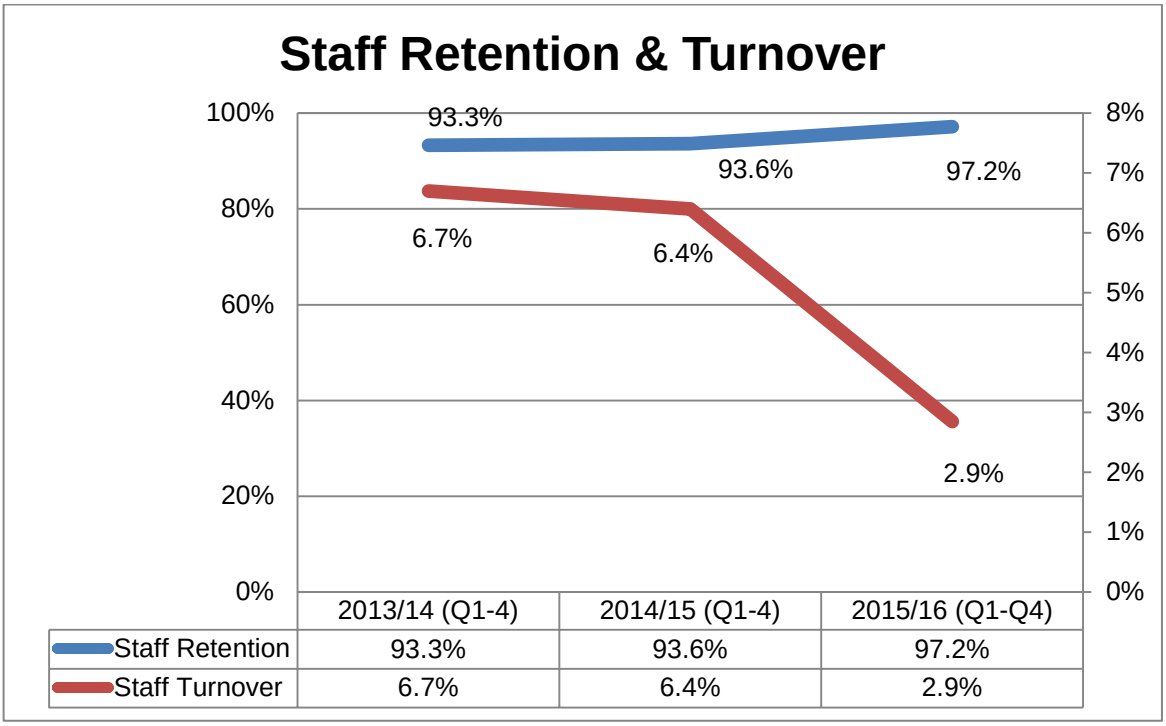


Comments

- Total customer telephone requests for the current quarter were 1,365.
- 99% (1,353) of customer telephone requests were either closed out or not yet due for completion

These requests are phone messages lodged by customer service in CRS for staff members to return calls.

Staff Retention & Turnover



Comments

A summary of permanent and fixed term staff retention and turnover is reflected in the table below.

City of Unley Staff Summary – as at 31 March 2016	
Headcount	203
FTE – Council Funded	172.63
FTE - Grant Funded	9.57
Total FTE	**182.2**
Separations (Headcount)	3
Separations (FTE)	3

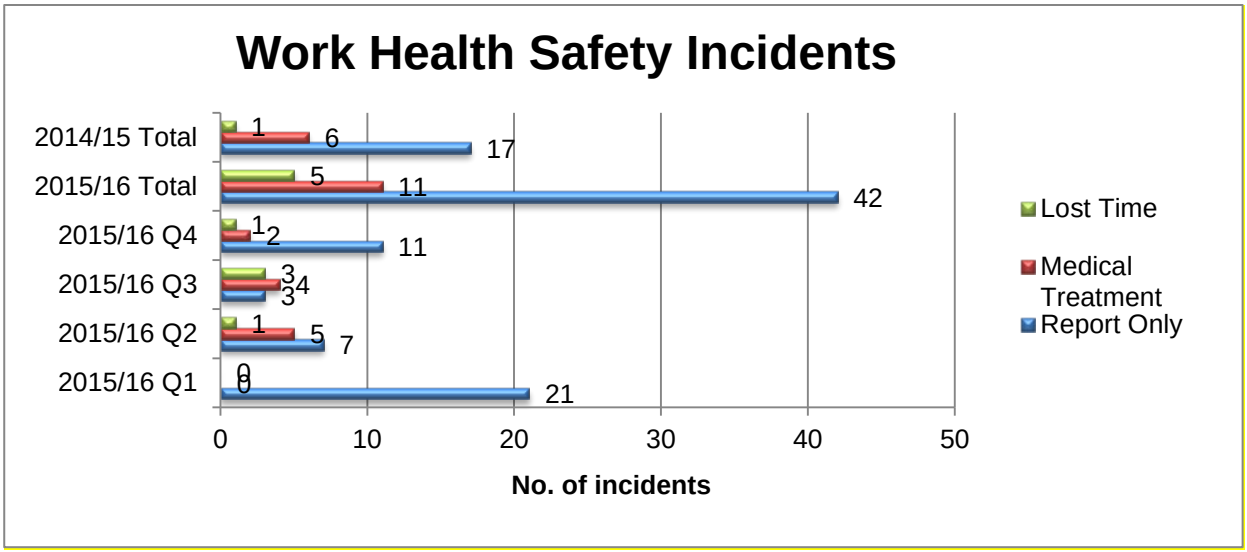
Based on the above, turnover for the period was 1.5% with a staff retention figure of 98.5%.

*Note: The above turnover figure is based on **headcount** (not FTE) separations and does not include casual and short-term contract staff whose arrangements have finalised.*

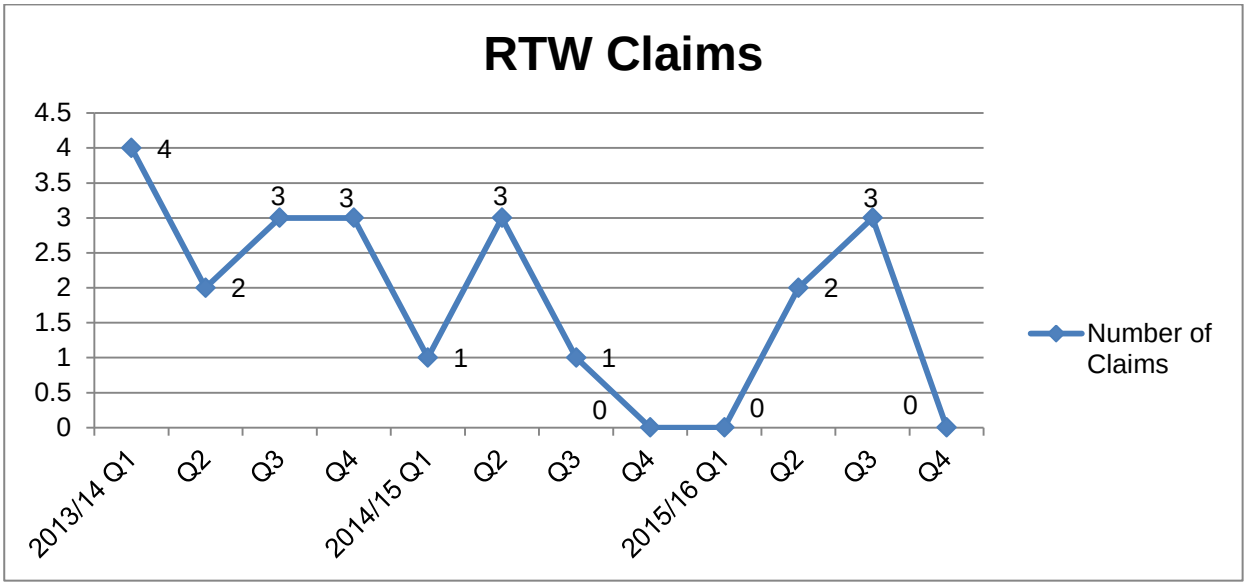
Annualised attrition for the full year represents 10.62% (based on actual staff exits), which represents a healthy level of turnover for the Council.

Having said this, the City of Unley age profile (average ~44 years) would suggest a progressive increase in retirements for the foreseeable future which will require mitigating plans to be established.

Work Health Safety Incidents



WHS Return to Work (RTW) Claims



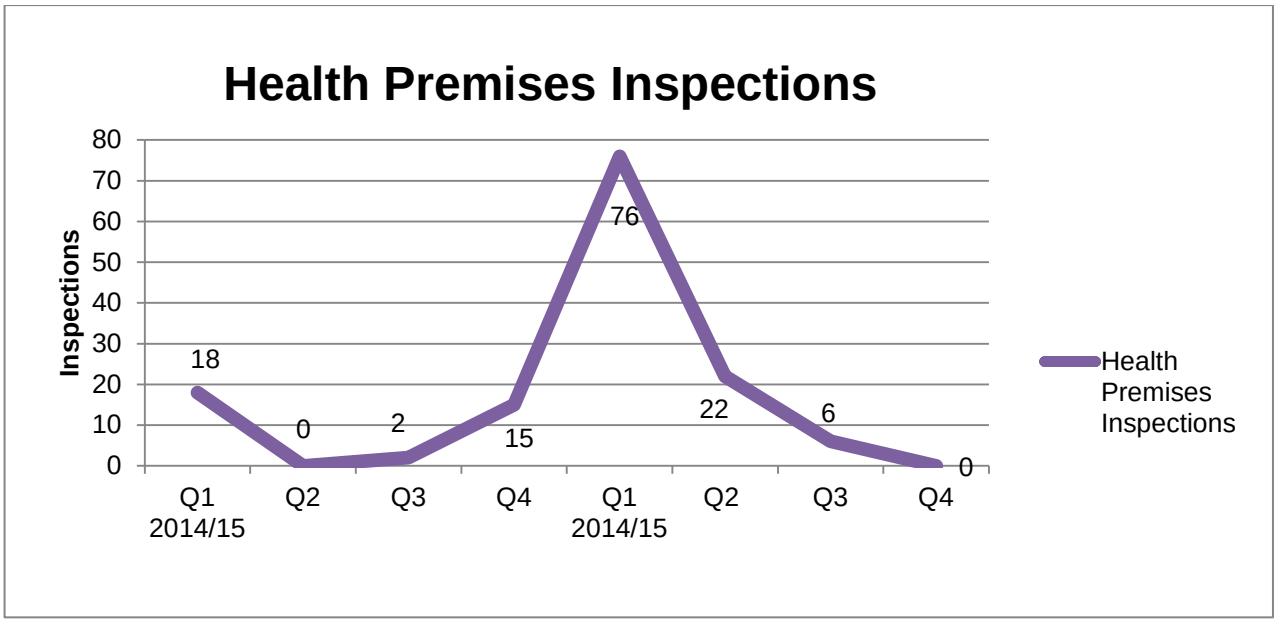
Comments

The Incident Report graph (top of page) indicates the number of Incident Reports received this financial year is significantly higher than the total received in 2014/15. This may reflect a positive change in attitude towards reporting incidents and hazards to enable corrective and preventative actions to be taken. Future focus on encouraging staff to report incidents and hazards is expected to result in a higher level of reporting in this area in the short to medium term, with lower Return to Work (RTW) claim levels as identified matters are proactively addressed.

Lost time (LTI) and medical treatment injury (MTI) numbers are comparatively low as focus on corrective and preventative actions continues. Planned work on improving the Council's safety culture is expected to further reduce LTI and MTI numbers going forward.

From a safety outcome perspective, the City of Unley's consistently low RTW claim level has continued this quarter with zero claims received. This continues a trend in recent years of claim rates well below the average of other comparable South Australian Councils.

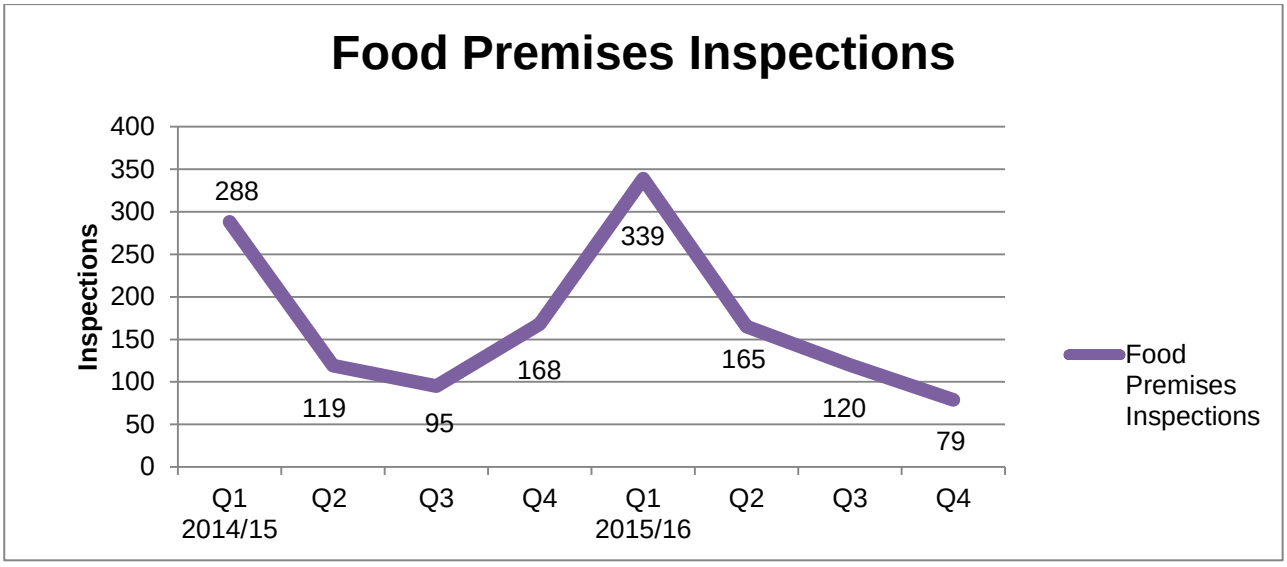
Environmental Health Inspections



Comments

Backlog of health inspections now cleared and program on track. Health premise inspections scheduled to recommence in Quarter 1 of 2016/17

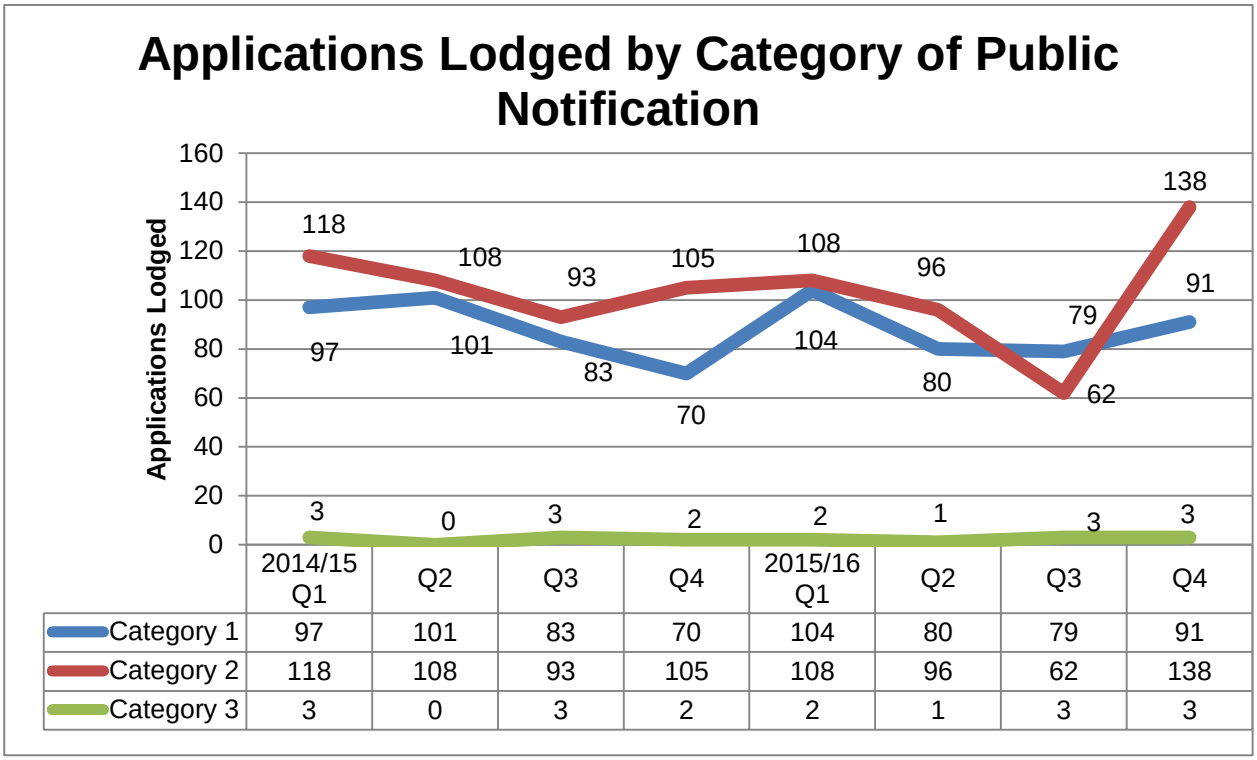
**Health premises consist of cooling towers, warm water systems, swimming pools, and hair and beauty, tattooists, skin penetration businesses.*



Comments

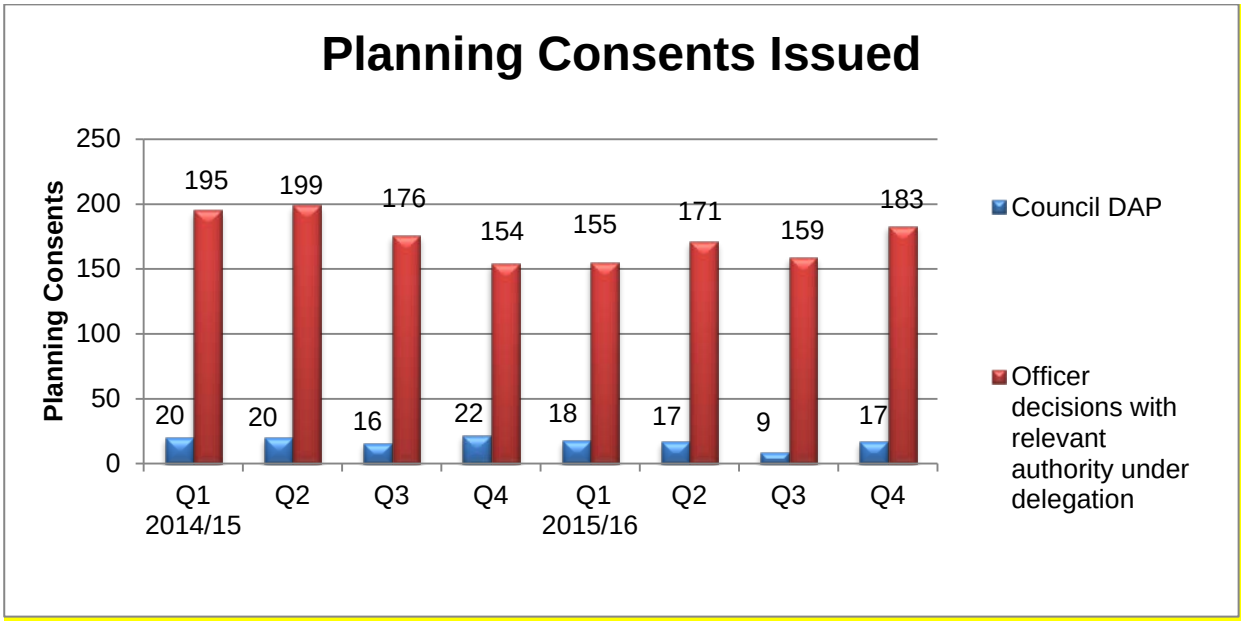
Backlog of health inspections now cleared and program on track. Inspections now to be undertaken in line with scheduled work plan.

Applications Lodged by Category

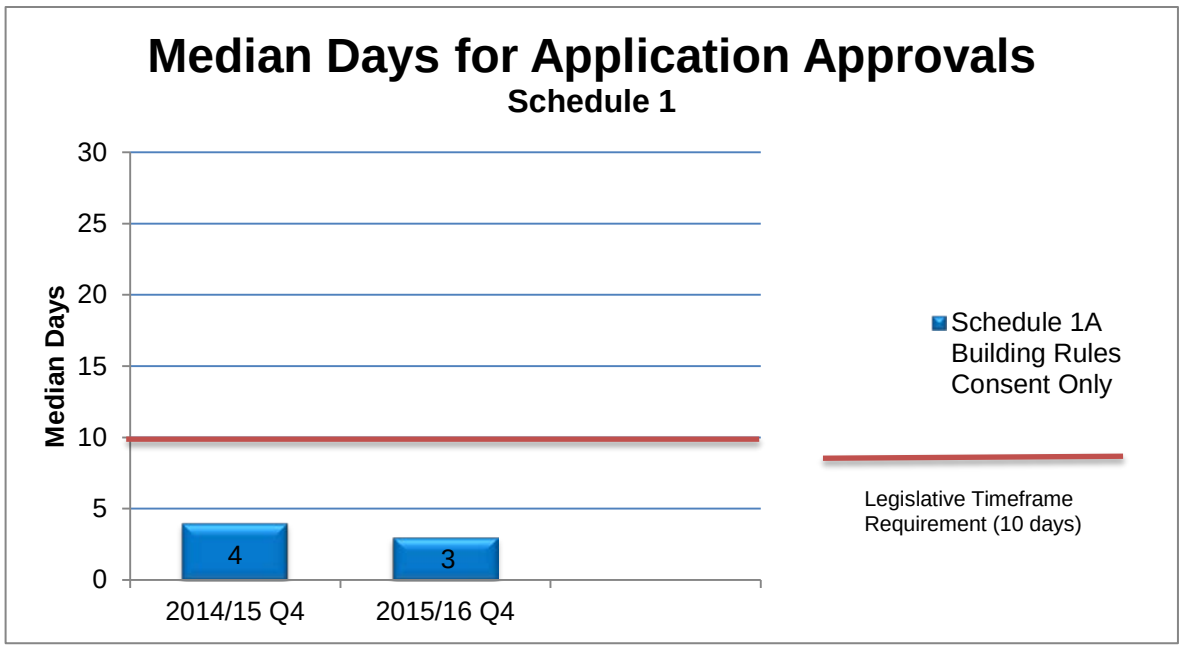


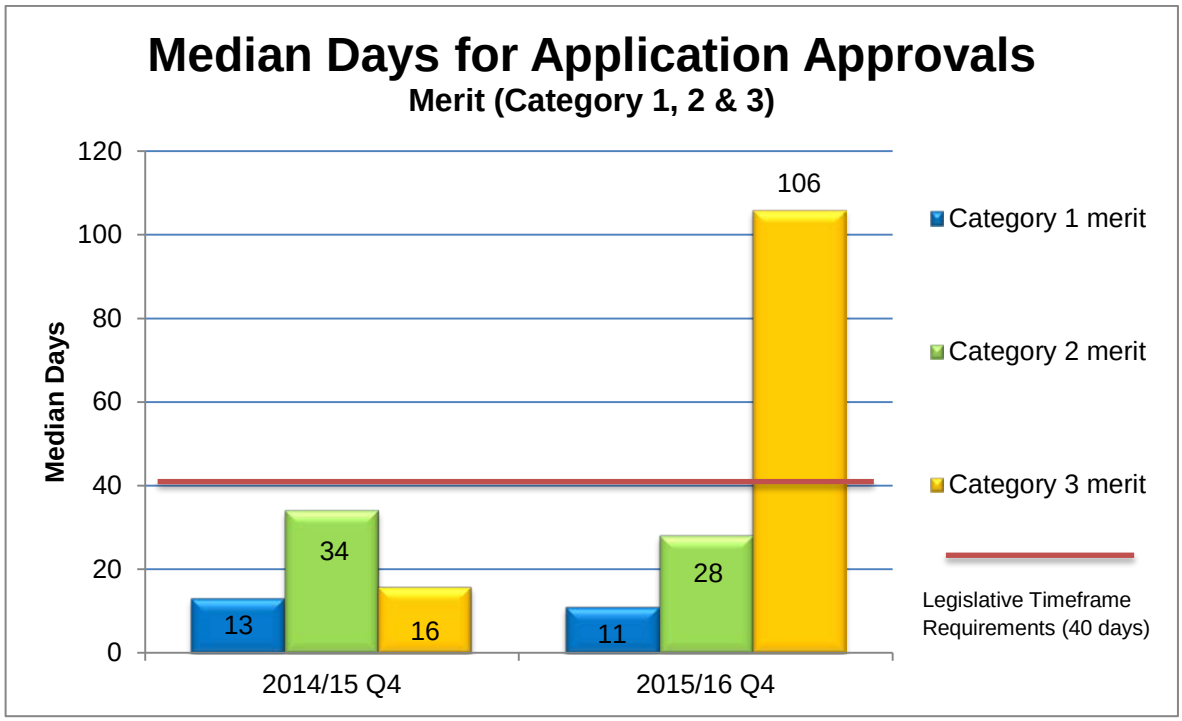
- **Category 1:** No public notice is given, no public consultation occurs and there is no right of appeal by "third parties" against the decision.
- **Category 2:** A notice, describing the development, identifying the land and stating such things as whether it is complying or non-complying development must be given; the relevant authority to the owner and occupiers of adjacent land. (i.e. the neighbours)
- **Category 3:** The same notice must be given to adjacent owners and occupiers. Notice must be given to those considered by the relevant authority to be "significantly affected" by the development and the general public must be notified by publication of a notice in a newspaper.

Planning consents issued by relevant authority



Median Days for Application Approvals

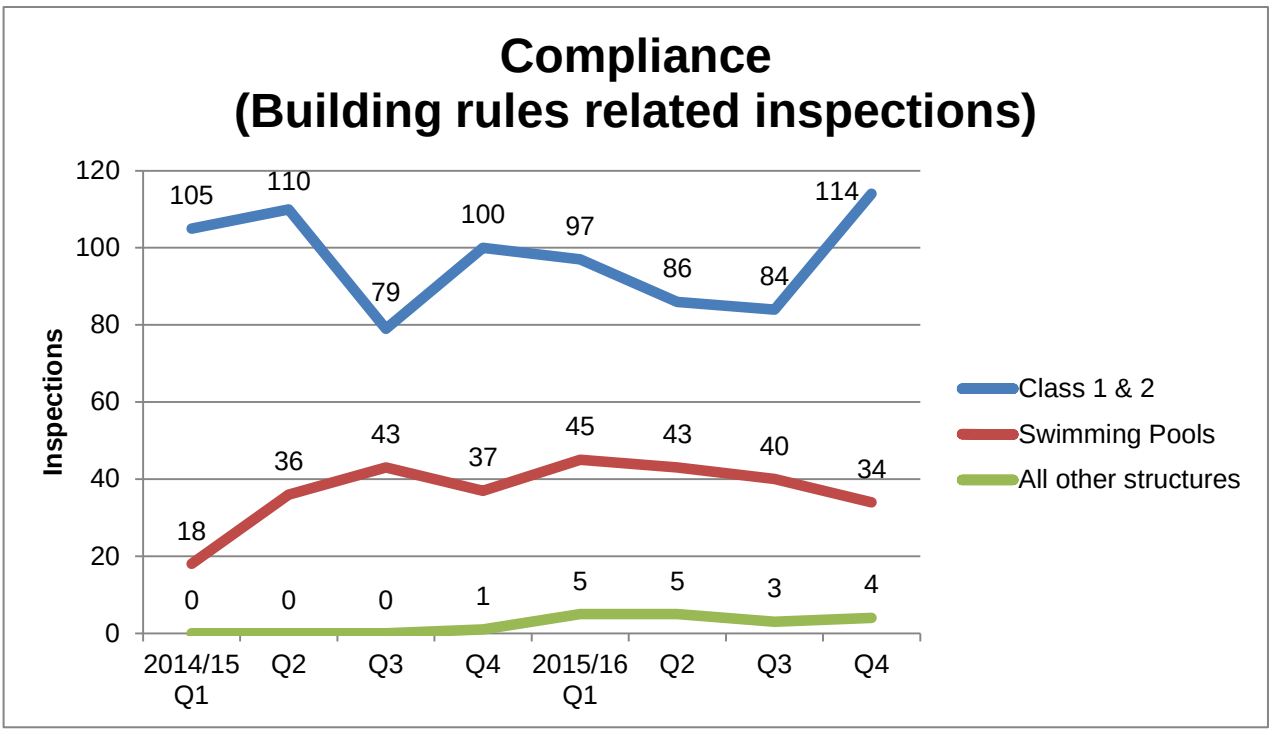




Comments

The extended time frame for Category 3 was due to one Development Application that required DAP consideration.

Compliance



Notes

Numbers refer to the number of sites inspected, not the number of inspections.

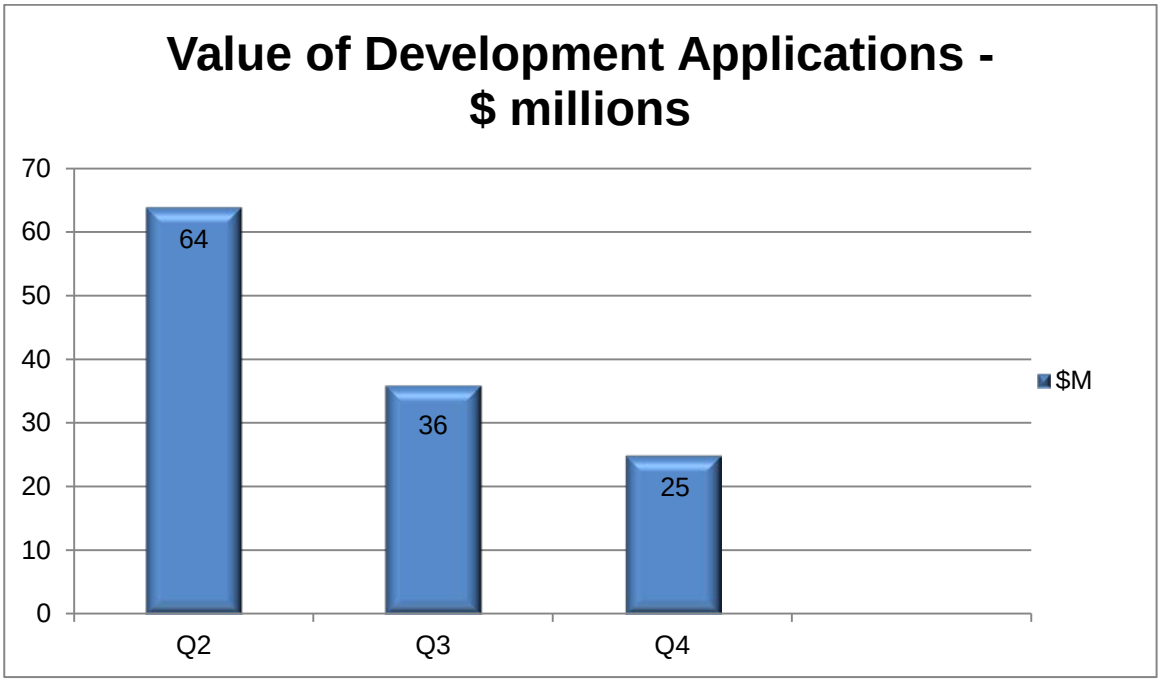
Class 1
One or more buildings which in association constitute:

Class 1a
A single dwelling being a detached house, or one of a group of two or more attached dwellings, each being a building

Class 1b
A boarding house or like in which not more than 12 persons would ordinarily be resident; or four or more single dwellings located on one allotment and used for short-term holiday accommodation, etc.

Class 2
A building containing 2 or more *sole-occupancy units*, each being a separate dwelling.

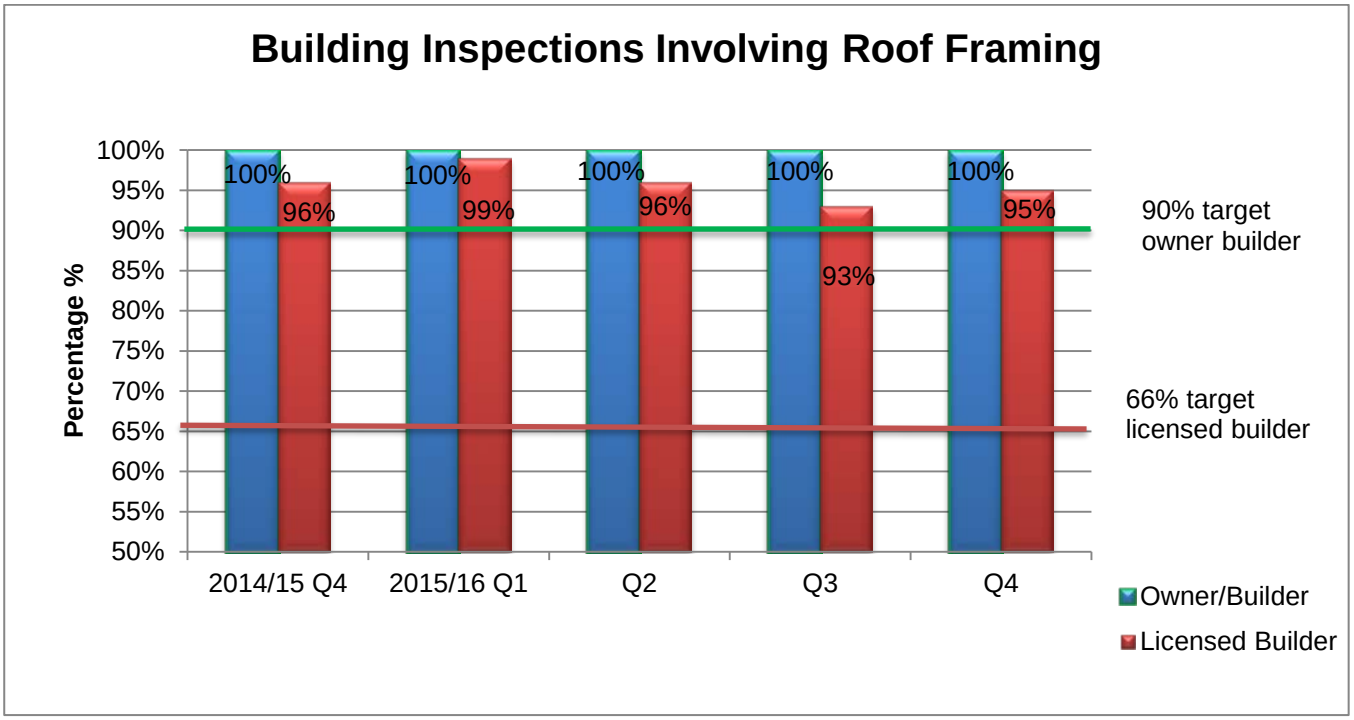
Value of Development Applications



Notes

The amounts shown are those listed by the applicant as the development cost and does not include fit out costs.

Numbers of Building Inspections



Notes

Prescribed Minimum Levels

In accordance with Section 71A(4a) and Regulation 80AB(2) Council's Building Inspection Policy specifies the following minimum building inspection levels for all classes of buildings, other than Class 10 buildings which are not attached to any part of the roof framing of a building of another class:

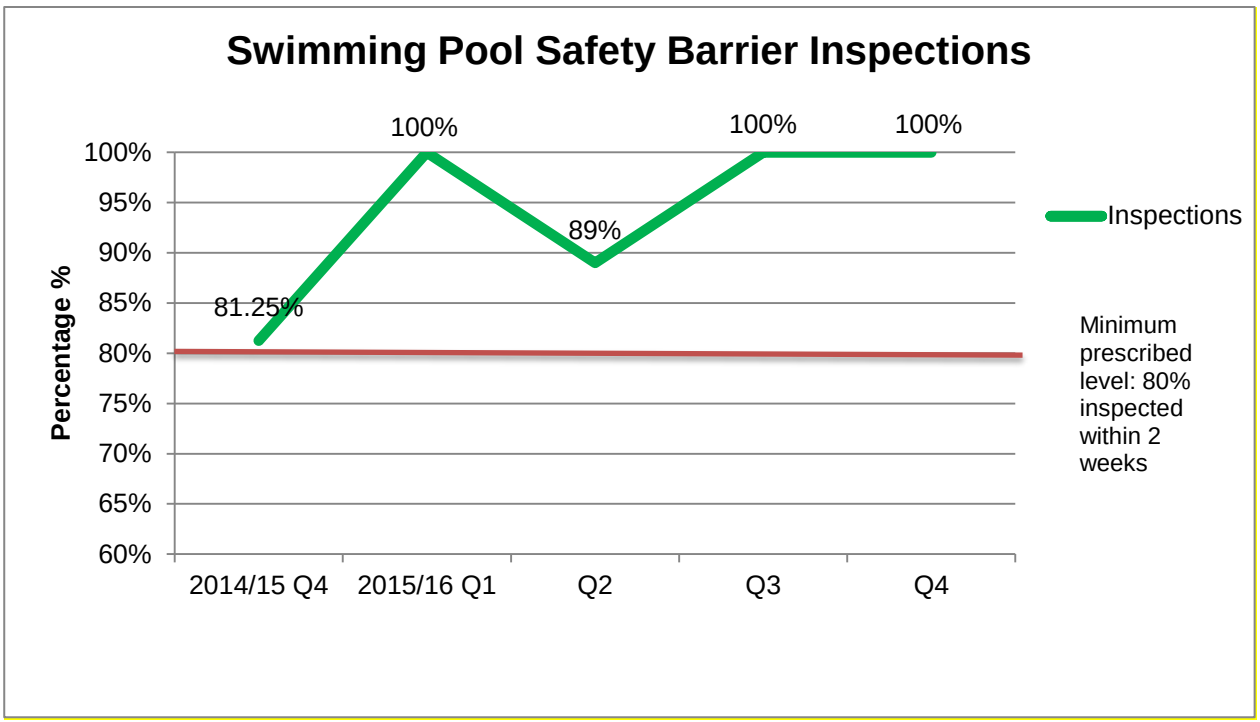
Where the building work involves the construction of any roof framing within the area of the Council:

(a) A number of inspections **equal to 66%** of the building rules consents issued over the course of the year for building work involving the construction of any roof framing where a licensed building work contractor is responsible for the relevant building works, and

(b) A number of inspections **equal to 90%** of the building rules consents issued over the course of the year for building work involving the construction of any roof framing where a licensed building work contractor is not responsible for the relevant building work.

The inspection figures shown confirm compliance with the above percentages and associated legislation.

Swimming Pool Safety Barrier Inspections



Notes

Prescribed Levels

In accordance with Section 71AA(7) and Regulation76D (4b) Council's Building Inspection Policy specifies the following safety barrier inspection levels.

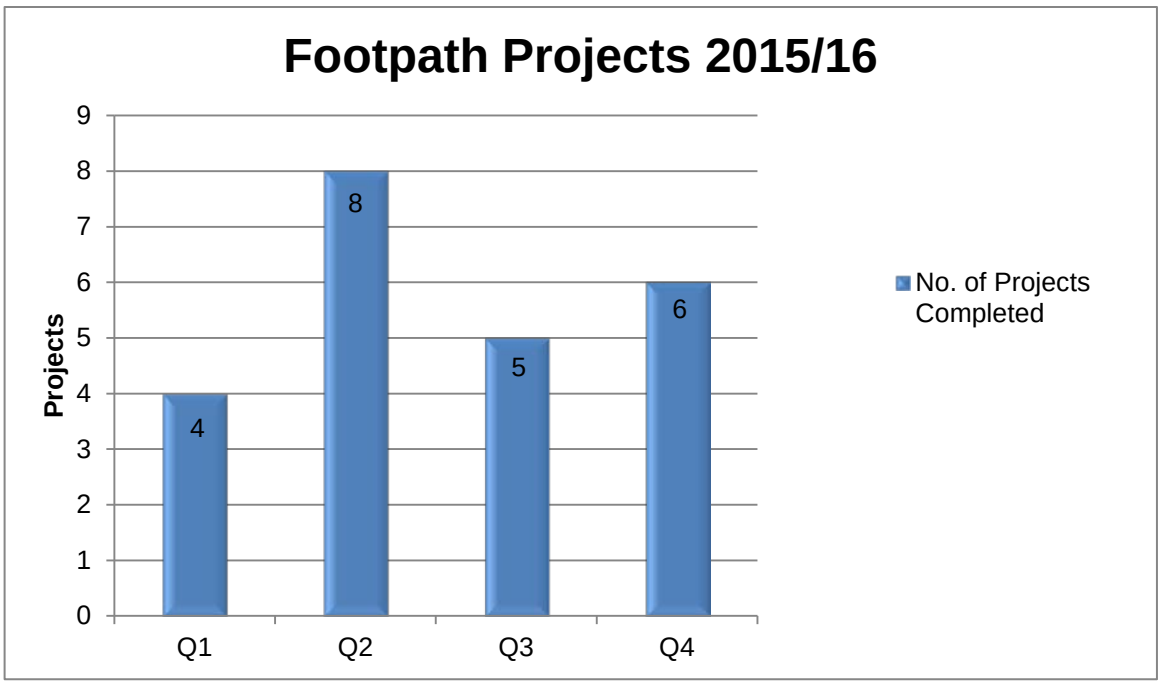
Where the building work involves the construction of a swimming pool (including safety fences and barriers associated with such swimming pools) within the area of the Council:

(a) A number of inspections equal to 100% of the building rules consents issued over the course of the year for building work involving the construction of swimming pools.

Of these:

- at least 80% of swimming pools will be inspected within 2 weeks of Council being notified of completion of the permanent swimming pool child-safety barriers
- no more than 20% of swimming pools will be inspected within 2 months of Council being notified of the completion of the permanent swimming pool child safety.

Capital Replacement Projects



Comments

Footpaths

The total number of planned footpaths projects for 2015/16 was 23 and all have now been completed.

Footpaths completed this quarter are:

- Highgate Street, Highgate
- Jellicoe Avenue, Kings Park
- Ada Street, Goodwood
- Cowper Road, Black Forest
- Birk Street, Parkside
- Gray Street, Black Forest.

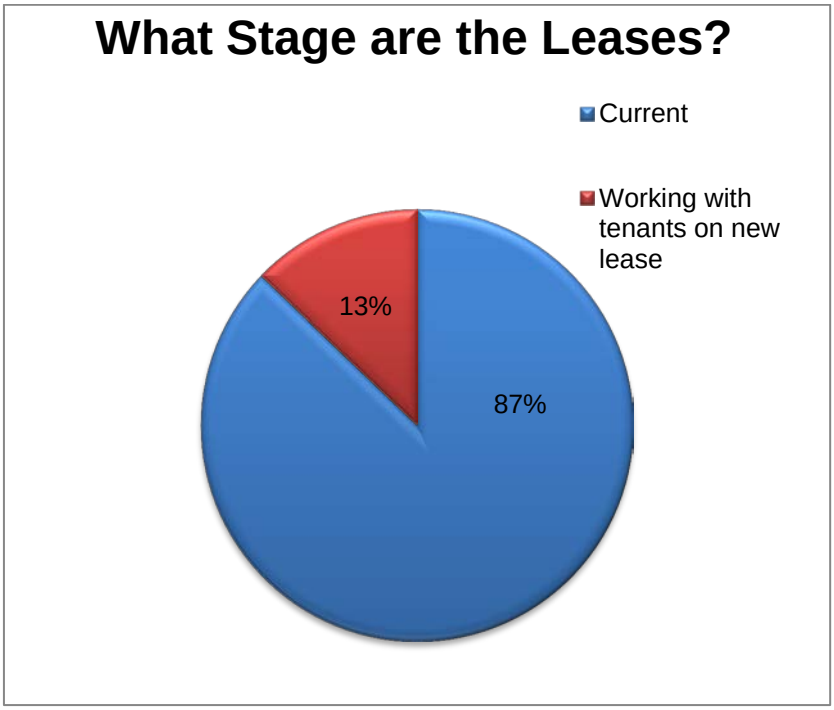
Additionally, the following footpaths have been completed which were not on the original program:

- Bloomsbury Street, Goodwood
- Irwin Avenue, Millswood
- Wattle Street, Fullarton from Seaview Road to number 44 (verge only)
- Cleland Avenue, Unley (North side of apartments).

Road Reseal Program

- Grove Street, Unley Park (including speed humps)
- Ripon Street, Clarence Park
- Fisher Street from Duthy Street to Seaview Street, Fullarton
- Frew Street, Fullarton.

Lease Stages



Comments

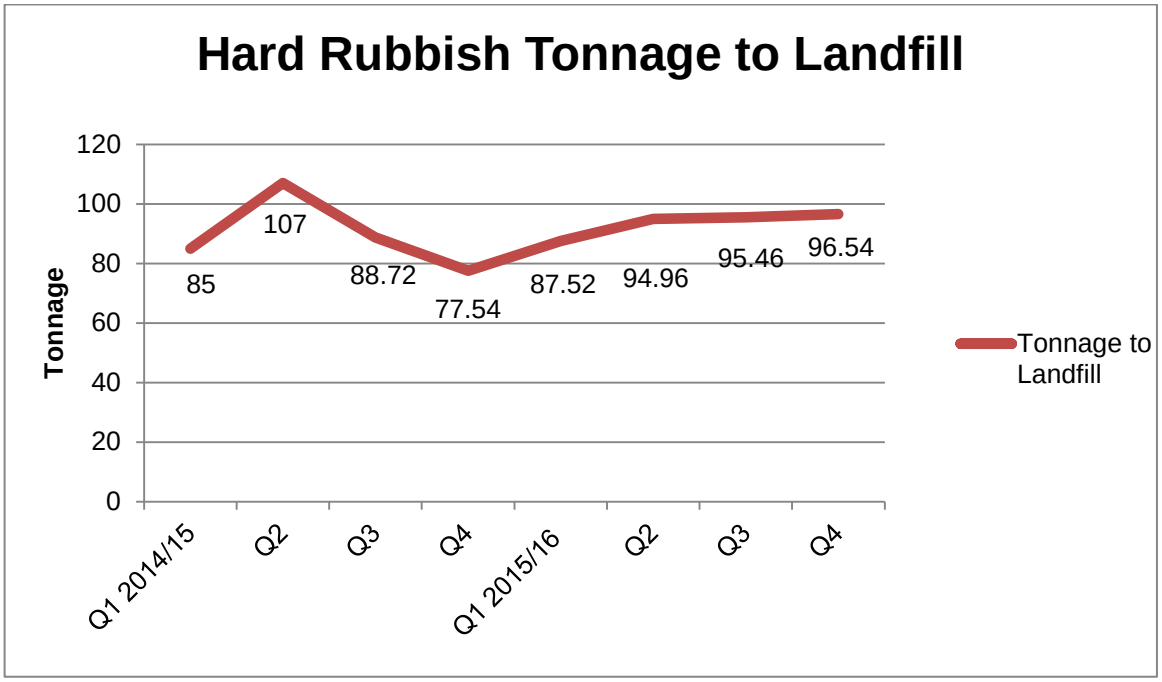
Working with tenants on leases

- B&M Glass – right of way Charles Lane, Unley (New Licence – Current Licence expired 26 August 2015)
- Women's & Children's Health Network – 411a Fullarton Road, Fullarton (New Lease – Current lease expired 30th April 2016)
- Girl Guides (Extension of Current Lease for a further 3 years from 1st July 2016)
- Goodwood Community Childcare Centre – 31 Rosa Street, Goodwood (New Lease – current lease expires 23 September 2016)
- Barzaar - 166 Unley Road, Unley (Extension of Current Lease for a further 5 years from 4th December 2016)

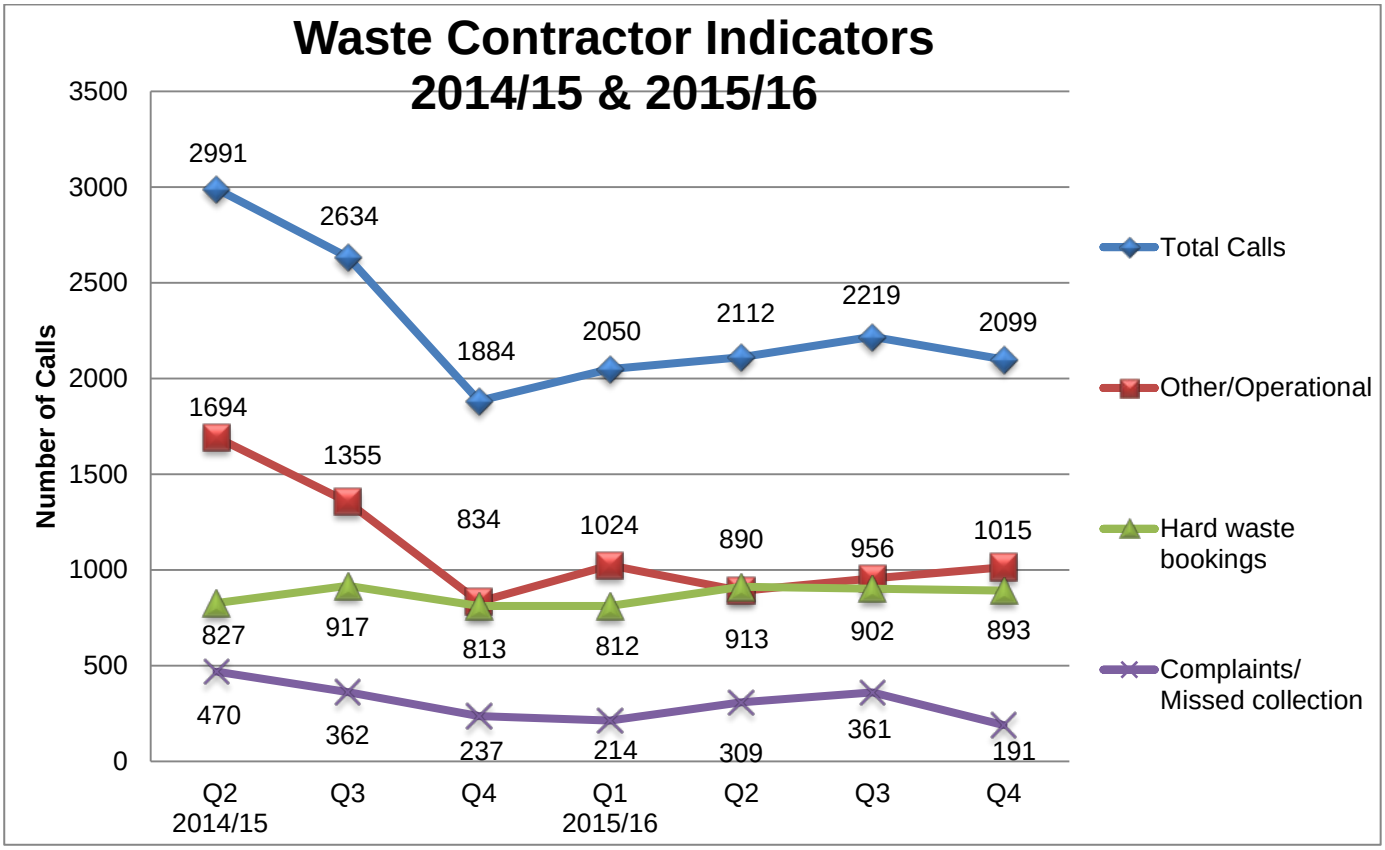
Leases coming up for renewal

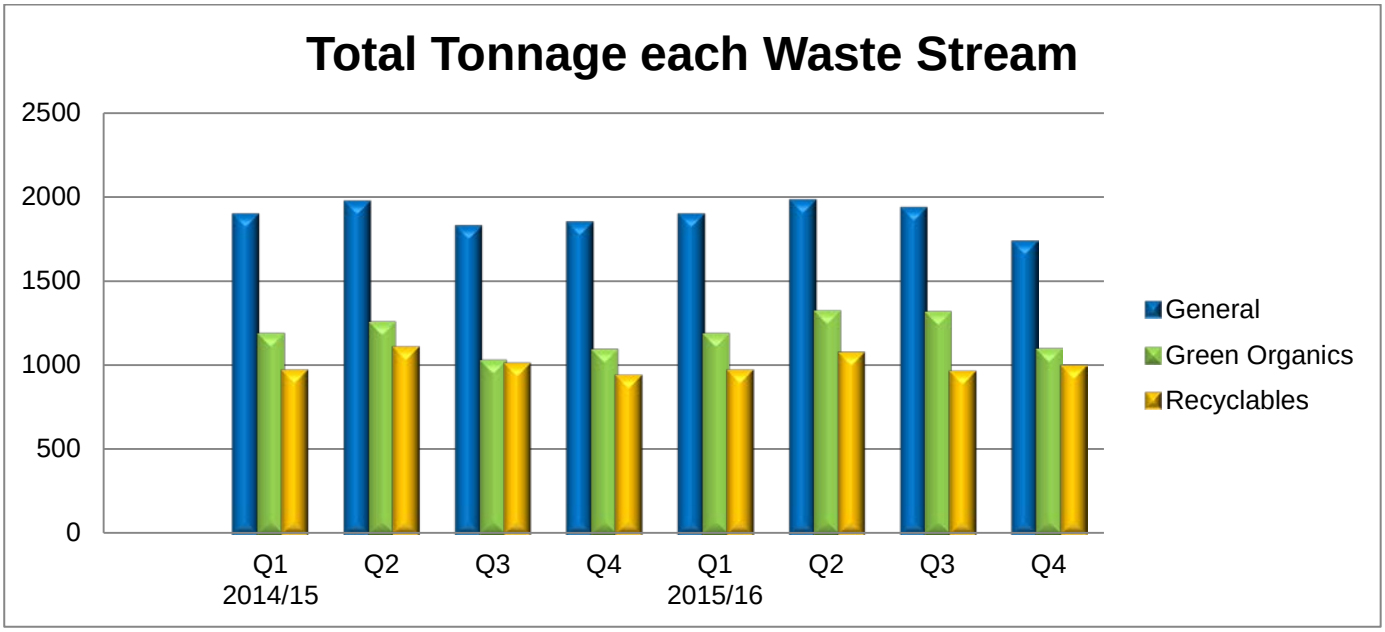
- Sturt District Football Club – SANFL Match Day Licence for Unley Oval (New Licence – Current Licence expires 30 September 2016)

Hard Rubbish to Landfill



Waste Contractor Indicators





The 'Take the Pledge' campaign targets a sample of residents to promote and increase the use of the Organics bin for the recycling of food scraps

It was good to see that the Organics tonnage over the period that we are promoting the FreeBags of Compost and the Take the Pledge campaign, as can be seen by the increased tonnage in the Quarters 1, 2 and 3 of 2015/16

Residual (general) waste tonnage has also dropped in the 2015/16 quarters, which may indicate the movement of food waste from the Blue bins into the Organics bins.

Comments

We will continue with education awareness programs to aim for much less residual waste tonnage and more of recycling and organics

- Battery and mobile phone drop off at civic centre, libraries and community centres
- School and kindergarten waste audits and advice
- KESAB – Door Stepping – promote organics in GREEN bin
- Promotion of FREE E-Waste drop off at Adelaide Waste and Recycling Centre and Glen Osmond Recycling Centre
- Continual promotion of Kitchen Caddy and Compostable Liners – available from Council
- Hire of Community Event bins for Council and private events on Council's reserves
- Kerbside Waste Audit – recommendations to be implemented
- KESAB – 'Take the Pledge' Campaign – encourage correct recycling by residents who pledge to do the right thing
- Business waste education – bin stickers and information on correct items for kerbside recycling.

Council and Committee Meetings, Workshops and Briefings Attended (*by Councilors*)

Council Meeting Attendances

ELECTED MEMBERS	Meeting Dates			
	26 April	23 May	20 June	27 June
Mayor Lachlan Clyne	√	√	√	√
Mike Hudson	**Left meeting 7.40pm**	√	√	√
John Koumi	√	√	**L***	**L***
Anthony Lapidge	√	√	√	√
Peter Hughes	√	√	√	√
Michael Hewitson	√	√	√	√
Rufus Salaman	√	√	√	√
Rob Sangster	√	√	√	√
Michael Rabbitt	√	√	√	√
Bob Schnell	√	√	√	√
Luke Smolucha	√	√	√	√
Jennie Boisvert	√	√	√	√
Don Palmer	√	√	√	√

Workshops and Briefings Attendances

ELECTED MEMBERS	Meeting Dates					
	April		May		June	
	4	11	2	9	6	22
Lachlan Clyne	**A**	√	√	**A**	**L***	√
Mike Hudson	**A**	**A**	**A**	**A**	√	**A**
John Koumi	√	**A**	**A**	√	**L***	**L***
Anthony Lapidge	√	√	√	√	√	√
Peter Hughes	√	√	√	√	√	√
Michael Hewitson	√	√	√	√	√	√
Rufus Salaman	**L***	**L***	√	√	√	√
Rob Sangster	**A**	√	√	√	√	√
Michael Rabbitt	√	√	√	√	√	√
Bob Schnell	**A**	√	√	√	√	√
Luke Smolucha	√	√	√	√	√	√
Jennie Boisvert	√	√	√	√	√	√
Don Palmer	√	√	√	√	√	√

A = Apology L* = Leave

Section 41 Committees and Development Assessment Panel Meetings Attendances

	Audit & Governance (1 meeting)	*Community & Culture (1 meeting)*	*DAP (3 meetings)*	*Development Strategy & Policy (1 meeting)*	*Infrastructure & Sustainability (2 meetings)*	*UBED (1 meeting)*
Mayor Clyne						
Mike Hudson		1				
John Koumi				1		**L***
Anthony Lapidge				1		1
Peter Hughes		1			2	
Michael Hewitson					2	
Rufus Salaman			3	1		
Rob Sangster	1		3		2	
Michael Rabbitt	1	1				
Bob Schnell		1			2	
Luke Smolucha				1		1
Jennie Boisvert			3	1		
Don Palmer				1		1

A = Apology L* = Leave

Meeting dates

Audit and Governance – 24 May 2016

Community and Culture – 4 May 2016

Development Assessment Panel (DAP) – 19 April, 17 May and 21 June 2016

Development Strategy and Policy – 18 April 2016

Infrastructure and Sustainability – 12 April and 7 June 2016

Unley Business and Economic Development (UBED) – 1 June 2016

INFORMATION REPORT

REPORT TITLE:	ANNUAL SUMMARY SECTION 270 INTERNAL REVIEW REQUESTS
ITEM NUMBER:	589
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	SUE BAYLY
JOB TITLE:	GOVERNANCE OFFICER

1. EXECUTIVE SUMMARY

1.1 To provide Council with the annual summary of internal review requests made under section 270(1) of the *Local Government Act 1999* (the Act).

1.2 There were two requests for financial year 2015-16, which are summarised in the table below.

1.3 The section 270 review process and summary does not include requests for reviews made under the *Development Act 1993* or the *Freedom of Information Act 1991* which both contain review processes.

2. RECOMMENDATION

That:

1. The report be received.

1. RELEVANCE TO CORE STRATEGIES/POLICY

1.1 *Local Government Act 1999*, Chapter 13, Part 2.

3.2 Goal 5.3; Good governance and legislative framework.

3.3 Procedure for internal review of a Council decision.

2. DISCUSSION

There were 2 requests during financial year 2015-16 for internal review under section 270(1) of the Act. These are summarised in the table below.

Subject	Outcome
Property development at Parkside; behaviour of council staff and councillor, Council practices.	Referred to Ombudsman. Finding; Council actions not unlawful, unreasonable or wrong.
Parking restrictions during NAB Cup football match – Langham Terrace & Unley Oval	Event management process improvements identified.

3. POLICY IMPLICATIONS

Financial/budget

Staff time in investigating and responding to the requests.

Legislative / Risk Management

The "Procedure for internal review of a Council decision" is a mandatory procedure under section 270(1) of the Act.

Section 270(8) of the Act specifies that a Council must, on an annual basis, receive a report that shows the number of applications under section 270(1), the subject, and the outcome.

Stakeholder Engagement

The internal review process is a form of stakeholder engagement. Its purpose is to provide the community with a mechanism to engage with Council when a person(s) questions the making of a Council decision.

DECISION REPORT

REPORT TITLE:	NOMINATIONS FOR LGA PRESIDENT AND BOARD
ITEM NUMBER:	590
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	SUE BAYLY
JOB TITLE:	GOVERNANCE OFFICER

EXECUTIVE SUMMARY

The Local Government Association (LGA) is calling for nominations for LGA President, eight Metropolitan Local Government Group (MLGG) Board Members and 4 Deputy Board Members for a two year term. The LGA Constitution outlines the conditions and process for the Board elections. An election will be held if the number of nominations exceeds the number of vacancies.

The LGA Presidency is alternated between "country" and "metropolitan" councils, with a "metropolitan" candidate to be elected for the next term commencing at the first Board meeting following the counting of votes on 12 December 2016.

Mayor Clyne has indicated that he is not seeking nomination for either the LGA President or MLGG Board Member positions. Unley Council is not therefore entitled to nominate a person for the President's position.

Council may nominate one of its own Councillors as either a MLGG Board Member or Deputy Board Member.

Nominations must be received by the LGA by 5.00pm, Thursday 6 October 2016.

RECOMMENDATION

That:

1. The report be received.

2. ……. be nominated as a Metropolitan Local Government Group Board Member or Deputy Board Member on the Local Government Association (SA) Board.

1. RELEVANT CORE STRATEGIES/POLICIES

Goal 5.3; Good governance and legislative framework

2. DISCUSSION

Correspondence dated 18 August 2016 has been received from LGA Chief Executive Officer, Matt Pinnegar, in his role as Returning Officer calling for nominations for the positions of LGA President, Board and Deputy Board Members. See Attachment 1 to Item 590/16. The list of eligible candidates for President, and nomination forms are included with the letter. The LGA Constitution sets down the composition of the Board, and the conditions and process for the Board elections.

Attachment 1

The position of LGA President is rotated between "country" and "metropolitan" councils every two years. The term of Mayor Dave Burgess from Mid-Murray Council is due to expire. The next term is to be filled by a metropolitan Mayor who has served as a LGA Board Member for at least 12 continuous months since the last general council elections. Mayor Clyne has indicated that he is not seeking nomination for the President's position. Unley Council is not entitled to nominate another Council's Mayor for the position. However, if requested by another Council, Unley Council may offer a letter of support for that Council's candidate.

Council may nominate one Unley Elected Member as a MLGG representative on the LGA Board or Deputy Board Member. Unless stated otherwise, a nomination as a Board Member includes a nomination as a Deputy Board Member. Mayor Clyne is currently a MLGG representative on the LGA Board, and his term expires with this Board election, but he is not seeking re-election.

The timetable is shown below.

Action	**Responsibility**	**Due Date**
Receipt of nominations by LGA	CEO of Council	Received by LGA by 5.00pm Thursday 6 October 2016
Ballot papers prepared if required	CEO of LGA	By Friday 21 October 2016
Ballot papers posted to Council	CEO of LGA	Monday 24 October 2016
Closing date for receipt of votes by LGA	CEO of Council	Received by LGA by 5.00pm Friday 9 December 2016
Vote count and (provisional) declaration	LGA	Monday 12 December 2016

3. ANALYSIS OF OPTIONS

Option 1 – Council nominates an Elected Member for the LGA Board

Council may nominate an Elected Member as a Metropolitan Local Government Group representative on the LGA Board. The nomination form must be signed by the candidate and Council's CEO and forwarded to the LGA by 5.00pm, Thursday 6 October 2016.

Option 2 – Council does not nominate a Councillor for the LGA Board

Nominating an Elected Member for the LGA Board is at Council's discretion. There is no obligation or legal imperative to do so.

4. RECOMMENDED OPTION

For decision by Council.

5. ATTACHMENTS

1. Correspondence from Matt Pinnegar, LGA Returning Officer.

6. REPORT AUTHORISERS

Name	Title
Peter Tsokas	Chief Executive Officer
Rebecca Wilson	Group Manager, Governance & Risk

Local Government Association of South Australia

The voice of local government.

Our Reference: 642096/RD : DB

18 August 2016

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Dear Peter

Call for Nominations for LGA President, and Board Members and Deputy Board Members representing Metropolitan Local Government Group

The LGA Constitution outlines the process and timeline for the conduct of Board elections. It includes provision for the calling of nominations for the office of President, Board Members, and Deputy Board Members by no later than 1 September before officers are to retire in every second year. This means that an election is due to be commenced prior to 1 September 2016. The purpose of this letter is to invite nominations from your council for President, Board Members and Deputy Board Members.

In accordance with clause 55 of the LGA Constitution, (available at http://www.lga.sa.gov.au/corpdocs) I am required to call for nominations for the office of President and Board Members and Deputy Board Members and, if necessary, conduct an election (by way of postal voting).

Accordingly, I write to you in your capacity as the Chief Executive Officer of an Ordinary Member Council of the Metropolitan Local Government Group to invite nominations from your council, firstly, for the position of LGA President, and, secondly, for the positions of Board Members and Deputy Board Members representing the Metropolitan Local Government Group.

Pursuant to clause 49.3 of the Constitution the number of positions available are up to 8 Board Members and 4 Deputy Board Members to represent the Metropolitan Local Government Group. If the number of nominations exceeds the number of vacancies, the representatives will be elected from those persons who are nominated.

.../2

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For Information C GOWARD

Eligibility Criteria

for President

Clause 46 of the Constitution requires that:

- In order to be eligible for nomination to the **Office of President** a person must be a Councillor or Mayor who has served as a Board Member of the LGA Board for at least 12 continuous months from the conclusion of the previous general election, 1 May 2015, to the date of the call for nominations for President.
- The office of President must be occupied on a rotational basis by a member of a 'country' council (being any council that is not a member of the Metropolitan Local Government Group) and then, a member of a constituent council of the Metropolitan Local Government Group. Commencing at the end of the next election the Office of the President will be occupied by a member of a 'metropolitan' council for a two year term.
- a Deputy Board Member cannot be nominated for the position of President.

for Board Members and Deputy Board Members

Pursuant to Clause 57 of the Constitution:

- in order to be eligible for nomination as a Board Member or Deputy Board Member representing a Region, a person must be a member of a constituent council of that Region;
- a council may nominate one eligible person to act as a Board Member or Deputy Board Member from their own council . However, only one member of a council may be nominated for such office;
- a nomination for a Board Member may only be made by resolution of the council and using the **enclosed** form. The form must be signed by both the candidate nominated by the council to indicate his/her willingness to stand for election, and by you as the Chief Executive Officer of the nominating council; and
- unless stated otherwise a nomination to act as a Board Member includes a nomination to as a Deputy Board Member.

Nomination

Under Clause 57.4 of the Constitution "*an Ordinary Member cannot nominate a candidate outside of its own elected body*".

.../3

A nomination as a Board Member or Deputy Board Member representing the Metropolitan Local Government Group must be a member of a constituent council of the Metropolitan Local Government Group. That is, a member of one of the following councils:

- Adelaide City Council
- Adelaide Hills Council
- City of Burnside
- Campbelltown City Council
- City of Charles Sturt
- Town of Gawler
- City of Holdfast Bay
- City of Marion
- City of Mitcham
- City of Norwood, Payneham & St Peters
- City of Onkaparinga
- City of Playford
- City of Port Adelaide Enfield
- City of Prospect
- City of Salisbury
- City of Tea Tree Gully
- City of Unley
- Town of Walkerville; and
- City of West Torrens.

A council may nominate one eligible person to act as a Board Member or Deputy Board Member from their own council. However, only one member of any council may be nominated for office. A President may be from the same council as a Board or Deputy Member.

A nomination may only be made by resolution of the council and using the **enclosed** form. The form must be signed by both the candidate nominated by the council to indicate his/her willingness to stand for election, and by you as the Chief Executive Officer of the nominating council;

I have enclosed, for your information, a list of the Board Members who are eligible to be nominated for President.

Voting

As the Returning Officer I am required to conduct a postal ballot if the number of nominations for the above positions exceeds the required number of candidates. If a ballot is required, the distribution of ballot papers to councils will include any information provided by the candidates to the Returning Officer in accordance with the requirements specified in clause 64.2 of the Constitution. This information is to be provided by the candidate with the nomination form.

As per the LGA Constitution, if an election is required, a preferential voting system will be used being the system contained in the *Local Government (Elections) Act 1999*, commonly known as 'proportional representation'.

.../4

Timetable

The following timetable will be adhered to:

Action	Responsibility	Due Date
Receipt of Nominations	CEO of Ordinary Member Council	by Thursday 6 October 2016
Ballot Papers Prepared (if required)	Chief Executive Officer of the LGA	by Friday 21 October 2016
Ballot Papers posted to councils	Chief Executive Officer of the LGA	Monday 24 October 2016
Closing date for receipt of votes	CEO of Ordinary Member Council	by 5:00pm Friday 9 December 2016
Vote Count and (provisional) declaration		Monday 12 December 2016

All nominations (and any accompanying candidate information) must be addressed to me as the LGA's Returning Officer using the envelope provided and must be received by 5:00pm, Thursday 6 October 2016.

Extracts from the LGA Constitution in relation to the role and responsibilities of the President and other LGA Board Members are enclosed for your information.

If you have any questions in relation to the election process, please contact myself or Robert Drusetta, Director Corporate Services on 8224 2020 or email robert.drusetta@lga.sa.gov.au.

Yours sincerely

Matt Pinnegar

Chief Executive Officer/Returning Officer

Telephone: (08) 8224 2022

Email: matt.pinnegar@lga.sa.gov.au

Attachments:

1 List of Board Members eligible to be nominated as President
2 Nomination Form - President
3 Nomination Form – Board Member/Deputy Board Member representing the Metropolitan Local Government Group
4 Returning Officer requirements for candidate information
5 Roles & Responsibilities – President and Board Members (extract from LGA Constitution)

Local Government Association of South Australia

The voice of local government.

Attachment 1

Persons Eligible for Nomination as President

(in alphabetical order by council name)

Name	council
Cr Sue Clearihan	Adelaide
Mayor David Parkin	Burnside
Cr Jill Whittaker	Campbelltown
Mayor Angela Evans	Charles Sturt
Mayor Glenn Spear	Mitcham
Mayor Robert Bria	Norwood, Payneham & St Peters
Mayor Lorraine Rosenberg	Onkaparinga
Mayor David O'Loughlin	Prospect
Mayor Lachlan Clyne	Unley

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2016 Nomination Form

President

The _____

(Name of council making the nomination)

hereby nominates _____

(Full Name)

of _____

(Name of council of which the nominee is a member)

being a Member of such council to the position of **LGA President**

Dated this _____ day of _____

_____

(Signature of Chief Executive Officer)

and I, the person nominated, hereby accept such nomination and consent to act as President if so elected.

_____

(Signature of Candidate)

Close of Nominations: 5:00pm 6 October 2016

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2016 Nomination Form

Representative of Metropolitan Local Government Group

The _____

(Name of council making the nomination)

hereby nominates _____

(Full Name)

of _____

(Name of council of which the nominee is a member)

being a Member of such council to the position of **Board Member or Deputy Board Member** representing the Metropolitan Local Government Group

Dated this _____ day of _____

_____

(Signature of Chief Executive Officer)

and I, the person nominated, hereby accept such nomination and consent to act as a Board Member or Deputy Board Member if so elected

_____

(Signature of Candidate)

Close of Nominations: 5:00pm 6 October 2016

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LGA Board Member

Candidate Information

Position Sought (tick whichever position applicable):

- ☐ **LGA President or**
- ☐ **Board Member Representative of Metropolitan Local Government Group**

Word limit is strictly 1,000 words (pursuant to clause 64.2 of the Constitution)

Name: _____
Council: _____
Current council position(s) _____
Local Government Experience / Knowledge

Local Government Policy Views & Interests

Other Information

This information is to accompany a nomination form and must be received by the Returning Officer of the Region by 5.00pm on 6 October 2016

Attachment 4

Specifications for the Provision of Candidate Information

LGA President / Board Member Representative of Metropolitan Local Government Group

The information must:

- be typed in the attached format (and must not exceed one side of an A4 sheet of paper).
- be provided under the following headings:
  - Name of Candidate
  - Name of council
  - Current council Position(s)
  - Local Government Experience/Knowledge
  - Local Government Policy Views and Interests
  - Other Information
- not contain any references, direct or otherwise, to any other candidates
- not include a photograph
- be supplied in a manner that is suitable and ready for photocopying
- not contain any statement purporting to be a fact that is inaccurate or misleading.

Please note:

1. The information does not need to be authorised by anyone.
2. The Returning Officer reserves the right to determine whether or not the information provided fits within the above requirements. In the event that the Returning Officer determines that it does not, the Returning Officer will endeavour to contact the candidate to discuss the matter.
3. The information needs to be received by the Returning Officer **by 5.00pm on 6 October 2016.**

Matt Pinnegar
Returning Officer

Local Government Association of South Australia

The voice of local government.

Attachment 5

LGA Board Member Roles & Responsibilities

Extract From LGA Constitution

The President

46.4 The President has these functions:

46.4.1 to be a member of, to chair and to provide leadership to the Board;

46.4.2 to be a member of, to chair and to provide leadership to the Management Group;

46.4.3 to chair general meetings;

46.4.4 to represent the LGA to the wider community and the media, consistent with adopted policy positions of the LGA; and

46.4.5 those of a Board Member, as if a Board Member.

Board Members

50.4 A Board Member has these functions:

50.4.1 to be on the Board and make reasonable endeavours to attend and participate in each meeting of the Board;

50.4.2 contribute to the LGA by providing leadership for local government and pursuing the objects of the LGA;

50.4.3 represent the LGA in a positive manner to the wider community in South Australia and, if the opportunity arises, nationally and internationally;

50.4.4 present to the Board the interests and views of the Ordinary Members of the Region they represent or of the Unincorporated Areas as the case may be; and

50.4.5 (subject to any overriding duty of confidentiality) convey decisions of the Board and other information back to the Ordinary Members of the Region they represent or Unincorporated Areas as the case may be.

DECISION REPORT

REPORT TITLE:	CONFIDENTIALITY MOTION FOR ITEM 592 – PROPERTY DEVELOPMENT PROJECT
ITEM NUMBER:	591
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	CAROL GOWLAND
JOB TITLE:	EXECUTIVE ASSISTANT TO CEO & MAYOR

PURPOSE

To recommend that Item 591 be considered in confidence at the 12 September 2016 Council meeting and that the Minutes, Report and Attachments referring to this report remain confidential until the item is revoked by the Chief Executive Officer at a future date.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. Pursuant to Section 90(2) and (3)(b) of the Local Government Act 1999 the Council orders the public be excluded, with the exception of the following:

   Mr P Tsokas, Chief Executive Officer
   Mr J Devine, General Manager Assets and Environment
   Ms M Berghuis, General Manager Community
   Ms N Tinning, Group Manager Business Support & Improvement
   Mr P Weymouth, Acting General Manager Economic Development & Planning
   Ms R Wilson, Group Manager Governance and Risk
   Ms C Gowland, Executive Assistant to CEO and Mayor
   Mr K Davis, Manager Urban Design

   on the basis that it will receive and consider the report on the Property Development Project and that the Council is satisfied that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:

   (b) information the disclosure of which

(i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and
(ii) would, on balance, be contrary to the public interest.

It would be in the best interest of Council to consider this matter in confidence.

DECISION REPORT

REPORT TITLE:	CONFIDENTIALITY MOTION TO REMAIN IN CONFIDENCE ITEM 592 – PROPERTY DEVELOPMENT PROJECT
ITEM NUMBER:	593
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	CAROL GOWLAND
JOB TITLE:	EXECUTIVE ASSISTANT TO CEO AND MAYOR

PURPOSE

To recommend that Item 592 remain in confidence at the 12 September 2016 Council meeting until the order is revoked by the Chief Executive Officer.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.

2. Pursuant to Section 91(7) and (3)(b) of the Local Government Act:

   2.1 The

   ☑ Minutes

   ☑ Report

   ☑ Attachments

   remain confidential on the basis that the information contained in this report could confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, and

   2.2 the minutes, report and attachments will be kept confidential until the item is revoked by the Chief Executive Officer.

DECISION REPORT

REPORT TITLE:	CONFIDENTIALITY MOTION FOR ITEM 595 – PROPERTY ACQUISITION
ITEM NUMBER:	594
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	CAROL GOWLAND
JOB TITLE:	EXECUTIVE ASSISTANT TO CEO & MAYOR

PURPOSE

To recommend that Item 595 be considered in confidence at the 12 September 2016 Council meeting and that the Minutes, Report and Attachments referring to this report remain confidential until the item is revoked by the Chief Executive Officer at a future date.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. Pursuant to Section 90(2) and (3)(b) of the Local Government Act 1999 the Council orders the public be excluded, with the exception of the following:

   Mr P Tsokas, Chief Executive Officer
   Mr P Weymouth, A/General Manager Economic Development & Planning
   Mr J Devine, General Manager Assets and Environment
   Ms M Berghuis, General Manager Community
   Ms N Tinning, Group Manager Business Support & Improvement
   Ms R Wilson, Group Manager Governance and Risk
   Ms C Gowland, Executive Assistant to CEO and Mayor
   Mr K Davis, Manager Urban Design

   on the basis that it will receive and consider the report on the Acquisition of Property and that the Council is satisfied that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:

   (b) information the disclosure of which

(i) could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and
(ii) would, on balance, be contrary to the public interest.

It would be in the best interest of Council to consider this matter in confidence.

DECISION REPORT

REPORT TITLE:	CONFIDENTIALITY MOTION TO REMAIN IN CONFIDENCE ITEM 595 – PROPERTY ACQUISITION
ITEM NUMBER:	596
DATE OF MEETING:	12 SEPTEMBER 2016
AUTHOR:	CAROL GOWLAND
JOB TITLE:	EXECUTIVE ASSISTANT TO CEO AND MAYOR

PURPOSE

To recommend that Item 596 remain in confidence at the 12 September 2016 Council meeting until the order is revoked by the Chief Executive Officer.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.

2. Pursuant to Section 91(7) and (3)(b) of the Local Government Act:

   2.1 The

   ☑ Minutes

   ☑ Report

   ☑ Attachments

   remain confidential on the basis that the information contained in this report could confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, and

   2.2 the minutes, report and attachments will be kept confidential until the item is revoked by the Chief Executive Officer.